



Town of Longboat Key Planning & Zoning Board

Town Hall, 501 Bay Isles Road

Longboat Key, FL 34228

www.longboatkey.org

David Lapovsky, Chair; Jay Plager, Vice Chair; Paul Hylbert, Secretary;
Kevin Giordano; Ron Ginsberg; Doreen Mitchell; Margaret Nuzzo

AGENDA REGULAR MEETING SEPTEMBER 15, 2026 – 9:15 AM

1. Call to Order

2. Roll Call

3. Pledge of Public Conduct

- We may disagree, but we will be respectful of one another.
- We will direct all comments to issues.
- We will avoid personal attacks.
- Audience members wishing to speak must be recognized by the Chair.
- Speaking without being recognized will be considered as "Out of Order."

4. Public to be Heard

Opportunity for Public to Address Planning & Zoning Board

At each meeting, the Planning & Zoning Board sets aside time for the public to address issues not on the agenda.

5. Approval of Minutes: June 16, 2026 Regular Meeting

6. Setting Future Meeting Date: October 20, 2026

7. Consent Agenda

The purpose of the Consent Agenda is to expedite those items on an agenda that appear to be of a routine nature. Any item on the Consent Agenda can be removed from the Consent Agenda and placed on the Regular Meeting Agenda by any member of the Planning & Zoning Board without having to make a motion, receive a second, or submit to a vote. Otherwise, all items on the consent Agenda are voted upon in their totality by one action (motion, second and vote) and are not subject to discussion. A vote in the affirmative on the Consent Agenda is a vote of confirmation to the action noted in each item.

There are no items scheduled for the Consent Agenda.

8. Public Hearings

A. Ordinance 2026-13 and Site Development Plan Order 2026-02: Town Center, 600 Bay Isles Road, Planned Unit Development Amendment, Outline Development Plan Amendment, and Final Site Plan Approval Amendment Applications (Quasi-Judicial)

Sarasota County Government is requesting amendments to the Town Center Planned Unit Development/Outline Development Plan, and Site Development Plan for 600 Bay Isles Road to allow for a new library structure at the Town Center

B. Ordinance 2027-01: Former Bank Building, 6960 Gulf of Mexico Drive, Comprehensive Plan Amendment (Legislative)

Whitney LBK LLC, owner of property located at 6960 Gulf of Mexico Drive, are requesting a Comprehensive Plan Amendment for the former bank building property to revise the Future Land Map designation from the Office-Institutional (OI) to the Highway Commercial (CH) Future Land Use Map designation

C. Ordinance 2027-02: Former Bank Building, 6960 Gulf of Mexico Drive, Zoning Map Amendment Application (Quasi-Judicial)

Whitney LBK LLC, owner of property located at 6960 Gulf of Mexico Drive, are requesting a Rezoning of the former bank building property to revise the current zoning district from the Office-Institutional (OI) zoning district to the Highway-Oriented Commercial (C-3) zoning district

9. Workshop Discussion Items

Discussion on Elevating Non-Conforming Structures

An introductory discussion on zoning and development challenges faced by homeowners elevating homes to meet or exceed FEMA flood zone requirements, particularly on smaller, non-conforming lots.

10. New Business

There is no New Business

11. Staff Update

12. Planning & Zoning Board Member Comments

13. Adjournment

No verbatim record by a certified court reporter is made of these proceedings. Accordingly, any person who may seek to appeal any decision involving the matters noticed herein will be responsible for making a verbatim record of the testimony and evidence at these proceedings upon which any appeal is to be based (see Section 286.0105, Fla. Stat.).

In accordance with the Americans with Disabilities Act and Section 286.26, F.S., persons needing a reasonable accommodation to participate in this proceeding should contact the Town Clerk's office at 941-316-1999 seventy-two (72) hours in advance of this proceeding. If you are hearing impaired or require an alternative means of communication, utilize Florida Relay Service by dialing 7-1-1 (TTY) or one of the following toll-free numbers:

1-800-955-8770 (Voice), 1-800-955-1339 (ASCII), 1-877-955-8260 (VCO-Direct), or 1-800-955-5334 (STS).

AGENDA ITEM 5

MINUTES

**TOWN OF LONGBOAT KEY
PLANNING AND ZONING BOARD
MINUTES OF REGULAR MEETING
JUNE 16, 2026**

Members Present: Chair David Lapovsky; Vice Chair Jay Plager; Secretary Paul Hylbert; Members Kevin Giordano; Doreen Mitchell

Members Absent: Members Ron Ginsberg, Margaret Nuzzo

Also Present: Karla Armstrong, Assistant Town Attorney; Allen Parsons, Planning, Zoning & Building Director; Elma Glisson, Planning Manager; Donna Chipman, Senior Office Manager

1. Call to Order

The regular meeting of the Planning and Zoning (P&Z) Board was called to order at 9:15 AM by Chair David Lapovsky.

2. Roll Call

Senior Office Manager, Donna Chipman, called roll for attendance with a quorum present.

3. Pledge of Public Conduct

Chair Lapovsky noted the Town's Civility Policy and the Pledge of Public Conduct.

4. Public to be Heard

At each meeting, the P&Z Board sets aside time for the public to address issues not on the agenda.

Marina Attili, Gulf Bay Road, discussed concerns related to the May 19, 2026, Planning & Zoning Board (P&Z) Board Regular Meeting and the Site Plan Application for Grant's Gardens.

5. Approval of Minutes

Mr. Giordano moved approval of the April 13, 2026 Special Workshop, April 21, 2026 Regular Meeting, and May 19, 2026 Regular Meeting minutes. Mr. Plager seconded the motion. Motion carried unanimously.

6. Setting Future Meeting Date

There was consensus to schedule the next regular meeting for September 15, 2026.

7. Consent Agenda

There were no items scheduled for the Consent Agenda.

8. Public Hearings

Ordinance 2026-11, Amending Chapter 98, Trees

Elma Glisson, Planning Manager, provided an overview of the proposed Ordinance 2026-11, amending Chapter 98, Trees, and reviewed a PowerPoint presentation.

Following staff's presentation, the Board discussed suggested revisions to the ordinance.

Terry Driver, Gulf of Mexico Drive, discussed the ordinance references to size classification and invasive species.

No one else wished to be heard, and the public hearing was closed.

MR. HYLBERT MOVED TO RECOMMEND APPROVAL OF ORDINANCE 2026-11, AMENDING CHAPTER 98, TREES, AS AMENDED. MR. GIORDANO SECONDED THE MOTION. MOTION CARRIED ON ROLL CALL VOTE (5-0): GIORDANO, AYE; HYLBERT, AYE; LAPOVSKY, AYE; MITCHELL, AYE; PLAGER, AYE.

Discussion took place on the Tree City USA designation with Mr. Plager suggesting the Board address the Town Commission and ask if they wish the P&Z Board to explore the idea of bringing Longboat Key into a Tree City USA designation. **There was consensus to forward the suggestion to the Town Commission for their consideration.** Mr. Plager indicated he will attend the September 14, 2026, Town Commission Regular Meeting.

The Board continued discussing:

- The Town Commission's request for the P&Z Board to review the remainder of the Town's Tree Code for updates
- That there are several other provisions within the Town Code that refer to trees and landscaping requirements
- Suggestion to compile all tree and landscaping requirements from various codes into one chapter
- Proposal to add an additional request for the Town Commission to consider whether they wish the P&Z Board to review additional chapters that address landscaping and tree-related requirements.

Mr. Parsons noted that staff would need a consensus from the Planning & Zoning Board to bring the suggestion of integrating all the Tree and Landscaping provisions in the Town Code into one section. After discussion, all Board members present agreed that this request to the Town Commission should move forward through Staff and to the Commission at its September meeting. **There was consensus to make a request to the Town Commission whether they wish the P&Z Board to evaluate the Town Code to consolidate items related to trees and landscaping into one code section.**

9. Workshop Discussion Items

There were no Workshop Discussion Items scheduled.

10. New Business

Following Mr. Hylbert's comment related to the public who spoke at the beginning of the meeting, Mr. Parsons noted he would discuss the issue with the speaker.

11. Staff Update

Mr. Parsons provided the following updates for the Board:

- At the Town Commission meeting on June 22, 2026, Planning, Zoning & Building staff will be discussing elevation of houses on smaller lots
- The Town Manager has announced his retirement from the Town as of October 1, 2026

12. Planning & Zoning Board Member Comments

There were no comments from the Board.

13. Adjournment

The meeting was adjourned at 12:14 pm.

Paul Hylbert, Secretary
Planning and Zoning Board

AGENDA ITEM 8-A
600 BAY ISLES ROAD

**TOWN OF LONGBOAT KEY
PLANNING AND ZONING STAFF REPORT**

Proposal: Town Center Library - Planned Unit Development Amendment

Applicant: Sarasota County Government

Landowner: Town of Longboat Key

Application: Planned Unit Development/Outline Development Plan (PUD/ODP) Amendment (Ordinance 2026-13), pursuant to Section 158.036 of the Town Zoning Code and Site Development Amendment Application (Site Development Plan Order 2026-02), pursuant to Section 158.030 of the Town Zoning Code.

Public Hearing: Planning and Zoning Board

Date and Time: September 15, 2026, 9:15 am

Meeting Location: Town Hall Commission Chambers
501 Bay Isles Road Longboat Key, FL 34228

Report Date: September 3, 2026

Attachments: Site Development Plan Order 2026-02
Ordinance 2026-13

Application Request

The Applicant is seeking approval of a Planned Unit Development/Outline Development Plan (PUD/ODP) Amendment to define the allowable uses, associated with the Town's phased development of the Town Center Library site, and an associated and required Site Development Plan Amendment depicting the more detailed site improvements and specifically allowing for the construction of a Sarasota County public library. The subject site, located at 600 Bay Isles Road, is a part of the overall, "Bay Isles Planned Unit Development," (referred to by its zoning classification of Mixed-Use Community - Bay Isles District {MUC-1}), which has site and use-specific entitlements.

Project Information Summary

PROJECT NAME:..... Town Center Library

APPLICANT: Sarasota County Government

SITE AREA: 28,324 square feet

EXISTING USE: Town Center Green

FUTURE LAND USE:..... MUC-1 (Mixed Use Community - Bay Isles District)

ZONING DISTRICT:..... MUC-1 (Mixed Use Community - Bay Isles District)

PROPOSED DEVELOPMENT/USE(S):

NON-OPEN SPACE:..... 18,457 square feet (65.2%)

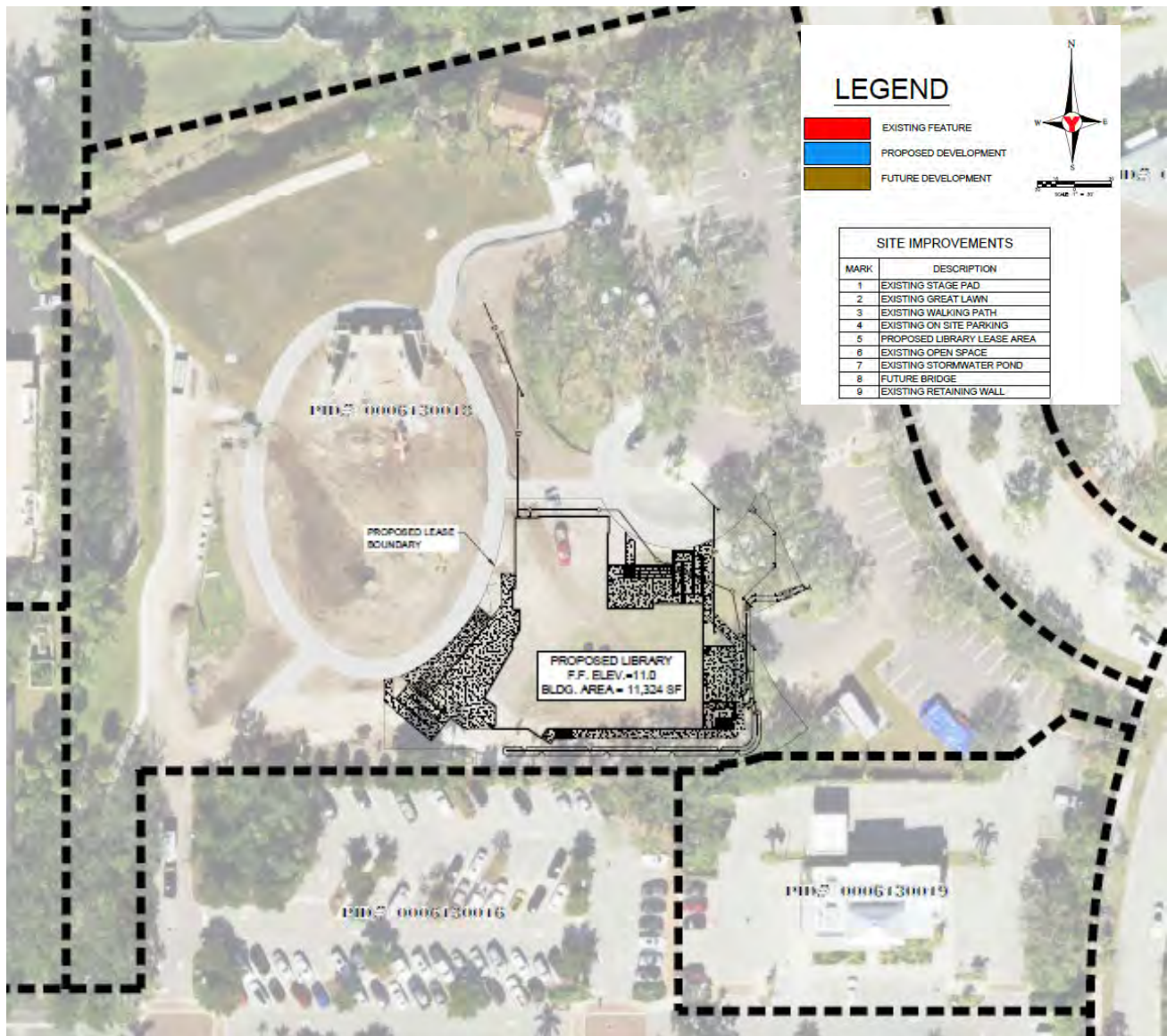
OPEN SPACE: 9,867 square feet (34.8%)

PARKING REQUIRED: 39 parking spaces (1 per 300 sq. ft.)

PARKING PROVIDED: 78 parking spaces

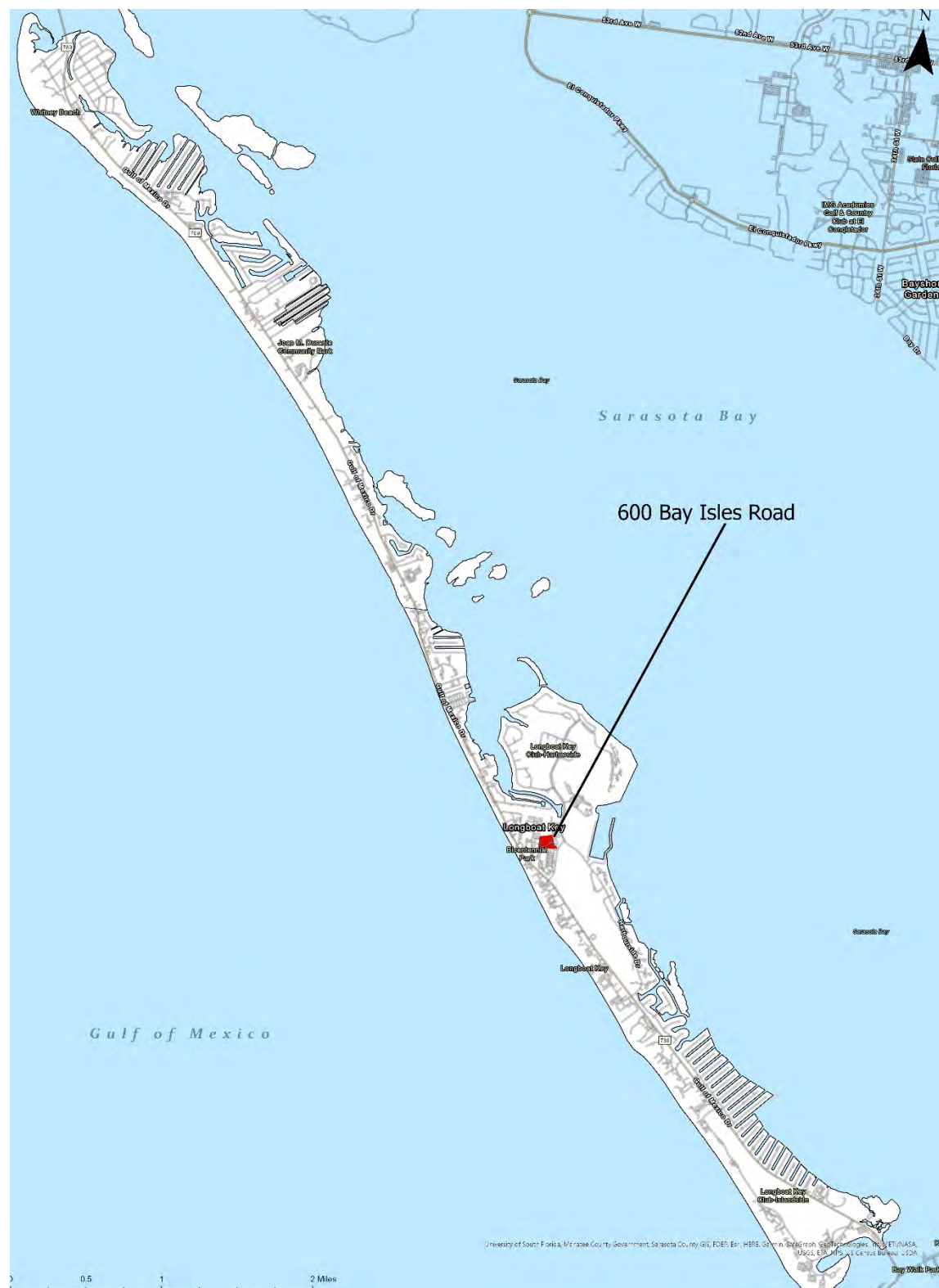
USES:..... Public Library

Site Development Plan

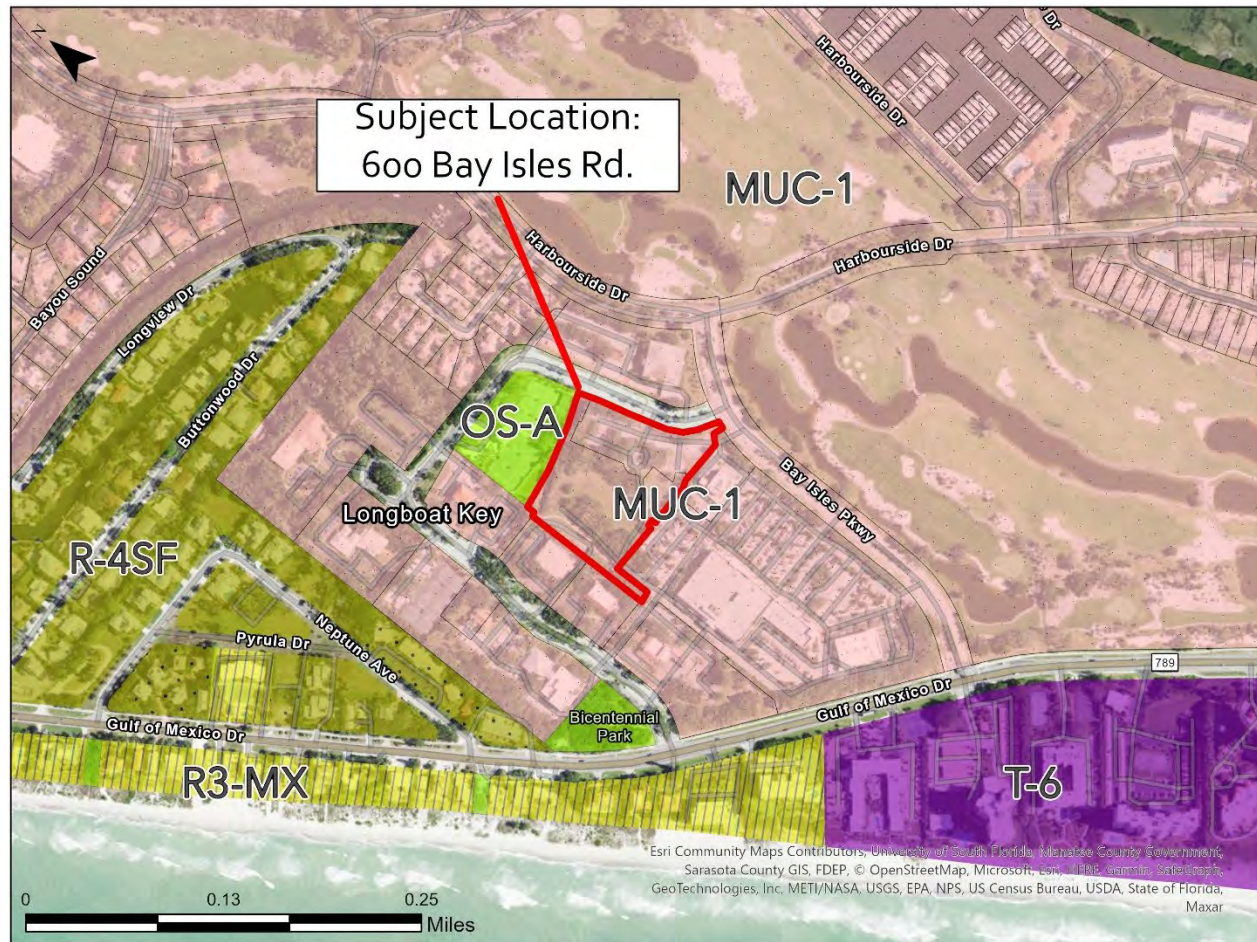


Location and Map Series

The site is located at 600 Bay Isles Road.



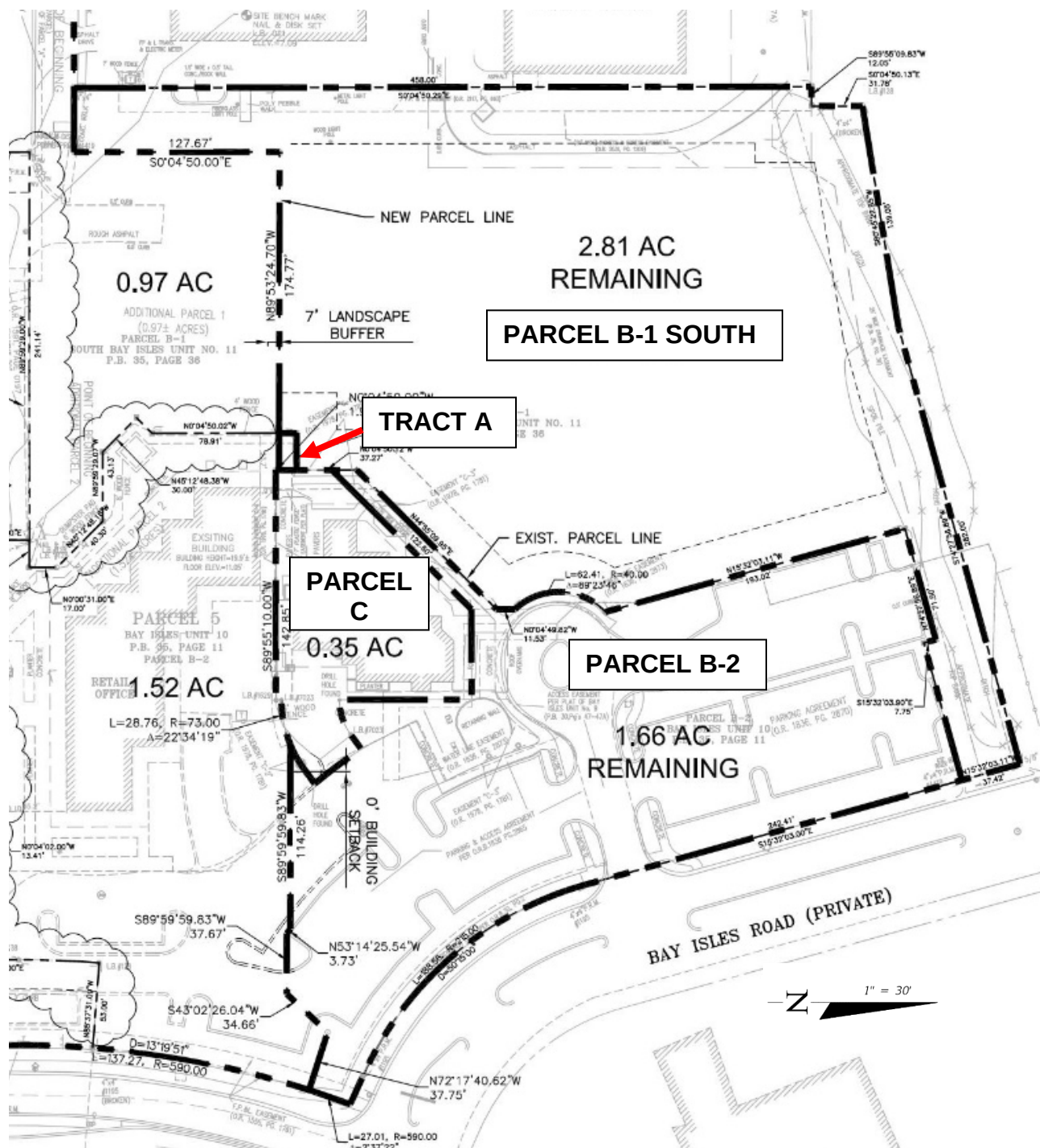
Zoning Map



Aerial Map



The Town Center Library property is located within the Bay Isles development, on the west side of Bay Isles Road.



Original entitlements date back to August 6, 1975, when the Town Commission adopted Resolution 75-27 approving the Outline Development Plan for the overall Bay Isles Planned Development zoning district. On December 5, 1983, the Town Commission

adopted Resolution 83-48, which approved a site plan for the subject site and surrounding area referred to as, "Town Plaza, Phase II." The Town Plaza site plan was subsequently amended by multiple resolutions from 1983 to 2012.

On January 6, 2003, the Town Commission adopted Ordinance 2002-09, which changed the land use designation on Parcel B-1 South from commercial to residential to allow for the construction of 12 multifamily residential units. The property was never developed with the residential density, and the site remained vacant. On February 6, 2012, the Town Commission adopted Ordinance 2012-03, which deleted all previously approved allowable uses for Parcel B-1 South. The Town Commission also approved Ordinance 2012-04 and Resolution 2012-06 for parcels B-2 and C to allow for the building to be used as a restaurant (former Amore restaurant).

The original entitlements from 1975, and subsequent amendments, called for the development of a Town Plaza, a civic and commercial center, within this portion of the Bay Isles Planned Development. The Town began to purchase property in 2014 in pursuit of developing the civic and recreational portion of the Town Center, and ultimately purchased the Town Center properties from 2014 to 2017

Since the purchase of the properties, the Town has held a number of special meetings and public workshops to discuss the overall site, specific improvements, the purpose of the site, and uses. The Town also conducted surveys in 2021 and 2022, such as the Citizen Survey, to gauge public support for the development of the Town Center Green and its potential amenities. Finally, in 2022, the Town adopted the 2022 Strategic Initiatives, which identifies a specific goal of advancing long-range plans to develop community facilities on the Town Center property.

The Town has been developing the parcels using a three-phased approach:

- Phase 1 Initial Outdoor Venue (complete)
- Phase 2 Outdoor Venue and Stage (complete)
- Phase 3 Future Building Facilities through Partnership opportunities (this project)

Phase 3 conceptually included development of community building facilities to serve as additional amenities. The Town Center Master Plan includes two buildable areas. The use of one of these, the southern building pad, is the subject of this proposed Amendment to be utilized by the Longboat Key Library facility.

In January of 2023, a "Principals of Agreement - Future Library - LBK" between The Town and Sarasota County was adopted that outlined key components for the joint development of a new Library at the Town Center. Under these principals, Sarasota County would provide funding for management, design and construction for a "baseline" library. Enhancements above the baseline could be provided by 3rd parties.

On February 12 and March 18 of 2024, public workshops were held at Town Hall to provide input to the proposed Library as well as possible enhancements that could be achieved through private funding. The resulting designs were then used for fundraising

efforts through 2025. The proposed enhancements include an enlarged community meeting space, a covered outdoor terrace on the Green, and an enhanced entry.

At a June 2025 Sarasota County Commission meeting, the Town presented a funding proposal for the enhancements. The County elected to move these forward and the design efforts for the library have included all enhancements. The associated proposed agreements between the County and Town include a Lease Agreement, Funding Agreement(s) and an Operating Agreement which will be considered by the Town Commission at the September 14, 2026 Regular Meeting.

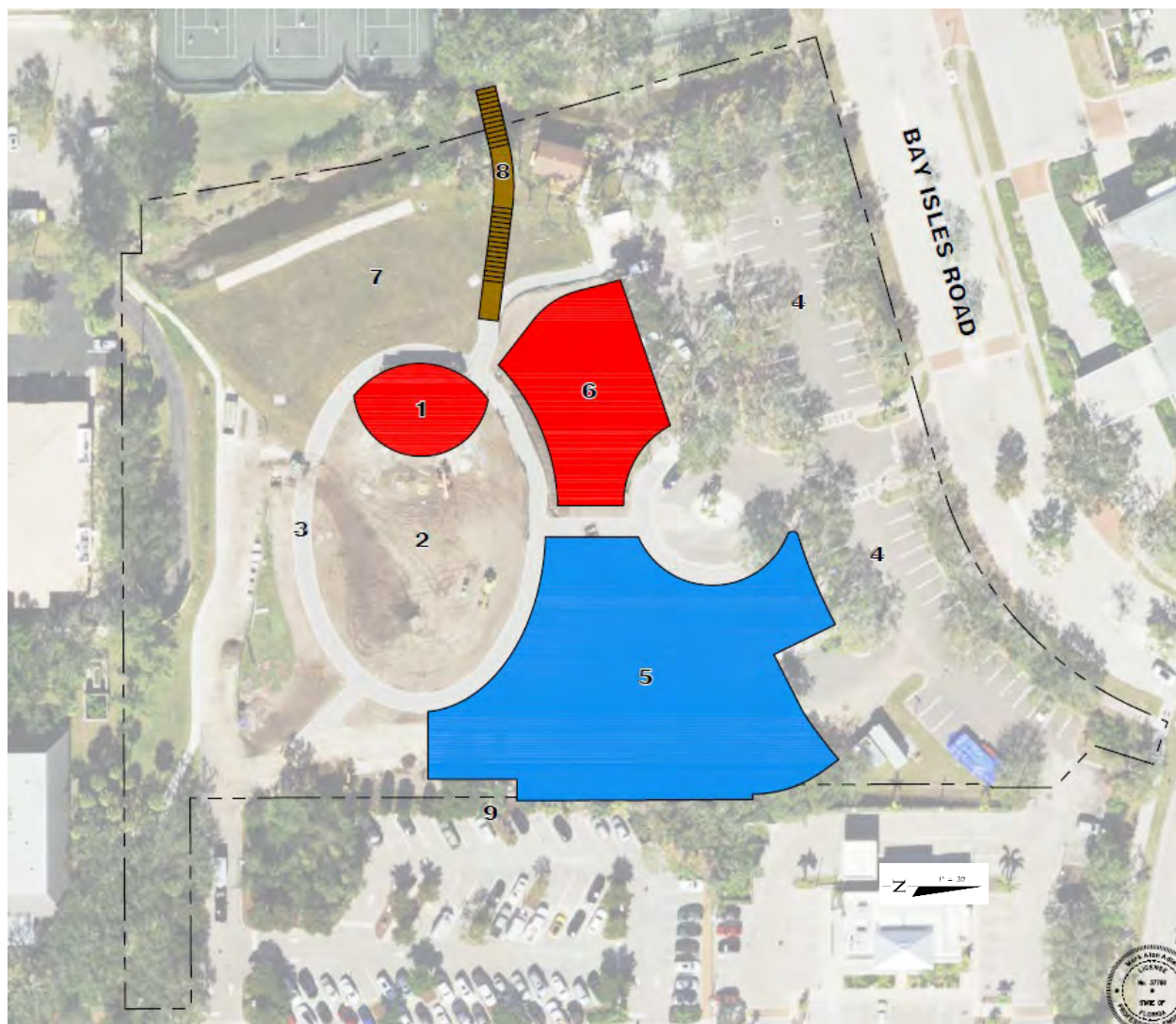
Proposed Development Summary

Site Character

The proposed Planned Unit Development/Outline Development Plan (PUD/ODP) Amendment and Site Development Plan Amendment primarily involve the construction of a public library facility. The Site Development Plan also identifies a public deck/terrace, and sidewalks that would connect to the Town Center Green's, Great Lawn.

The proposed site plan showing the Town Center Library site (highlighted in blue) is shown on page 10.

Proposed Site Plan (Library)



Proposed Uses

The purpose of the PUD/ODP amendment application is to assign allowable uses to the Town Center property. Based upon several public workshops and surveys, the Town identified the following uses for the property: government building, continuing education center, civic center, public park and recreation center, and cultural center. A public library fits into those intended uses. The Site Development Plan Amendment, which is a required component of PUD/ODP approval, depicts the more detailed aspects of the site including allowing for the construction of a library. The current phase of the project is utilizing the permitted MUC-1 uses of civic center and public park.

Parking and Access

Section 158.100(D) establishes the minimum required number of parking spaces for various uses. For libraries, one parking space is required per 300 square feet. Based on this standard, 39 parking spaces are required for the Town Center Library. The parking requirements for the Town Center Park are summarized below:

Use	Parking Spaces Required
Town Center Green	8
Town Center Library	39
Total Required	47

A total of 78 parking spaces are provided at Town Center Park. Of these, 8 spaces are allocated to the Town Center Green, and 39 spaces are required for the Town Center Library, for a total of 47 required spaces. Therefore, the Town Center Park provides 31 parking spaces in excess of the minimum required.

The Applicant submitted a Traffic Impact Analysis prepared by Kimley-Horn and Associates, which includes calculations of the parking requirements associated with the proposed library use and for special events held in the Town Center Green park.

The report also includes a parking analysis for two scenarios (found within the Executive Summary). Scenario 1 analyzes the on-site parking needs for typical (not special event) use of the public park, and library. Scenario 2 analyzes parking needs for different size special events at the Town Center Park. There are anticipated scenarios where the Town Center Library will be used for larger attendance events. A range of scenarios were also evaluated for the non-typical day-to-day parking demands. Table 15 on page 26 of the Traffic Impact Analysis shown below contains a small, medium and large special event parking assessment.

Table 15: Longboat Key Town Center Park Special Event Parking Summary

Event Type	Event Description	Event Parking Demand	On-Site Parking Supply	Off-Site Parking Supply	Surplus/Deficit of Surveyed Parcels Parking
Small Event	A food truck event during a weekday evening (5 – 8 PM) along the multi-purpose esplanade.	158	78	603	523
Medium Event	A seated event during a weekend evening on the great lawn. An example event may be a concert series that happens once a month.	480	78	603	201
Large Event	A standing event during a weekend evening on the great lawn. An example event may be something that occurs once or twice a year, such as a 4th of July event.	1,000	0*	603	-397

*Note: On-site parking area will be used for staging event operations and will not be available for parking use.

While the subject property does not contain an adequate number of parking spaces to meet the demand for large special events, the report demonstrated that there are surrounding parcels with potential available parking to meet demands for small and medium special events. Large events will likely require even further additional measures to accommodate parking demands. Table 14, on page 23 of the Traffic Impact Analysis shown below, provides the parking count for surrounding parcels and states that there is a total of 681 parking spaces on those properties.

Table 14: Surveyed Parcels Parking Count

Parcel Name	Parking Spaces
Off-Site Parking	
Long Boat Key Town Hall + Tennis Courts	76
Longboat Key Library	17
All Angles Episcopal Church	67
Temple Beth Israel	128
United States Postal Service	64
SCATA Real Estate	52
SunTrust	16
Bank of America	39
Chase Bank	26
Long Boat Key Public Tennis Center	29
Mediterranean Plaza	89
Off-Site Total:	603
On-Site Parking	
Town Center Park	78
On-Site Total:	78
Total:	681

These spaces have been and could be used for special events, provided the Town or event sponsor enters a shared or borrowed agreement with the surrounding property owners. A condition of approval has been maintained in the Site Development Plan Order, which would require a transportation management plan for special events held on the subject property. Condition #7 states:

7. A Special Event Transportation Management Plan shall be required for special events on the site. The requirements of the plan will depend on the type and size of event. Some of the items that may be considered in the plan are:

(1) Site access and circulation

(2) Parking management:

- i. Event parking pricing*
- ii. Off-site parking*
- iii. Other modes of transportation – to reduce vehicular trips to the site*
- iv. Valet locations and operations*
- v. Rideshare drop-off and pick-up locations*
- vi. Disabled passenger drop-off and pick-up areas*

(3) Public information

(4) Police control at intersections

(5) Signage

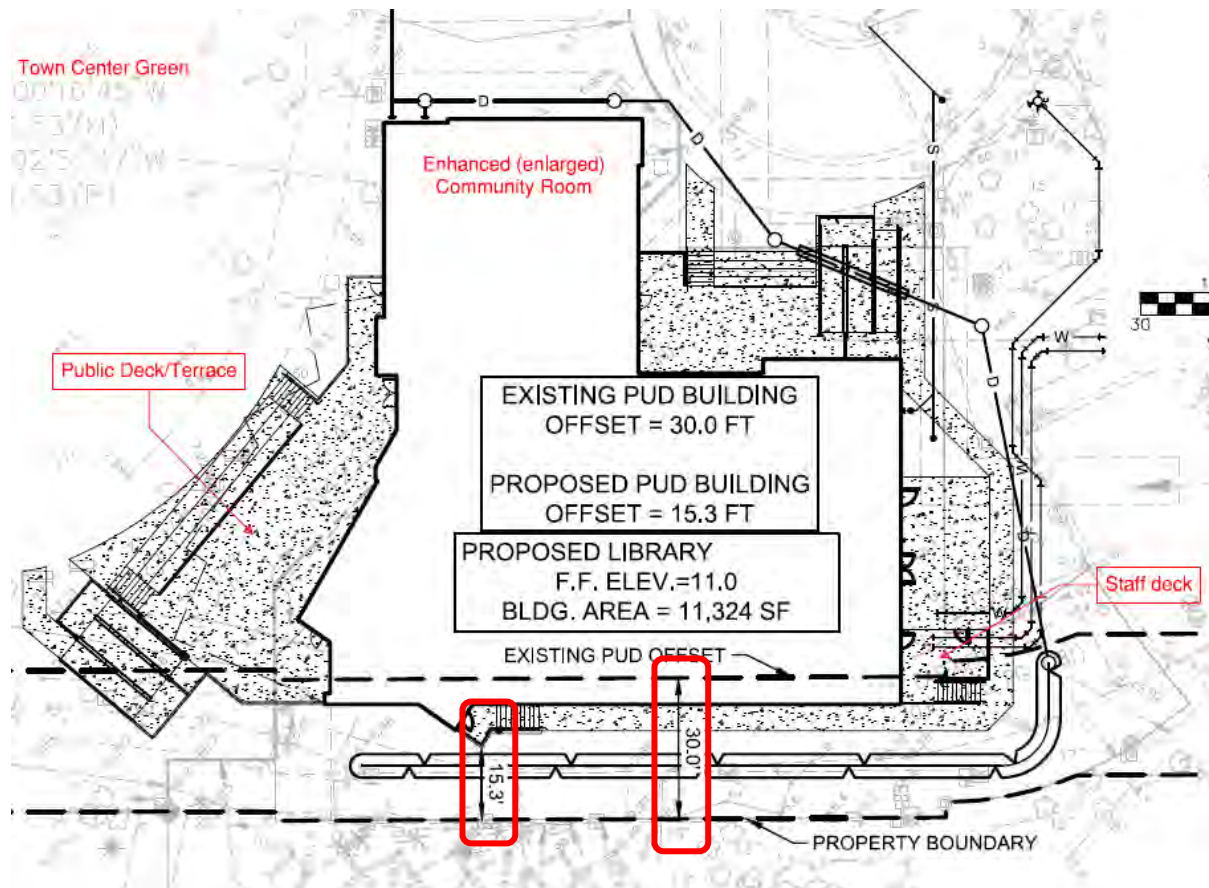
(6) Pedestrian management

The Town requires a Special Event Permit for any special event that takes place on Town property. The condition above is managed and required through the Public Forum permitting process for special events.

Departure Request

Applicant is requesting a Departure from site location and character of use requirements, Subsection 158.030 (A), specifically the building side yard setback. Subsection 158.075 identifies the minimum side yard setback for permitted non-residential structures of 30 ft. Applicant is requesting a Departure to allow one side yard setback of 15.3 ft. The other side is open to the Town Center Green. An image depicting the requested setback can be found on page 14 of this report.

Per the applicant, the need for the setback Departure is due to the available existing space provided in the original Town Center design versus the scope of the requirements of the proposed Town Center Library. The Town coordinated with the County to expand the programmed square footage of the library through input from Public Workshops and private donations. Allowing this larger library footprint to encroach on the side yard setback preserves the primary public open space on the Town Center Green side. Staff is supportive of this Departure request given its adjacency to the back of a bank building and the Publix parking lot and given its intent to preserve additional functional open space at the Town Center Green.



Open Space and Lot Coverage

The Bay Isles PUD is required to maintain a minimum of 50% open space. Project specific Open Space requirement figures are provided below:

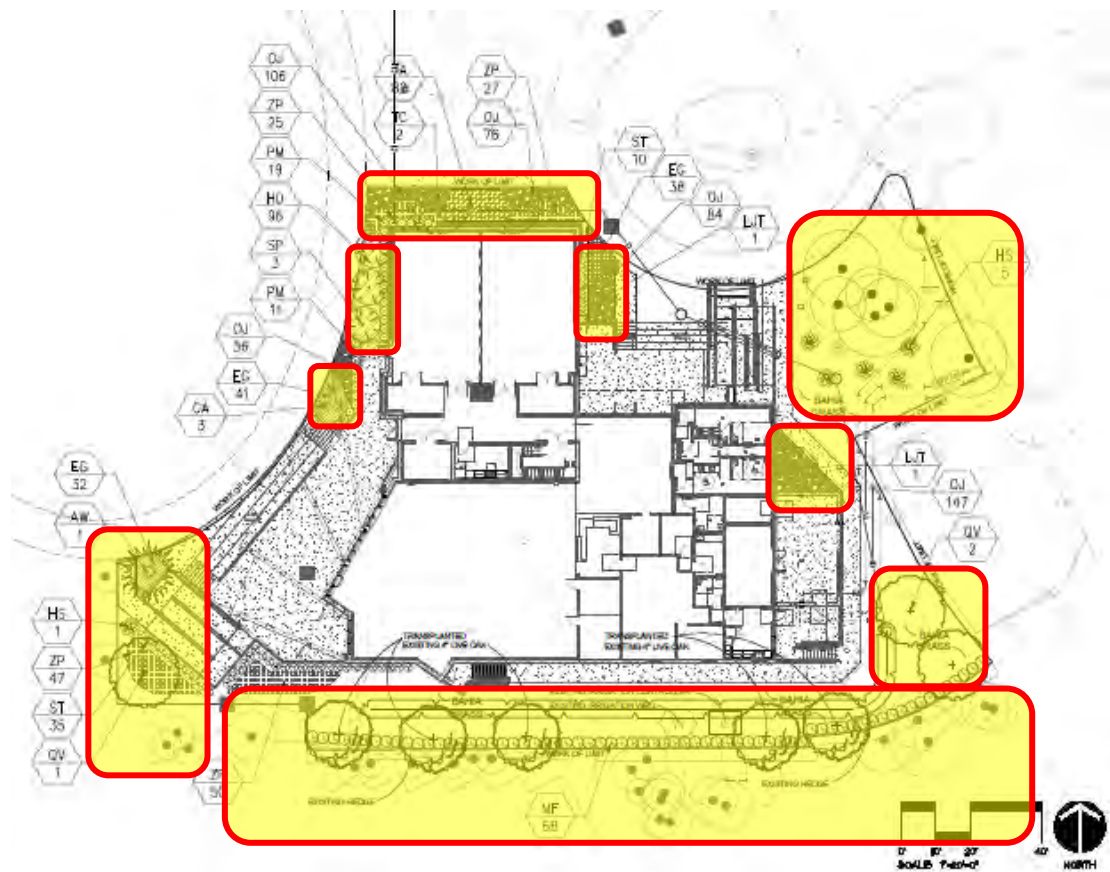
- Total Site Area: 28,324 square feet
- Total Non-Open Space (Building and Impervious Surface): 65.2% (18,457 square feet)
 - o Building Pad – 40% (11,324 square feet)
 - o Sidewalk and Patio – 25.2% (7,133 square feet)
- Total Open Space (Library): 34.8%¹ (9,867 square feet)
- Total Open Space (Town Center Green): 64% (134,033 square feet)

Landscaping

The landscape plan indicates that out of 15 existing trees, 3 trees are being removed and 5 are being transplanted on site. The removal of 3 trees currently requires the planting of 6 replacement trees; however, the landscape plan indicates that 7 trees will be provided.

¹ The library project does not meet the minimum open space requirement for its sub-area within the park. However, the overall park open space more than met at 64%. PUD/OP Staff analysis can be found on page 17 of this report.

The subject site landscaping is shown below:



Analysis of Applications

PUD/ODP Analysis

Zoning Code Section 158.036 (C) provides review standards for PUD applications. The following is analysis of the standards for PUD approval.

1. *In what respect the outline development plan is or is not consistent with the intent of a planned unit development as provided in section 158.065.*

Staff Analysis: The intent of a PUD is to encourage flexibility in the design and development of land; facilitate the adequate and economical provision of streets, utilities, and public spaces; and preserve the natural and scenic qualities of open areas. The amended project design utilizes the flexibility allowed under a PUD to meet MUC-1 requirements by meeting or exceeding setbacks and still well-exceeding open space requirements while also providing for amenities that further Town goals of developing a Town Center Library.

2. *Whether the plan is consistent with the Town's Comprehensive Plan.*

Staff Analysis: Staff is of the opinion that the plan is consistent with the Town's Comprehensive Plan (see Comprehensive Plan Evaluation on page 21 through 24 of the Staff Report).

3. *The extent to which the plan meets the zoning and subdivision regulations otherwise applicable to the subject property without departures, waivers, or variances.*

Staff Analysis: The amendment application requests one Departure, to allow one side-yard setback, adjacent to the bank building and Publix parking lot, of 15.3 feet. The other side is open to the Town Center Green (a large area of dedicated green space), far in excess of the required side yard setback. The minimum side-yard setback for permitted non-residential structures is 30 feet. (see Departure Request on page 14 of the Staff Report). As noted, above staff is supportive of this Departure request given the proposed Library's adjacency to the back of a bank building and the Publix parking lot and given its intent to preserve additional functional open space at the Town Center Green.

4. *The purpose, location and amount of common open space in the plan, the adequacy or inadequacy of the proposals for maintenance and conservation of the common open space, and the adequacy or inadequacy of the amount and purpose of the common open space as related to the proposed density and type of development.*

Staff Analysis: While the Bay Isles PUD requires a minimum of 50% open space, the proposed open space within the project site is 34.8%; below the required standard. However, the project site is directly integrated within the larger Town Center Green development, which provides approximately 134,000 square

feet, or 64%, of open space, substantially exceeding the required open-space provision. In addition, the library building is intentionally oriented toward and connected to these larger landscaped areas, creating a continuous and interconnected open-space experience across the properties. As a result, although the project site itself does not independently meet the 50% requirement, the development functions cohesively with the surrounding Town Center Green as part of a unified site design, with the building and its open spaces directly contributing to and benefiting from the preservation of a larger network of landscaped and open areas. The proposed open space is also enhanced by landscaping, tree plantings and walkways.

5. *The physical design of the plan and the manner in which the design makes adequate provision for public services, provides adequate control over vehicular traffic and parking, and enhances the amenities of light and air, recreation and visual enjoyment.*

Staff Analysis: The physical design of the plan provides a public deck/terrace, which connects to surrounding sites via sidewalks. The purpose of the library is to provide an additional Town public service by providing additional community gathering spaces for the public to enjoy. Traffic and parking impacts are expected to be relatively minimal.

6. *The relationship, beneficial or adverse, of the proposed plan to the neighborhood in which it is proposed to be established.*

Staff Analysis: While there are no residential uses directly adjacent to the proposed site, the site is designed to have minimal impacts on the residential uses that are closest to the site. The Town requires Special Event Permits for events that take place on Town property. Additionally, a condition of approval has been added to the Site Development Order to ensure that special events are monitored to prevent negative impacts from surrounding properties.

7. *In the case of a plan that proposes development over a period of years, the sufficiency of the terms and conditions intended to protect the public interest and of the residents and owners of the planned unit development in the faithful completion of the plan.*

Staff Analysis: The proposed development is part of Phase 3 of the Town's overall plan for the development and is anticipated to be completed as a single construction project.

8. *The extent to which the plan provides for an effective and unified development on the project site making appropriate provision for the preservation of scenic features and amenities of the site and the surrounding areas.*

Staff Analysis: The proposed development is furthering the intent of the original entitlements for the property. The original entitlements called for a Town Center

Green and the proposed plan is furthering those goals with enhanced plans to provide a unified development with the surrounding properties. The proposed plan is effective in providing a plan to further enhance and unify the Bay Isles Planned Development of a Town Center Green.

PUD/ODP and Site Development Plan Amendment Staff Recommendation

Based on Staff's analysis, the project meets the standards of **APPROVAL**. Staff recommends approval of the PUD/ODP Amendment (Ordinance 2026-13) with the following conditions:

1. The provisions of the Planned Unit Development/Outline Development application for the above referenced subject Property, dated and received by the Town on June 18, 2026, shall be complied with unless waived or modified by the following conditions or by written agreement between the Town and the applicant or amended pursuant to Town Code.
2. Approval of this Planned Unit Development/Outline Development Plan (PUD/ODP) Amendment is subject to approval of Site Development Plan Order 2026-02.
3. The development/construction plans shall conform to all applicable Town codes and ordinances and all other applicable regulations, including but not limited to, FEMA standards/regulations, accessibility, fire code, and life/safety requirements.
4. In accordance with Section 158.029(E) of the Town Code, an approved Site Development Plan for the PUD becomes null and void if:
 - (1) The Applicant shall abandon the plan or the Section thereof that has been finally approved, and shall so notify the Town; or
 - (2) Within 24 months of the date of approval of an application for Site Development Plan review, a complete application for Building Permit has not been submitted to the Town and a Building Permit issued; or
 - (3) A final Certificate of Occupancy or Final Building Permit for all phases of the project has not been issued within three years from the date set for receipt of a complete application for Building Permit for the final building or development phase of the project.
5. A licensed surveyor shall verify the Lot Coverage and Non-Open Space calculations upon completion of the project. Certification of the calculations shall be signed and sealed on an as-built survey and submitted to the Town prior to completion of a final building inspection related to the building permit for the project.
6. Approval of the proposed PUD/ODP shall be subject to payment of all staff review charges. Such charges shall be paid prior to issuance of Building Permit.

7. A Special Event Transportation Management Plan shall be required for special events on the site. The requirements of the plan will depend on the type and size of event. Some of the items that may be considered in the plan are:
 - (1) Site access and circulation
 - (2) Parking management:
 - i. Event parking pricing
 - ii. Off-site parking
 - iii. Other modes of transportation – to reduce vehicular trips to the site
 - iv. Valet locations and operations
 - v. Rideshare drop-off and pick-up locations
 - vi. Disabled passenger drop-off and pick-up areas
 - (3) Public information
 - (4) Police control at intersections
 - (5) Signage
 - (6) Pedestrian management

Site Development Plan Analysis

Zoning Code Section 158.031 provides review standards for Site Development Plan applications. The following is an analysis of the Findings of Fact standards for Site Development Plan Amendment approval.

Findings of Fact

- 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.*

Staff Analysis: See Comprehensive Plan Evaluation on page 21 through 24 of the Staff Report.

- 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.*

Staff Analysis: The proposed project meets lot coverage and open space requirements, and all other applicable regulations of the MUC-1 zoning district; however, the amendment application requests one departure, to allow one side-yard setback of 15.3 feet. The minimum side-yard setback for permitted non-residential structures is 30 feet. (see Departure Request on page 14 of the Staff Report).

- 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.*

Staff Analysis: The plan is in conformance with the regulations of Chapter 157.

- 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.*

Staff Analysis: Impacts to adjacent properties and the neighborhood are minimized through contextually sensitive design, such as enhanced planting. While there are no residential uses directly adjacent to the proposed site, the site is designed to have minimal impacts on the residential uses that are closest to the site. As previously stated, the Town requires Special Event Permits for events that take place on Town property. Additionally, a condition of approval has been maintained in the Site Development Order to ensure that special events are monitored to prevent negative impacts from surrounding properties.

- 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.*

Staff Analysis: The proposed plan is in conformance with town policy in respect to sufficiency of ownership and guarantees for completion of all improvements.

PUD/ODP and Site Development Plan Amendment Staff Recommendation

Based on Staff's analysis, the project meets the standards of **APPROVAL**. Staff recommends approval of the Site Development Plan Amendment (Site Development Plan Order 2026-02) with the following conditions:

1. The provisions of the Site Development Plan application for the above referenced subject property, dated and received by the Town June 18, 2026, shall be complied with unless waived or modified by the following conditions or by written agreement between the Town and the applicant or amended pursuant to Town Code.
2. Approval of this Site Development Plan is subject to the approval of Ordinance 2026-13.
3. The development/construction plans shall conform to all applicable Town codes and ordinances and all other applicable regulations, including but not limited to,

FEMA standards/regulations, accessibility, fire code, and life/safety requirements.

4. In accordance with Section 158.029(E) of the Town Code, an approved Site Development Plan for the PUD becomes null and void if:
 - (4) The Applicant shall abandon the plan or the Section thereof that has been finally approved, and shall so notify the Town; or
 - (5) Within 24 months of the date of approval of an application for Site Development Plan review, a complete application for Building Permit has not been submitted to the Town and a Building Permit issued; or
 - (6) A final Certificate of Occupancy or Final Building Permit for all phases of the project has not been issued within three years from the date set for receipt of a complete application for Building Permit for the final building or development phase of the project.
5. A licensed surveyor shall verify the Lot Coverage and Non-Open Space calculations upon completion of the project. Certification of the calculations shall be signed and sealed on an as-built survey and submitted to the Town prior to completion of a final building inspection related to the building permit for the project.
6. Approval of the proposed Site Development Plan shall be subject to payment of all staff review charges. Such charges shall be paid prior to issuance of Building Permit.
7. A Special Event Transportation Management Plan shall be required for special events on the site. The requirements of the plan will depend on the type and size of event. Some of the items that may be considered in the plan are:
 - (1) Site access and circulation
 - (2) Parking management:
 - i. Event parking pricing
 - ii. Off-site parking
 - iii. Other modes of transportation – to reduce vehicular trips to the site
 - iv. Valet locations and operations
 - v. Rideshare drop-off and pick-up locations
 - vi. Disabled passenger drop-off and pick-up areas
 - (3) Public information
 - (4) Police control at intersections

(5) Signage

(6) Pedestrian management

Comprehensive Plan Evaluation

The project has been evaluated to ensure that the application is consistent with the Comprehensive Plan and based on Final Site Development Plan review criteria set forth in Section 158.031(A). The following Comprehensive Plan Elements have been evaluated for consistency with the proposed project:

- Future Land Use (FLU) Element
- Recreation and Open Space (ROS) Element

COMPREHENSIVE PLAN, GOAL, OBJECTIVE AND POLICY		STAFF EVALUATION
1.	FLU Goal 1. To preserve and enhance the character of the Town of Longboat Key by the following: 1) ensuring that the location, density, intensity, and character of land uses are responsive to the social and economic needs of the community and are consistent with the support capabilities of the natural and manmade systems; and 2) maintaining an environment that is conducive to the health, safety, welfare, and property values of the community.	The development of the site with a new library is consistent with the goal of being responsive to the social and economic needs of the community. It also meets the second goal of FLU Goal 1 by providing sidewalks and an outdoor patio that encourages a healthy lifestyle. The sidewalks connect to a larger green space that serves as a community gathering area, providing residents with opportunities for outdoor recreation, social interaction, and an active lifestyle.
2.	FLU Policy 1.1.13: Mixed Use Community (MUC). The mixed use community (MUC) categories allow a mix of residential and nonresidential uses in planned communities developed through the planned unit development (PUD) procedures and standards of the LDC. The MUC categories encompass mixed use communities approved under prior adopted resolutions and ordinances of the Town Commission, which prior approved uses, densities and intensities are hereby recognized and affirmed. In each MUC, density is calculated on the basis of the average overall density of tourism and dwelling units per acre of all property included in the respective MUC.	The development of the site with enhanced amenities that include a library, outdoor patio, and connected sidewalks, is consistent with the purpose of the MUC district by staying within the allowable non-open space, providing for a mix of nonresidential uses, and providing expanded recreational amenities. The development also furthers the intent of the original entitlements for the property by completing the Town Plaza, Phase 3.

COMPREHENSIVE PLAN, GOAL, OBJECTIVE AND POLICY	STAFF EVALUATION
Clustered development patterns are encouraged and thus the density of separate parcels within each MUC may exceed the average overall density of the MUC category. No boundary of any existing MUC shall be expanded to include additional lands unless contiguous to the boundaries of the MUC as it existed as of December 31, 2010. Redevelopment may occur up to the maximum densities designated herein and consistent with the public health, safety and welfare, best quality design, expanded recreational and open space amenities, and adequate public infrastructure and services. Within the acreage allocated for nonresidential uses, tourism units and associated resort amenities, commercial/office uses, and institutional uses must not exceed a maximum lot coverage of 30 percent of a project site per use, except an additional 10% of lot coverage per use may be permitted through the PUD procedures and standards of the LDC to improve the design of the community and functionality of the uses, as shown on Table 1. Similarly, the standard height of nonresidential structures in MUC-1 may be increased by one story through the PUD procedures and standards of the LDC to improve the design of the community and functionality of the uses, as shown on Table 1.	
3. FLU Policy 1.4.1: The Town will encourage the realization of a vibrant Town Center that includes the Town Hall and the public tennis complex area as well as commercial, office, institutional, residential and tourism uses. The Town may maintain a Town Center zoning overlay district within the MUC-1 future land use category for the area depicted on Figure 2. Within the Town Center	The proposed plan is implementing this Future Land Use Policy by the development of the Town Center Green. The Library will add to the Town Center as another key feature and amenity for residents and visitors that provides opportunities for lifelong learning, vibrant cultural experiences, and enriching activities for all ages.

COMPREHENSIVE PLAN, GOAL, OBJECTIVE AND POLICY		STAFF EVALUATION
	zoning overlay district, additional nonresidential lot coverage up to 10%, and additional nonresidential and residential height up to one story may be allowed through the Outline Development Plan process to achieve a compact, pedestrian-friendly, attractive design supportive of mixed uses. Residential uses are limited to predominantly senior living communities including but not limited to age-restricted, independent living senior communities. The zoning overlay district may also provide additional incentives for design flexibility and expedited permitting to encourage the development of a central place within the Town for civic and community life.	
4.	FLU Policy 1.4.3 The Town may provide fiscal incentives to the revitalization of the Town Center and Whitney Beach area as available and appropriate. These incentives may include, but are not limited to, infrastructure or landscaping improvements, public street abandonment, and public transportation access that support a sustainable development pattern.	The Town and the County are collaborating on a long-term lease and maintenance agreements. The Town also coordinated fundraising efforts whereby residents are providing funding for enhancements to the Library.
5.	ROS (Recreation and Open Space) OBJECTIVE 1.2: Provide for recreational and cultural spaces and facilities.	The proposed Town Center Library is an additional cultural and recreational facility for the public's enjoyment.
6.	ROS Objective 1.3 Ensure public access to public open spaces, parks, and recreational facilities.	All residents and visitors will have access to the Library.
7.	ROS Strategy 1.2.2.1: The minimum Level of Service for parks, recreational, and cultural facilities will be measured by the number of facilities and the following standard: 12 acres per 1,000 peak seasonal functional population. Table 1: 1 Cultural Center	The proposed Town Center Library helps meet the Level of Service standard of one cultural center by advancing the development into its final phase.

Staff Report

Town Center Library, 600 Bay Isles Road

September 15, 2026

COMPREHENSIVE PLAN, GOAL, OBJECTIVE AND POLICY		STAFF EVALUATION
8.	ROS Goal 2: Enhance the quality of the visual environment in the Longboat Key community, both natural and built.	The proposed Town Center Library is intended to enhance the visual quality of the surrounding area by providing a new library which was specifically designed for the site.

Attachments:

- A. Application
- B. Ordinance 2026-13, Town Center Library
- C. Site Development Plan Order 2026-02

ORDINANCE 2026-13

AN ORDINANCE OF THE TOWN OF LONGBOAT KEY, FLORIDA, APPROVING AN AMENDED PLANNED UNIT DEVELOPMENT (PUD)/OUTLINE DEVELOPMENT PLAN AMENDMENT (ODP) FOR THE TOWN CENTER GREEN, LOCATED AT 600 BAY ISLES ROAD; AUTHORIZING THE DEVELOPMENT OF THE TOWN CENTER LIBRARY; PROVIDING FOR SEVERABILITY; REPEALING AND SUPERCEDING ALL PORTIONS OF ORDINANCES, RESOLUTIONS IN CONFLICT; PROVIDING FOR CODIFICATION; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town of Longboat Key (hereinafter the “Owner”) owns certain real property located at 600 Bay Isles Road (hereinafter “Property”); and

WHEREAS, Sarasota County (hereinafter the “Applicant”) is the holder of a long-term lease with the Town of Longboat Key for the funding and development of a community library on Town property; and

WHEREAS, the Property is zoned MUC-1 (Mixed Use Community - Bay Isles District); and

WHEREAS, on August, 6, 1975, the Town of Longboat Key adopted Resolution 75-27, approving an Outline Development Plan for Bay Isles in the PD zoning district; and

WHEREAS, on December 5, 1983, the Town of Longboat Key adopted Resolution 83-48, approving a Site Plan for Town Plaza, Phase II in the PD zoning district; and

WHEREAS, Town Plaza, Phase II, was originally constructed in 1984; and

WHEREAS, on February 6, 2012, the Town of Longboat Key adopted Ordinance 2012-03, approving an Outline Development Plan Amendment to delete all previously approved allowable uses for Parcel B-1 South; and

WHEREAS, on February 6, 2012, the Town of Longboat Key adopted Ordinance 2012-04, approving an Outline Development Plan Amendment to establish site area and setbacks for Parcels B-2 and C; and

WHEREAS, since the adoption of Resolution 83-48, the Owner has subsequently sought to develop a Town Center that would serve as a community meeting and gathering location for cultural, art, and park activities; and

WHEREAS, several surveys and public meetings were conducted on February 12 and March 18 of 2024, which have provided positive feedback regarding the development of a Town Center Green; and

WHEREAS, the Town of Longboat Key adopted the 2022 Strategic Initiatives, which identifies a specific goal of advancing long-range plans to develop community facilities on the Town Center Green property; and

WHEREAS, from 2014 to 2017, the Town of Longboat Key purchased parcels B-1 South, B-2 and C to utilize for the Town Center Green development; and

WHEREAS, on January 3, 2023, the Town of Longboat Key approved a Lot Consolidation application for the Property, and consolidated parcels B-1 South, B-2, Tract A, and parcel C into one parcel, totaling 4.8 acres; and

WHEREAS, the Town of Longboat Key is supportive of an application to amend the Outline Development Plan/Planned Unit Development (ODP/PUD) to allow the Applicant to develop a public library building on a portion of the Owner's property, which is consistent with the Town Center Green development; and

WHEREAS, the Planning and Zoning Official has accepted the Sarasota County's application in a timely fashion, and referred the same to the Planning and Zoning Board along with supporting documentation and staff recommendations; and

WHEREAS, the Planning and Zoning Board is authorized by the Land Development Code to recommend approval of the application as submitted, recommend approval of the application with changes or special conditions, or recommend disapproval of the application to the Town Commission, if the application meets or does not meet the applicable provisions of the Land Development Code; and

WHEREAS, the Planning and Zoning Board held a properly noticed public hearing on September 15, 2026, and heard evidence and testimony associated with the application; and

WHEREAS, the Planning and Zoning Board reviewed the application and after considering all of the competent substantial evidence in the record, recommended to the Town Commission that the proposed PUD/ODP application be approved with certain agreed upon conditions; and

WHEREAS, on October 5, 2026, the Town Commission conducted a duly noticed first public hearing on Ordinance 2026-13; and

WHEREAS, on November 9, 2029, the Town Commission conducted a duly noticed second public hearing on Ordinance 2026-13 and the Town Commission approved the Ordinance; and

WHEREAS, after considering all of the competent substantial evidence in the record, including the testimony and documents submitted into the record at the hearing, including but not limited to the findings and professional analysis of Town Staff in the staff report and presentation, the Town Commission makes these conclusions of law and findings of fact:

- A. Pursuant to Section 158.036 (C)(1) of the Zoning Code, with the recommended conditions of approval, the amended ODP is consistent with the intent of a planned unit development as provided in Section 158.034.
- B. Pursuant to Section 158.036 (C)(2) of the Zoning Code, with the recommended conditions of approval, the amended ODP is consistent with Future Land Use Policy 1.4.1 of the Town's Comprehensive Plan.
- C. Pursuant to Section 158.036 (C)(3) of the Zoning Code, with the recommended conditions of approval, the amended ODP meets the zoning regulations applicable to the subject Property.
- D. Pursuant to Section 158.036 (C)(4) of the Zoning Code, with the recommended conditions of approval, the amended ODP provides an adequate amount of common open space for maintenance and conservation and adequately meets the purposes of the common open space as related to the proposed location, density and type of development.

E. Pursuant to Section 158.036 (C)(5) of the Zoning Code, with the recommended conditions of approval, the amended ODP provides adequate control over vehicular traffic and parking, and enhances the amenities of light and air, recreation and visual enjoyment.

F. Pursuant to Section 158.036 (C)(6) of the Zoning Code, with the recommended conditions of approval, the amended ODP does not adversely impact the immediate neighborhood, as the Property is surrounded by commercial and recreational uses.

G. Pursuant to Section 158.036 (C)(8) of the Zoning Code, with the recommended conditions of approval, the amended ODP provides for an effective and unified development on the project site making appropriate provision for the preservation of scenic features and amenities of the site and the surrounding areas.

H. Pursuant to Section 158.036 (C)(9) of the Zoning Code, with the recommended conditions of approval, the amended ODP is considered generally to be compatible uses in the MUC district based on the intent to encourage a mixture of uses including significant recreation and open space areas and clustering at varying scales and intensity.

I. Pursuant to Section 158.036 (F) of the Zoning Code, the Town Clerk, within seven days after the adoption of the ordinance, shall file a certified copy in the Clerk's office and shall mail a certified copy to the Owner and Applicant. Upon approval of the ordinance, the Town Clerk shall file with the Clerk of the Circuit Court, to record in the official records of the county in which the property is located, the amended Outline Development Plan at the applicant's expense.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN OF LONGBOAT KEY, FLORIDA, THAT:

SECTION 1. The Whereas clauses above are ratified and confirmed as true and correct, and are hereby incorporated fully by reference.

SECTION 2. The PUD/ODP application dated June 16, 2026 for the Town Center Library as described herein, is hereby approved subject to the conditions contained in Exhibit "B" attached hereto as Conditions Requisite for Approval, located at 600 Bay Isles Road, Longboat Key, Florida 34228. Exhibit "B" is incorporated fully herein.

SECTION 3. If any section, subsection, sentence, clause or provision of this Ordinance is held to be invalid or ineffective, the validity of the remaining portions of this Ordinance shall not be affected.

SECTION 4. All ordinances, resolutions, and site development orders relating to this Property and parts of such ordinances, resolutions and site development orders in conflict herewith shall be superseded and the same are hereby repealed.

SECTION 5. This Ordinance shall take effect upon adoption by the Town Commission and approval within 30 days by the Applicant. If the Town of Longboat Key has not received notification of approval and acceptance of this Ordinance within 30 days after the Applicant's receipt, this Ordinance shall be deemed to have been denied. Notwithstanding the foregoing, the PUD/ODP approval provided for herein is contingent upon the Applicant having also obtained approval of the Site Development Plan Amendment from the Town Commission through Site Development Plan Order 2026-02. For purposes of the required notice herein,

the Town Manager is hereby delegated authority to provide notification required in this paragraph.

SECTION 6. Codification. This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Longboat Key upon adoption and acceptance by the Applicant as provided in Section 5.

Passed on the first reading and public hearing the 5th day of October 2026.

Adopted on the second reading and public hearing on this 9th day of November 2026.

Debra Williams, Mayor

ATTEST:

Celine Kidwell, Town Clerk

Attachment: Exhibit "A", Consent of Developer
Exhibit "B", Conditions of Requisite for Approval
Exhibit "C", Outline Development Plan
Exhibit "D", Land Intensity Schedule

EXHIBIT "A"

ORDINANCE 2026-13

CONSENT OF PROPERTY OWNER

TOWN CENTER LIBRARY

600 BAY ISLES ROAD

The undersigned, Town Manager for the Town of Longboat Key, Property Owner, does hereby approve and assent to the terms, conditions, and provisions of the foregoing Ordinance and does further acknowledge that the same is binding upon them and their successors and assigns in the manner hereinabove set forth.

Town of Longboat Key, Property Owner

By: _____
Signature

Please print or type name

Title: _____
Town Manager

Dated: _____

ATTEST:

Signature

Please print or type name

Title: _____

EXHIBIT "B"
ORDINANCE 2026-13
CONDITIONS REQUISITE FOR APPROVAL
PLANNED UNIT DEVELOPMENT/OUTLINE DEVELOPMENT PLAN
TOWN CENTER LIBRARY
600 BAY ISLES ROAD

1. The provisions of the Planned Unit Development/Outline Development application for the above referenced subject Property, dated and received by the Town on June 16, 2026, shall be complied with unless waived, modified, or amended pursuant to Town Code.
2. Approval of this Planned Unit Development/Outline Development Plan (PUD/ODP) Amendment is subject to approval of Site Development Plan Order 2026-02.
3. The development/construction plans shall conform to all applicable Town codes and ordinances and all other applicable regulations, including but not limited to, FEMA standards/regulations, accessibility, fire code, and life/safety requirements.
4. In accordance with Section 158.029(E) of the Town Code, an approved Site Development Plan for the PUD becomes null and void if:
 - (1) The Applicant shall abandon the plan or the Section thereof that has been finally approved, and shall so notify the Town; or
 - (2) Within 24 months of the date of approval of an application for Site Development Plan review, a complete application for Building Permit has not been submitted to the Town and a Building Permit issued; or
 - (3) A final Certificate of Occupancy or Final Building Permit for all phases of the project has not been issued within three years from the date set for receipt of a complete application for Building Permit for the final building or development phase of the project.
5. A licensed surveyor shall verify the Lot Coverage and Non-Open Space calculations upon completion of the project. Certification of the calculations shall be signed and sealed on an as-built survey and submitted to the Town prior to completion of a final building inspection related to the building permit for the project.
6. Approval of the proposed Site Development Plan shall be subject to payment of all staff review charges. Such charges shall be paid prior to issuance of Building Permit.
7. A Special Event Transportation Management Plan shall be required for special events on the site. The requirements of the plan will depend on the type and size of event. Some of the items that may be considered by the Town of Longboat Key in the plan are:
 - a. Site access and circulation
 - b. Parking management:

- i. Event parking pricing
 - ii. Off-site parking
 - iii. Other modes of transportation – to reduce vehicular trips to the site
 - iv. Valet locations and operations
 - v. Rideshare drop-off and pick-up locations
 - vi. Disabled passenger drop-off and pick-up areas
- c. Public information
- d. Police control at intersections
- e. Signage
- f. Pedestrian management

EXHIBIT "C"
ORDINANCE 2026-13
PLANNED UNIT DEVELOPMENT/OUTLINE DEVELOPMENT PLAN
TOWN CENTER LIBRARY
600 BAY ISLES ROAD

SEE ATTACHED

EXHIBIT "D"

ORDINANCE 2026-13

BAY ISLES PLANNED DEVELOPMENT

LAND INTENSITY SCHEDULE

Tract	Area in Acres	D.U./Acre	Maximum D.U.	Type of Development/Building	Building Details
RESIDENTIAL					
Harbor	30.60	2.60	80	Single Family	1 to 2 stories
MF "A" Fairway Bay	25.88	11.10	288	Multifamily Low Rise	2 to 5 stories
MF "B-1A" Harbour Court	5.00	3.60	18	Two-Family	1 to 2 stories
MF "B-1B" Marina Bay	7.39	8.12	60	Multifamily Mid Rise	Three Buildings 5 stories above parking
MF "B-2A" Harbour Oaks	11.19	5.00	56	Multifamily Low Rise	1 to 2 stories
MF "B-2B" Harbour Oaks II	8.92	4.70	42	Multifamily Low Rise	1 to 2 stories
MF "C-D" Harbour Links	10.16	4.13	42	Two Family and Multifamily Low Rise	1 to 2 stories
MF "H", MF "K", & HR "B" Manchester Bay	34.22	2.98	102	Single Family	1 to 2 stories
MF "I" Corey's Landing	22.10	3.30	72	One or Two Family	1 to 2 stories
MF "J" Winding Oaks	13.81	4.10	56	One or Two Family	1 to 2 stories
Bayou	41.21	2.60	109	Single Family	1 to 2 stories
Tract "A"	5.79	2.90	17		
HR "A" Grand Bay	23.89	11.38	272	Multifamily High Rise	Four buildings (10 stories over two levels of parking) Two buildings (four stories over two levels of parking)
HR "C" Sabal Cove	19.05	1.99	38	Single Family	1 to 2 stories
Tract "C" Weston Pointe	5.46	2.75	15	Single Family	1 to 2 stories
Subtotal Residential	264.67	4.79	1267		
CIVIC AREA					
Church Sites	8.70				
Public Safety Building	1.00				

Tract	Area in Acres	D.U./Acre	Maximum D.U.	Type of Development/Building	Building Details
Town Center Green	4.81				
Subtotal Civic Area	14.51				
COMMERCIAL AREA					
Offices	2.14				
Parcel B-1 North	2.38				
Parcel A Shoppes of Bay Isles	12.20				
Post Office	1.57				
The Paradise Center	0.90				
Sun Trust	1.00				
Bank of America	2.70				
Marina Commercial Complex	2.80				
Subtotal Commercial	25.69				
ROAD RIGHTS-OF-WAY					
Subtotal Road Rights-of-Way	45.00				
RECREATION/OPEN SPACE					
Golf Course	269.56				
Boat Basin – Parcel O (Harbourside Moorings Marina)	32.68			291 Slips Harbour Master Building and Pool	
Small Craft Basin (West Boat Basin)	5.60				
Perimeter Channel	21.90				
Other Navigable Channels Inside Town Bulkhead Line	22.60				
Buffer	1.60				
Park	3.10				
Park	0.90				
Park – Buffer	5.80				
Sanctuary (Hidden Lake)	11.41				
Subtotal Recreation/Open Space	375.15				

Tract	Area in Acres	D.U./Acre	Maximum D.U.	Type of Development/Building	Building Details
SUBTOTAL NON- RESIDENTIAL	460.35				
GRAND TOTAL	725.02	4.79	1267		

SITE DEVELOPMENT PLAN ORDER 2026-02

A SITE DEVELOPMENT PLAN ORDER OF THE TOWN OF LONGBOAT KEY, FLORIDA, APPROVING AN AMENDED FINAL SITE DEVELOPMENT PLAN FOR TOWN CENTER GREEN, PHASE III, LOCATED AT 600 BAY ISLES ROAD, APPROVING A TOWN CENTER LIBRARY; REPEALING AND SUPERCEDING PORTIONS OF PRIOR SITE PLAN DEVELOPMENT ORDERS IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town of Longboat Key (hereinafter the “Owner”) owns certain real property located at 600 Bay Isles Road (hereinafter “Property”); and

WHEREAS, Sarasota County (hereinafter the “Applicant”) is the holder of a long-term lease with the Town of Longboat Key for the funding and development of a community library on Town property; and

WHEREAS, the Property is zoned MUC-1 (Mixed Use Community - Bay Isles District); and

WHEREAS, on August, 6, 1975, the Town of Longboat Key adopted Resolution 75-27, approving an Outline Development Plan for Bay Isles in the PD zoning district; and

WHEREAS, on December 5, 1983, the Town of Longboat Key adopted Resolution 83-48, approving a Site Plan for Town Plaza, Phase II in the PD zoning district; and

WHEREAS, Town Plaza, Phase II, was originally constructed in 1984; and

WHEREAS, since the adoption of Resolution 83-48, the Owner has subsequently sought to develop a Town Center that would serve as a community meeting and gathering location for cultural, art, and park activities; and

WHEREAS, several surveys and public meetings were conducted on February 12 and March 18 of 2024, which have provided positive feedback regarding the development of a Town Center Library; and

WHEREAS, the Town of Longboat Key adopted the 2022 Strategic Initiatives, which identifies a specific goal of advancing long-range plans to develop community facilities on the Town Center Green property; and

WHEREAS, from 2014 to 2017, the Owner purchased parcels B-1 South, B-2 and C to utilize for the Town Center Green development; and

WHEREAS, on January 3, 2023, the Town of Longboat Key approved a Lot Consolidation application for the Property, and consolidated parcels B-1 South, B-2, Tract A, and parcel C into one parcel, totaling 4.8 acres; and

WHEREAS, the Sarasota County, in coordination with the Owner, has submitted a Site Development Plan application requesting Town approval to amend the previously approved site plan to fully entitle a public library; and

WHEREAS, the applicant has also filed a concurrent application to amend the Outline Development Plan/Planned Unit Development (ODP/PUD) to assign allowable uses to the Property that are consistent with the Town Center Green development; and

WHEREAS, the Planning and Zoning Official has, in a timely fashion, accepted a Site Development Plan application for the Property and referred the same to the Planning and Zoning Board along with the support documentation and staff recommendations; and

WHEREAS, the Planning and Zoning Board held a properly noticed quasi-judicial public hearing on September 15, 2026, and heard evidence and testimony associated with the application; and

WHEREAS, the Planning and Zoning Board reviewed the application and after considering all of the competent substantial evidence, including but not limited to the findings and professional analysis of Town Staff in the staff report and presentation, recommended to the Town Commission that the proposed PUD/ODP/Final Site Plan application be approved with certain agreed upon conditions; and

WHEREAS, on October 5, 2026, the Town Commission conducted a duly noticed public hearing on Site Development Plan Order 2026-02; and

WHEREAS, after considering all of the competent substantial evidence in the record, including the testimony and documents submitted into the record at the hearing, including the Staff Report presented on October 5, 2026, and its supplements, and the recommendation of the Planning and Zoning Board, the Town Commission makes these conclusions of law and findings of fact:

- (a) With the recommended conditions of approval, the Site Development Plan is consistent with the Comprehensive Plan, and the purpose and intent of the MUC-1 zoning district.
- (b) With the recommended conditions of approval, the Site Development Plan is in conformance with all applicable regulations of the MUC-1 zoning district.
- (c) With the recommended conditions of approval, the Site Development Plan is in conformance with the Town of Longboat Key's subdivision regulations, Chapter 157, and all other applicable Town of Longboat Key requirements, including the design, adequacy, utility facilities, and other essential services.
- (d) With the recommended conditions of approval, the Site Development Plan is 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.
- (e) With the recommended conditions of approval, the Site Development Plan is in conformance with Town of Longboat Key policy in respect to sufficiency of ownership, guarantees for completion of all required improvements, and, if private, the guarantees for continued maintenance.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN OF LONGBOAT KEY, FLORIDA, THAT:

Section 1. The above recitals are true and correct and are fully incorporated herein by reference.

Section 2. The Site Development Plan application dated June 16, 2026, to fully entitle a public library, located at 600 Bay Isles Road, Longboat Key, Florida 34228 is hereby approved subject to the conditions attached hereto marked Exhibit "A", "Conditions Requisite for Approval" and dated concurrently with this Order.

Section 3. If any section, subsection, sentence, clause or provision of this Site Development Plan Order is held to be invalid or ineffective, the validity of the remaining portions of this Site Development Plan Order shall not be affected.

Section 4. Those portions of prior site development orders in conflict herewith shall be superseded and the same are hereby repealed.

Section 5. This Site Development Plan Order shall become effective immediately upon adoption.

Adopted on the second reading and public hearing on this 9th day of November 2026.

Debra Williams, Mayor

ATTEST:

Celine Kidwell, Town Clerk

Attachment: Exhibit "A", Conditions Requisite for Approval

EXHIBIT "A"

SITE DEVELOPMENT PLAN ORDER 2026-02

CONDITIONS REQUISITE FOR APPROVAL
SITE DEVELOPMENT PLAN

TOWN CENTER LIBRARY
600 BAY ISLES ROAD

1. The provisions of the Site Development Plan application for the above referenced subject property, dated and received by the Town June 16, 2026, shall be complied with unless waived, modified, or amended pursuant to Town Code.
2. Approval of this Site Development Plan is subject to the approval of Ordinance 2026-13.
3. The development/construction plans shall conform to all applicable Town codes and ordinances and all other applicable regulations, including but not limited to, FEMA standards/regulations, accessibility, fire code, and life/safety requirements.
4. In accordance with Section 158.029(E) of the Town Code, an approved Site Development Plan for the PUD becomes null and void if:
 - (1) The Owner shall abandon the plan or the Section thereof that has been finally approved, and shall so notify the Town; or
 - (2) Within 24 months of the date of approval of an application for Site Development Plan review, a complete application for Building Permit has not been submitted to the Town and a Building Permit issued; or
 - (3) A final Certificate of Occupancy or Final Building Permit for all phases of the project has not been issued within three years from the date set for receipt of a complete application for Building Permit for the final building or development phase of the project.
5. A licensed surveyor shall verify the Lot Coverage and Non-Open Space calculations upon completion of the project. Certification of the calculations shall be signed and sealed on an as-built survey and submitted to the Town prior to completion of a final building inspection related to the building permit for the project.
6. Approval of the proposed Site Development Plan shall be subject to payment of all staff review charges. Such charges shall be paid prior to issuance of Building Permit.
7. A Special Event Transportation Management Plan shall be required for special events on the site. The requirements of the plan will depend on the type and size of event. Some of the items that may be considered by the Town of Longboat Key in the plan are:
 - a. Site access and circulation

- b. Parking management:
 - i. Event parking pricing
 - ii. Off-site parking
 - iii. Other modes of transportation – to reduce vehicular trips to the site
 - iv. Valet locations and operations
 - v. Rideshare drop-off and pick-up locations
 - vi. Disabled passenger drop-off and pick-up areas
- c. Public information
- d. Police control at intersections
- e. Signage
- f. Pedestrian management

APPLICANT'S APPLICATION PACKAGE

Application Packet

Amendment to:
Ordinance 2023-04 ODP/PUD

Town of Longboat Key
Planning & Zoning Board

September 15, 2026

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Amendment to Ordinance 2023-04 ODP/PUD for the Longboat Key Library

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Tab 1- Cover Letter

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6/16/2026

Planning Department
Town of Longboat Key
501 Bay Isles Road
Longboat Key, FL 34228

Subject: Amendment to Ordinance 2023-04 ODP/PUD for the Longboat Key Library

Dear Ms. Glisson,

The following narrative provides a background to describe the purpose of this Amendment to accommodate the Longboat Key Library project. A concurrent Site and Development Plan is being submitted under separate cover.

Background

On March 6, 2023, Ordinances 2023-03 and 2023-04 were adopted on second reading by the Town Commission. Ordinance 2023-03 amended the Outline Development Plan/Planned Unit Development (ODP/PUD). Ordinance 2023-04 amended relevant portions of Chapter 92 of the Town's Code of Ordinances for public places.

The Town Center is located at 600 Bay Isles Road just north of Publix and Chase Bank. Over the course of 2014 and 2017, the Town invested a total of \$3.7 million to purchase three parcels of land totaling 4.81 acres that comprise the "Town Center." The Town has been developing the parcels using a three-phased approach:

- Phase 1 Initial Outdoor Venue (complete)
- Phase 2 Outdoor Venue and Stage (complete)
- Phase 3 Future Building Facilities through Partnership opportunities

Phase 3 has conceptually included development of community building facilities to serve as additional amenities. The Town Center Master Plan includes two buildable areas. The use of one of these, the southern building pad, is the subject of this proposed Amendment to be utilized by the Longboat Key Library facility.

In January of 2023, a "Principals of Agreement – Future Library – LBK" between The Town and Sarasota County was adopted that outlined key components for the joint development of a new Library at the Town Center. Under these principals, Sarasota County would provide funding for management, design and construction for a "baseline" library. Enhancements above the baseline could be provided by 3rd parties.

On February 12 and March 18 of 2024, public workshops were held at Town Hall to provide input to the proposed Library as well as possible enhancements that could be achieved through private funding. The resulting designs were then used for fundraising efforts through 2025. The proposed enhancements include an enlarged community meeting space, a covered outdoor terrace on the Green, and an enhanced entry.



To: Longboat Key Planning Dept
Re: ODP/PUD for the Longboat Key Library

6/16/2026
Page 2

At a June 2025 Sarasota County Commission meeting, the Town presented a funding proposal for the enhancements. The County elected to move these forward and the design efforts for the Library have include all enhancements. The associated proposed agreements between the County and Town include a Lease Agreement, Funding Agreement(s) and an Operating Agreement. At the time of this application, these agreements are currently in process. The architecture and engineering for the library has proceeded sufficiently to provide documentation for this application.

Purpose of the Outline Development Plan Amendment

The County as developer of the Library, with The Town as the Owner, is seeking to revise the Bay Isles Planned Unit Development to update land uses sanctioned by the Town Commission and to approve an updated plan for the site generally referred to as the "Town Center." A portion of the town Center site was last amended by Ordinance No. 2023-03, which was approved on March 6, 2023 with an Outline Development Plan that established the following broad uses on the entire site:

- Public parks and recreation areas, Open Space
- Government Buildings and Services
- Continuing Education and Civic Centers
- Non-Profit Cultural Centers
- Accessory uses to the above

The existing Mixed-Use Community – Bay Isles District (MUC-1) zoning designation allows for Parks and Recreation as well as Government Buildings and Services as permitted uses with Site Development Plan review [158.075(B)].

The Town initiated a companion zoning text amendment to allow "INS" (Community Facility Institutional District) land uses within the MUC-1 district to accommodate all of the Town intended uses that have been endorsed by the Town Commission.

The overall intent of the Applicant is to develop the Library Site.

Please feel free to contact me if you need further assistance at bgaubatz@scgov.net or 941-861-0853.

Sincerely,

Brad Gaubatz, AIA, LEED AP, PMP
Facilities/PRNR Operational Manager
Capital Projects, Sarasota County

Attachments:

1. Ordinance 2023-03
2. Ordinance 2023-04
3. Application Completeness Checklist
4. Statement of Consistency with the Town's Comprehensive Plan and Zoning Code
5. Balance of amendment application documents (via Acella online application only)

cc: Isaac Brownman, Assistant Town Manager, Town of Longboat Key
Brad Johnson, Sarasota County

Tab 2 - Application Completeness Checklist

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Amendment to Ordinance 2023-04 ODP/PUD for the Longboat Key Library

6/16/2026

Application for Planned Unit Development Approval (Town Code Section 158.036) must include the following:

- A. **Applications:** Any application for outline development approval shall include at a minimum the following information, unless the Planning and Zoning Official determines in writing that one or more of the following elements do not apply to the particular application:
1. A scaled drawing delineating 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.

[Provided: Please see attached Civil Sheets C1 thru C-6 dated 6/11/2026](#)

2. A scaled drawing delineating the approximate location and dimensions of all boundary lines of the development, and of any contiguous lands, including those separated only by a street, canal, or similar feature, in which the developer or property owner presently has any legal interest.

[Provided: Please see attached Civil Sheet C1 dated 6/11/2026 and Library Lease Area Sketch and Description Sheets S1 and S2 dated 5/15/26.](#)

3. A 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

[Provided: Please see attached Property Appraiser data page. Land is owned by the Town of Longboat Key.](#)

4. A scaled drawing delineating the approximate location, nature, and extent of all existing easements, streets, buildings, land uses, zoning, tree groupings, watercourses, uplands, wetlands, and topographic contours (i.e., at six-inch intervals with reference to mean sea level), on the site; the existing zoning and land use for all contiguous property; and flood protection elevation data and flood zones.

[Provided: Please see attached Civil Sheet C5 dated 6/11/2026](#)

5. 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), including the extent and type of wetlands in accordance with the Town's Comprehensive Plan.

[Provided: Please see attached Civil Sheet C3 dated 6/11/2026](#)

6. A scaled drawing delineating the approximate locations, intensity, and acreages of general land uses (proposed), including dwelling types and units and general types of nonresidential uses, open spaces, recreational facilities, and other proposed uses.

[Provided: Please see attached Civil Sheet C1 dated 6/11/2026 and Aerial Photo and Master PUD Site Plan Sheet EX1 dated 6/11/26](#)

7. A traffic impact analysis shall be provided, except for voluntary reconstruction without additional dwelling or tourism units, to ensure that the adopted level of service standards are not exceeded before capacity-related improvements are implemented; and a scaled drawing delineating a circulation facilities plan indicating approximate locations and types of proposed streets, bicycle paths, pedestrian walks, and emergency vehicle access points, including all curb cuts, driveways, off-street parking and loading areas, and off-street surfaces available for maneuvering vehicles.

[Pending:](#) Kimley Horn and Associates has been commissioned to provide an updated Traffic and Parking analysis. Field data has been collected, and the report is due by July 9. It will be uploaded into the application upon receipt. The field data collected showed very similar volumes to the original

report, which is also attached.

8. Tabulations of total project acreage and proposed densities for each tourism and dwelling unit type and total number of tourism and dwelling units by type.

Not Applicable – no residential units are proposed.

9. Tabulations of all land uses and approximate square footage of gross area for all nonresidential buildings by general type (e.g., offices, limited commercial, etc.).

Provided: Please see attached Civil Sheet C3 dated 6/11/2026

10. A proposed development schedule indicating approximate starting and completion dates for the entire project and any phases thereof, together with appropriate identification and description of such phases.

Provided: Please see attached LBK Library Master Schedule for PUD

11. Such additional data and information as the Applicant may believe is pertinent to the plan of development.

Additional background and project information is provided in Cover Letter.

12. Such additional relevant data and information the Town may reasonably require.

Will be provided upon request.

13. A written statement by the landowner or any other entity having a cognizable interest in the land, describing fully the character and intended use of the Planned Unit Development and setting forth the reasons why, in their opinion, a Planned Unit Development would be in the public interest and would be consistent with the Town's statement of purposes of a Planned Unit Development.

Provided: Please see Cover Letter

14. A statement specifically indicating any requested Departures from Article IV of this Chapter and Section 158.030, and a statement of any existing hardship and/or clear and specific statement of how the code Departures are necessary or desirable to accomplish a Planned Unit Development under Article III, Division 7. The statement shall include the Applicant's position as to why each requested Departure either meets or has no material adverse effect on each of the Departure criteria in Subsection 158.036(D).

Please see attached Request for Departure: Side Setback, dated 6/16/2026

15. A binding concept plan, which is a conceptual Site Development Plan that depicts the proposed development and is intended to become an integral part of a Planned Unit Development approval. The binding concept plan shall show the existing and proposed uses and structures, lots, streets, and other physical aspects of the proposed development as enumerated in Sections 158.036 and 158.030. At an Applicant's discretion, a final Site Development Plan may be submitted for approval concurrently with the Outline Development Plan, thus eliminating this requirement for a binding concept plan.

Applicant is submitting for concurrent Site & Development Plan.

16. Additional requirements for applications for reconstruction of nonconformities:
 - a. A statement specifically indicating modifications and adjustments from the requirements of this Code of Ordinances which would otherwise be applicable to the project if reconstruction of a nonconformity were not granted by the Town.
 - b. A clear and specific statement of any hardship that exists making the modifications and adjustments from the Code necessary.
 - c. A clear and specific statement of how the modifications and adjustments are necessary or desirable to accomplish one or more of the stated purposes of the reconstruction provisions in Section 158.132.

Not Applicable.

B. PUD Standards for approval or disapproval of application. Please provide responses to the following:

1. In what respects the Outline Development Plan is or is not consistent with the intent of a Planned Unit Development as provided in Section 158.034

RESPONSE:

The proposed plan is constituent with the intent of a Planned Unit Development. The plan has been designed so multiple uses, activities and offerings can be provided in the Town Center that can be accessed and enjoyed by the Town's residents and visitors. The proposed library is a key component to these uses.

2. Whether the plan is consistent with the Town's Comprehensive Plan

RESPONSE:

The proposed plan is consistent with the Town's Comprehensive Plan which has identified a Town Center activity area be developed.

3. The extent to which the plan meets the zoning and Subdivision Regulations otherwise applicable to the subject property without Departures, Waivers, or Variances.

RESPONSE:

With the exception of the side setback Departure as requested in the attached Request for Departure: Side Setback, dated 6/16/2026, the proposed plan meets the zoning and Subdivision Regulations. No other Departures, Waivers or Variances are required.

4. The purpose, location and amount of common open space in the plan, the adequacy or inadequacy of the proposals for maintenance and conservation of the common open space, and the adequacy or inadequacy of the amount and purpose of the common open space as related to the proposed density and type of development.

RESPONSE:

The plan is designed to co-locate a variety of uses while providing common open space for the residents and visitors coming to the Town Center.

5. The physical design of the plan and the manner in which the design makes adequate provision for public services, provides adequate control over vehicular traffic and parking, and enhances the amenities of light and air, recreation and visual enjoyment.

RESPONSE:

The plan has been designed to provide adequate vehicular circulation and parking with the required buffers being provided. No modifications to the existing vehicular circulation and parking are proposed.

6. The relationship, beneficial or adverse, of the proposed plan to the neighborhood in which it is proposed to be established.

RESPONSE:

The subject property is surrounded by non-residential development and as such will not be negatively impacting any nearby residential neighborhoods.

7. In the case of a plan that proposes development over a period of years, the sufficiency of the terms and conditions intended to protect the public interest and of the residents and owners of the Planned Unit Development in the faithful completion of the plan.

RESPONSE:

The existing approved PUD identified development in three phases. Phases one and two (Outdoor Venue and Stage) are complete. This application completes phase three (community facility) in the form of a public library that will be operated, managed and maintained through inter-local agreements with the County in coordination with private and donor funding. The property will be leased to the County by the Town.

8. The extent to which the plan provides for an effective and unified development on the project site making appropriate provision for the preservation of scenic features and amenities of the site and the surrounding areas.

RESPONSE:

The proposed plan is designed as a unified project incorporating landscaping and open space for the enjoyment of the visitors to the venue. An outdoor terrace has been incorporated in the Library design that steps down onto the Town Center Green.

9. For the MUC-1 and MUC-2 zoning districts only, all permitted uses as listed in Article IV, Division 4 for each district, are considered generally to be compatible uses in the MUC districts based on the intent to encourage mixed use and clustering at varying scales and intensity. Compatibility shall be achieved at specific locations by implementing compatibility techniques, such as those listed in this Section as appropriate to the context:

RESPONSE:

The property is zoned PD-Planned Development District.

- a. Tourism uses and restaurants shall be designed to minimize noise from outdoor activities, such as outdoor music;

RESPONSE:

The property is surrounded by non-residential uses however the proposed use areas of the plan have been oriented in such a way to minimize any noise from outdoor activities.

- b. Loading areas and parking at grade shall be screened and landscaped to minimize impacts to residential uses and adjacent rights-of-way/private roads;

RESPONSE

The parking area completed as a component of Phase one has been screened and landscaped consistent with the code requirements.

- c. Anti-glare glass shall be utilized in all windows that could potentially reflect toward another residential use;

RESPONSE

No nearby residential uses exist.

- d. Lighting shall be designed to minimize impacts to residential units and adjacent public rights-of-way/private roads;

RESPONSE

No nearby residential uses exist.

- e. Additional compatibility techniques shall be employed wherever a proposed structure exceeding 50 feet is located within 500 feet of another structure that is substantially lower in height. "Substantially lower" means there is a difference of 50 feet or more between the proposed structure and the structure within 500 feet. For the purpose of this provision, acceptable compatibility techniques include, but are not limited to, perimeter berms, landscaping buffers, building orientation, building design, and architectural treatments; and,

RESPONSE:

The proposed Library is under 50 feet in height

- f. This Section does not apply to the compatibility of uses within a proposed PUD development site, as permitted uses are deemed internally compatible.

RESPONSE:

The property has been planned consistent with the public input and Town Commission direction.

10. The additional criteria listed below apply to requests for buildings taller than 50 feet in the MUC-2 zoning district:

RESPONSE:

All buildings are less than 50 feet in height.

- a. Yard sizes (building setbacks) are greater than required by Article IV; and

RESPONSE:

N/A

- b. The taller buildings are consistent with the intent of the district and compatible with similar existing uses within the overall district.

RESPONSE:

N/A

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Tab 3 - Consistency with Comp Plan & Zoning Code

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Amendment to Ordinance 2023-04 ODP/PUD for the Longboat Key Library
6/16/2026

CONSISTENCY WITH THE TOWN'S COMPREHENSIVE PLAN AND ZONING CODE

The Town Center Green is consistent with the Town's Comprehensive Plan and zoning code. The existing Planned Unit Development / Outline Development Plan was approved as Ordinance No. 2023-03

FLU OBJECTIVE 1.4: The Town will assist in redeveloping and revitalizing key areas of the Town in a sustainable, mixed-use pattern of development in order to support the character of the Town for residents and visitors.

The Library will add to the Town Center as another key feature and amenity for residents and visitors that provides opportunities for lifelong learning, vibrant cultural experiences, and enriching activities for all ages.

FLU Policy 1.4.1 The Town will encourage the realization of a vibrant Town Center that includes the Town Hall and the public tennis complex area as well as commercial, office, institutional, residential and tourism uses. The Town may maintain a Town Center zoning overlay district within the MUC-1 future land use category for the area depicted on Figure 2. Within the Town Center zoning overlay district, additional nonresidential lot coverage up to 10%, and additional nonresidential and residential height up to one story may be allowed through the Outline Development Plan process to achieve a compact, pedestrian-friendly, attractive design supportive of mixed uses. Residential uses are limited to predominantly senior living communities including but not limited to age-restricted, independent living senior communities. The zoning overlay district may also provide additional incentives for design flexibility and expedited permitting to encourage the development of a central place within the Town for civic and community life.

The Library will enhance revitalization of a vibrant Town Center encouraging other redevelopment opportunities and activities in the area.

FLU Policy 1.4.3

The Town may provide fiscal incentives to the revitalization of the Town Center and Whitney Beach area as available and appropriate. These incentives may include, but are not limited to, infrastructure or landscaping improvements, public street abandonment, and public transportation access that support a sustainable development pattern.

The Town and the County are collaborating on a long-term lease and maintenance agreements. The Town also coordinated fundraising efforts whereby residents are providing funding for enhancements to the Library.

CCM Policy 1.2.2 Consistent with FLU Policy 1.2.4, new development and redevelopment shall not be authorized within freshwater or saltwater wetlands except where a compelling public interest can be demonstrated.

The development will not be impacting any freshwater or saltwater wetlands

ROS Policy 1.1.3 Acquire, improve, and maintain lands for open space, park, recreational, and cultural purposes.

The Library improvements at the Town Center will provide a new cultural resource for the community.

ROS Objective 1.3 Ensure public access to public open spaces, parks, and recreational facilities.

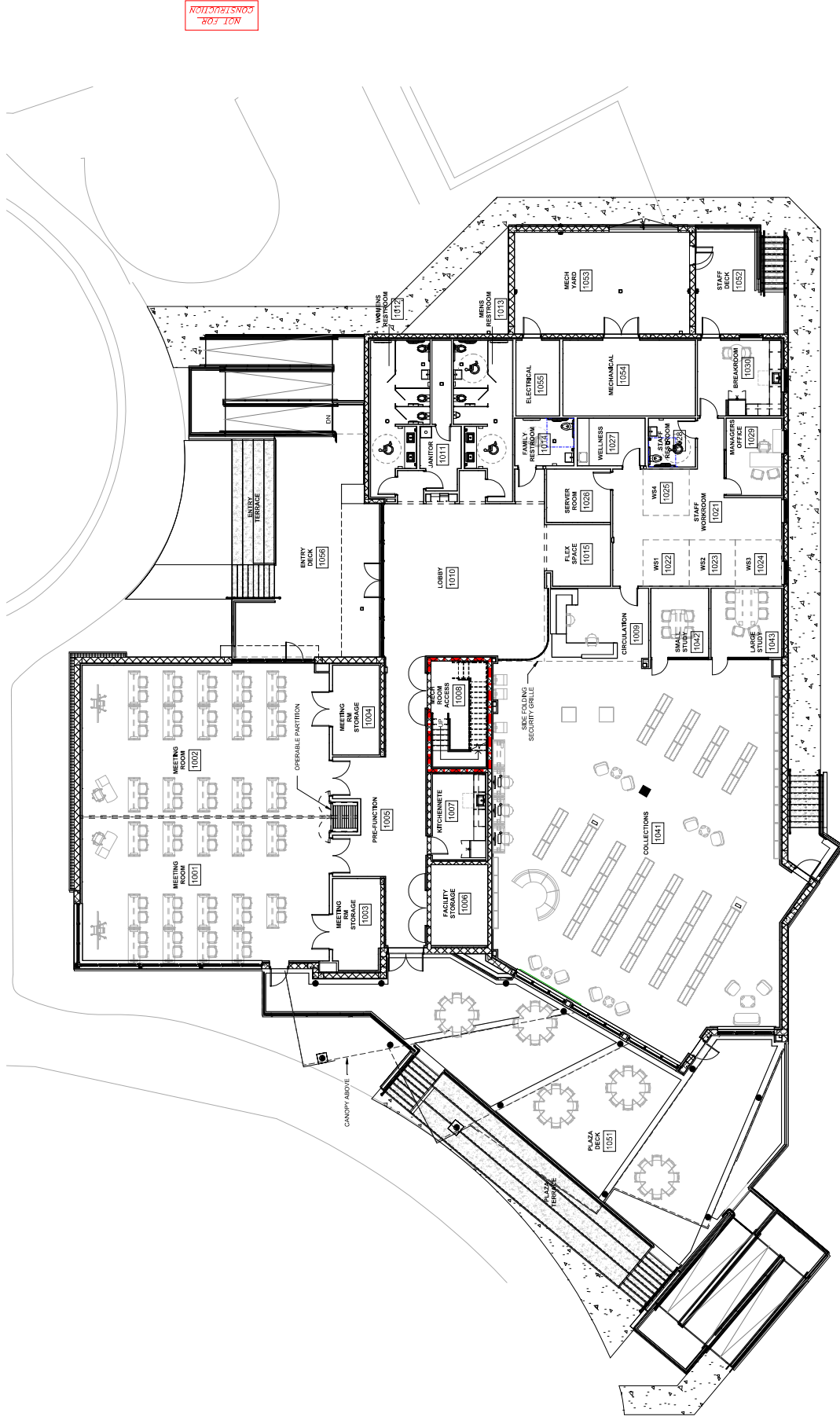
All residents and visitors will have access to the Library.

SWM Policy 1.1.2 Consistent with Future Land Use (FLU) Policy 1.1.2, all new development and redevelopment shall provide stormwater management systems that meet established levels of service and all applicable state, regional, and local laws and regulations.

The Library has been designed to meet all stormwater management system regulations.

Tab 4 - LBK Library Floor Plan and Elevations

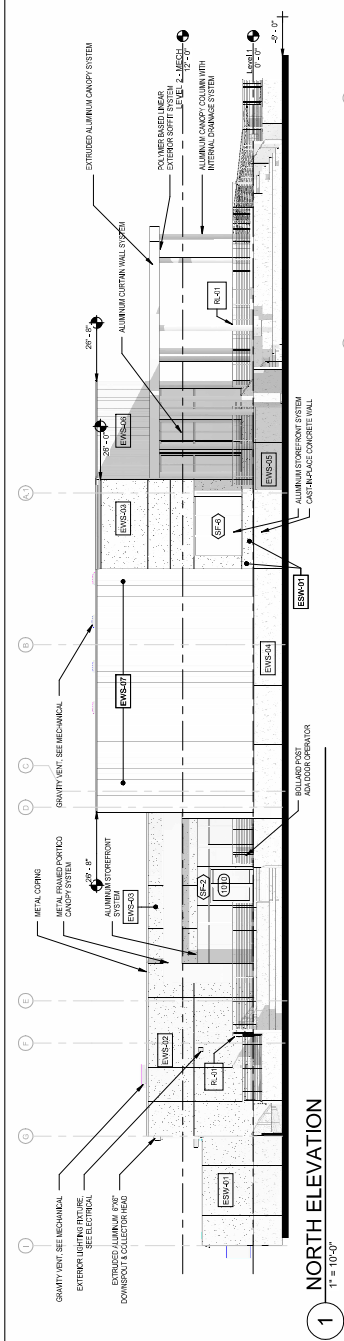
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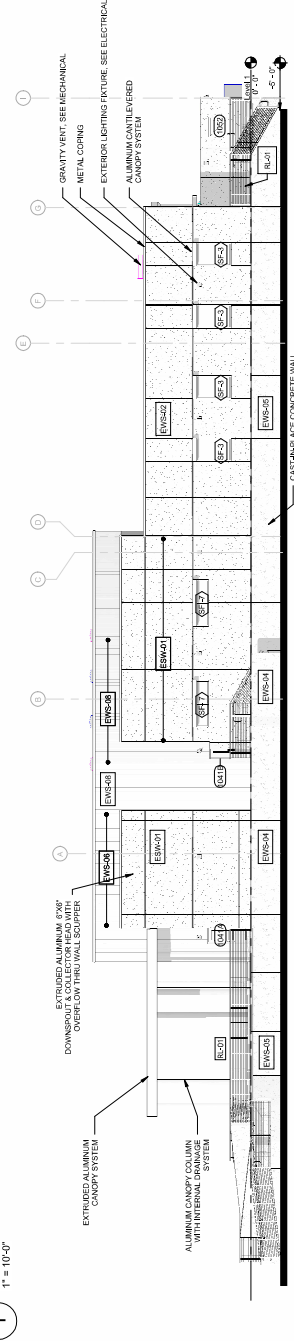
NOT FOR
CONSTRUCTION

1 FLOOR PLAN
1/8" = 1'-0"

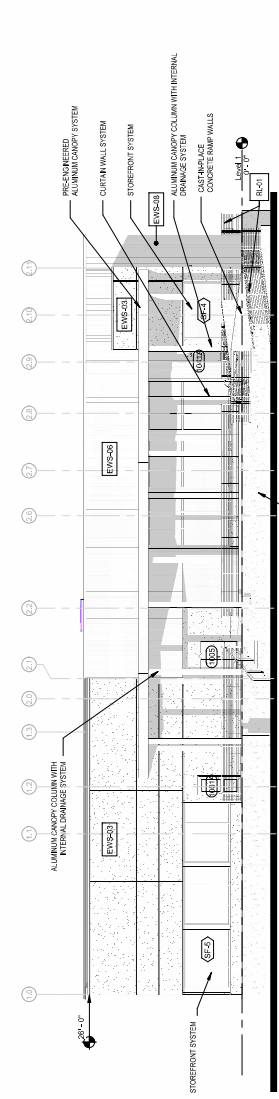
TYPE	INDICATION	DESCRIPTION	COMMENTS
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EW06-02	EXT-PAINT 	EW06-02 STUDS ON 8" O.M. WALL	FINISH PAINTED COLOR TO BE SELECTED BY ARCHITECT/OWNER
EW06-03	EXT-PAINT 	EW06-03 EXTERIOR GAVITY STUD WALL WITH THERCOSTIC STUCCO FINISH	FINISH PAINTED PROVIDE 2 IN TWO COLORE OPTIONS TO BE SELECTED BY ARCHITECT/OWNER
EW06-04	EXT-PAINT 	EW06-04 CAST-IN-PLACE 4" IN DIA CONCRETE CAST-IN-PLACE 4 IN RICH LOCATION, CONCRETE STEEL WALLS	FINISH PROVIDE CONCRETE PROVIDE WITH TPO COATING WITH GAINS OF DESIGN NUMBER ONE - WPK
EW06-05	EXT-PAINT 	EW06-05 EXTERIOR GAVITY STUD WALL WITH METAL PANELS	FINISH TO BE SELECTED FROM THE MANUFACTURERS STANDARD LIST
EW06-07	EXT-PAINT 	EW06-07 OCM WITH CURBED OTF WALL AND METAL PANELS	FINISH TO BE SELECTED FROM THE MANUFACTURERS STANDARD LIST
EW06-08	EXT-PAINT 	EW06-08 OCM WITH METAL PANELS	FINISH TO BE SELECTED FROM THE MANUFACTURERS STANDARD LIST



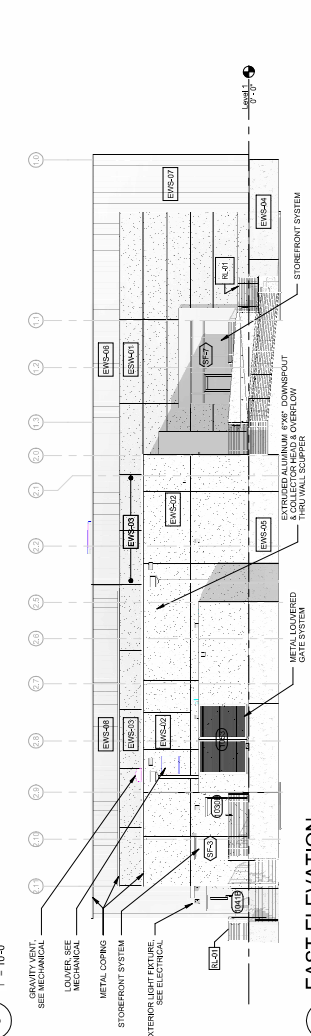
1 NORTH ELEVATION



2 SOUTH ELEVATION



3 WEST ELEVATION
4" = 40' 0"



1 EAST ELEVATION

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Tab 5 - 02.2 Lease Area Sketch & Description

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DESCRIPTION

A PARCEL OF LAND BEING A PORTION OF PARCEL "C", BAY ISLES UNIT No. 9 AS RECORDED IN PLAT BOOK 30, PAGE 47, OF THE PUBLIC RECORDS OF SARASOTA COUNTY, FLORIDA, AND A PORTION OF LOTS 2 AND 3, BAY ISLES UNIT No. 12 AS RECORDED IN PLAT BOOK 47, PAGE 50, OF THE PUBLIC RECORDS OF SARASOTA COUNTY, FLORIDA, LYING IN SECTION 8, TOWNSHIP 36 SOUTH, RANGE 17 EAST, SARASOTA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID LOT 2, BAY ISLES UNIT 12, SAID CORNER LYING ON THE WEST RIGHT-OF-WAY LINE OF BAY ISLES ROAD (80' PRIVATE ROAD); THENCE LEAVING SAID NORTHEAST CORNER AND ALONG SAID WEST RIGHT-OF-WAY LINE S15°43'58"E, 279.82 FEET; THENCE LEAVING SAID WEST RIGHT-OF-WAY LINE S69°11'41"W, 92.69 FEET TO THE POINT OF BEGINNING, SAID POINT BEING A POINT LYING ON THE ARC OF A CURVE TO THE LEFT WHOSE RADIUS POINT LIES N72°37'56"E, 311.55 FEET; THENCE IN A SOUTHEASTERLY DIRECTION ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 311.55 FEET AND A CENTRAL ANGLE OF 10°45'24", 58.49 FEET; THENCE LEAVING SAID CURVE AND ALONG A NON-RADIAL LINE S63°56'00"W, 42.60 FEET; THENCE S28°31'17"E, 25.02 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; THENCE IN A SOUTHEASTERLY DIRECTION ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 240.79 FEET AND A CENTRAL ANGLE OF 11°54'13", 50.03 FEET; THENCE LEAVING SAID CURVE ALONG A NON-RADIAL LINE S53°36'08"W, 11.26 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; THENCE IN A SOUTHWESTERLY DIRECTION ALONG THE ARC OF SAID CURVE, HAVING A RADIUS 73.01 FEET AND A CENTRAL ANGLE OF 36°07'06", 46.02 FEET; THENCE ALONG A NON-RADIAL LINE S00°16'45"E, 3.30 FEET; THENCE S89°43'15"W, 142.55 FEET; THENCE N00°16'45"W, 13.01 FEET; S89°43'14"W, 53.43 FEET; THENCE N00°16'46"W, 41.30 FEET TO A POINT LYING ON THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS POINT LIES N04°43'35"W, 56.72 FEET; THENCE IN A NORTHWESTERLY DIRECTION ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 56.72 FEET AND A CENTRAL ANGLE OF 43°24'00", 42.96 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE TO THE LEFT; THENCE IN A NORTHWESTERLY DIRECTION ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 131.16 FEET AND A CENTRAL ANGLE OF 41°42'09", 95.47 FEET; THENCE ALONG A NON-RADIAL LINE S89°59'36"E, 56.23 FEET TO A POINT LYING ON THE ARC OF A CURVE TO THE LEFT WHOSE RADIUS POINT LIES N64°59'09"E, 49.70 FEET; THENCE IN AN EASTERLY DIRECTION ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 49.70 FEET AND A CENTRAL ANGLE OF 131°23'17", 113.98 FEET TO A POINT OF REVERSE CURVATURE OF A CURVE TO THE RIGHT; THENCE IN AN EASTERLY DIRECTION ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 3.29 FEET AND A CENTRAL ANGLE OF 139°02'04", 7.99 FEET TO THE POINT OF BEGINNING. CONTAINING 28,333 SQUARE FEET OR 0.65 ACRES MORE OR LESS.

NOTES

1. THIS SKETCH IS NOT A BOUNDARY SURVEY.
2. BEARINGS SHOWN HEREON ARE ASSUMED, A BEARING OF S15°43'58"E WAS ESTABLISHED ALONG THE WEST RIGHT-OF-WAY LINE OF BAY ISLES ROAD.
3. THIS SKETCH IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA PROFESSIONAL SURVEYOR & MAPPER.
4. THIS SKETCH IS COMPRISED OF 2 SHEETS, IT IS NOT CONSIDERED FULL AND COMPLETE WITHOUT BOTH SHEETS.

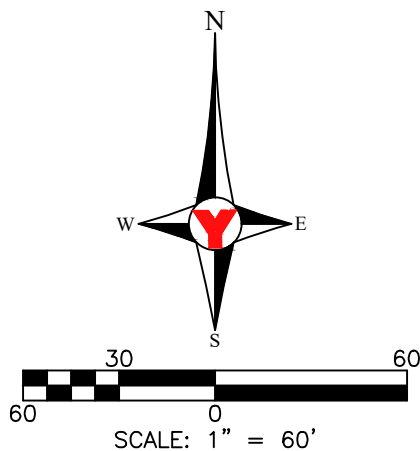
PREPARED FOR: Town of Longboat Key 501 BAY ISLES ROAD LONGBOAT KEY, FLORIDA 34228		LIBRARY LEASE AREA SKETCH AND DESCRIPTION SECTION 8, TOWNSHIP 36S., RANGE 17E.		REVISED	BY	DATE	DESCRIPTION	
CREW CHIEF	INITIALS	DATE		George F. Young, Inc. 10540 PORTAL CROSSING, SUITE 105 LAKEWOOD RANCH, FLORIDA 34211 PHONE (941) 747-2981 WWW.GEORGEFYOUNG.COM BUSINESS ENTITY LB21 CIVIL, TRANSPORTATION, SUBSURFACE & STRUCTURAL ENGINEERING ECOLOGY I GIS I PLANNING I SURVEYING ST. PETERSBURG • LAKEWOOD RANCH • TAMPA • GAINESVILLE • LAKE WALES • PUNTA GORDA				JOB NO. 23005301LC
DRAWN	PVR	5/15/26						SHEET NO. S1 OF S2
CHECKED	PL	5/15/26						
FIELD BOOK								
FIELD DATE								

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LOGIN: Roach, Patrick

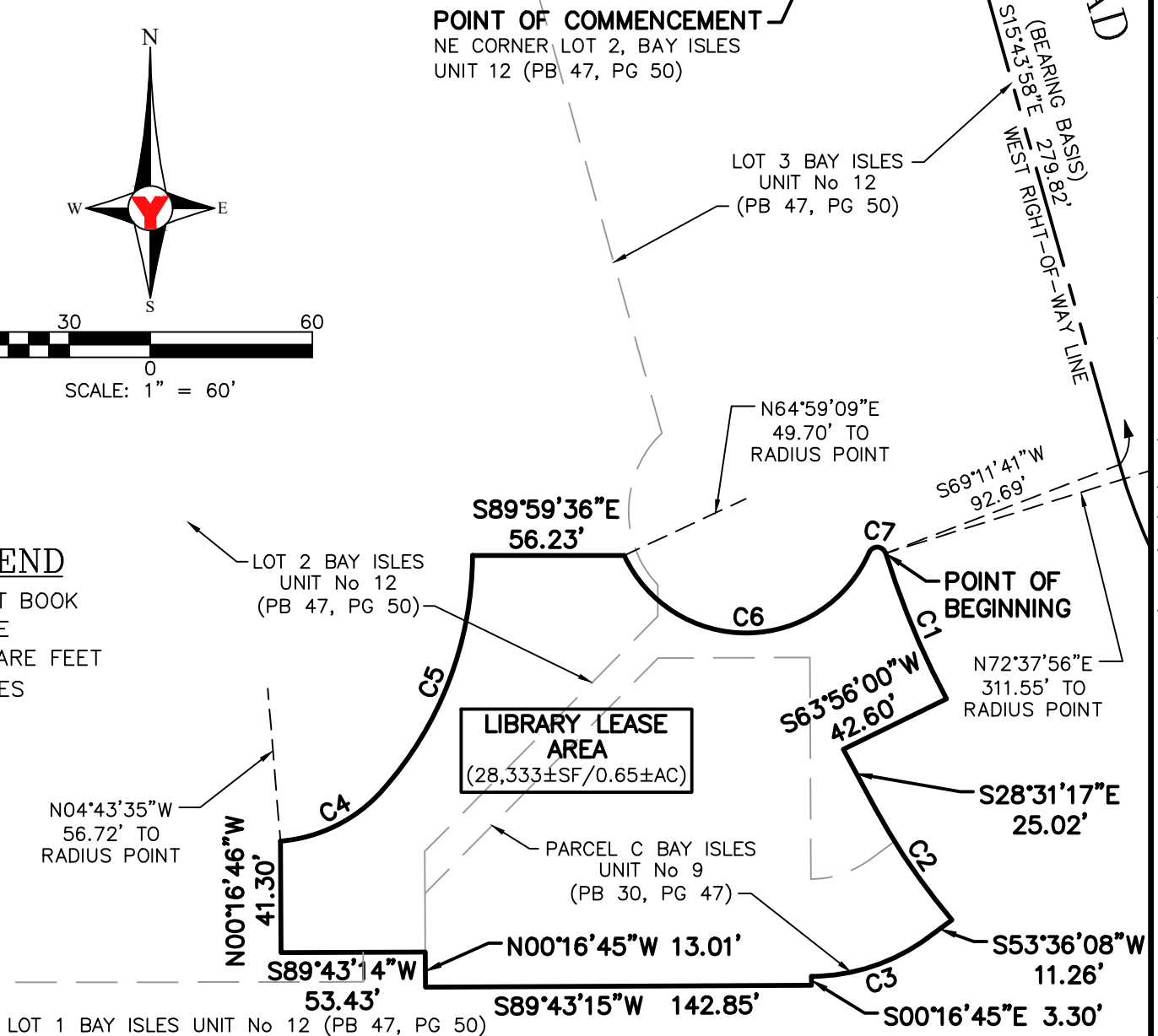
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CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	BEARING	CHORD
C1	58.49'	311.55'	10°45'24"	S22°44'46"E	58.40'
C2	50.03'	240.79'	11°54'13"	S34°28'23"E	49.94'
C3	46.02'	73.01'	36°07'06"	S71°39'41"W	45.26'
C4	42.96'	56.72'	43°24'00"	N63°34'24"E	41.94'
C5	95.47'	131.16'	41°42'09"	N21°01'20"E	93.37'
C6	113.98'	49.70'	131°23'17"	N89°17'31"E	90.60'
C7	7.99'	3.29'	139°02'04"	S86°53'06"E	6.17'



LEGEND

PB-PLAT BOOK
PG-PAGE
SF-SQUARE FEET
AC-ACRES



PREPARED FOR:
Town of Longboat Key
501 BAY ISLES ROAD
LONGBOAT KEY, FLORIDA 34228

LIBRARY LEASE AREA SKETCH AND DESCRIPTION

SECTION 8, TOWNSHIP 36S., RANGE 17E.

REVISED	BY	DATE	DESCRIPTION

	INITIALS	DATE
CREW CHIEF		
DRAWN	PVR	5/15/26
CHECKED	PL	5/15/26
FIELD BOOK		
FIELD DATE		

F. PETER LUTZ, JR. PSM LS 5506
DATE



George F. Young, Inc.

10540 PORTAL CROSSING, SUITE 105 LAKEWOOD RANCH, FLORIDA 34211
PHONE (941) 747-2981 WWW.GEORGEFYOUNG.COM
BUSINESS ENTITY LB21

CIVIL, TRANSPORTATION, SUBSURFACE & STRUCTURAL ENGINEERING
ECOLOGICAL GIS PLANNING & SURVEYING
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JOB NO.
23005301LC
SHEET NO.
S2 OF S2

Tab 6 - 02 Civil Engineering Sheets

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Mark Alan Adler
Date: 2026.06.11
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SARASOTA COUNTY CAPITAL PROJECTS 1001 SARASOTA CENTER BOULEVARD SARASOTA, FL 34240 (841) 861-0853		SARASOTA COUNTY 1001 SARASOTA CENTER BOULEVARD SARASOTA, FL 34240 (841) 861-0853		George F. Young, Inc. 1540 PALM GARDENS, SUITE 105 LAKESIDE PARK, FLORIDA 34111 OWNERS ENGINEERING & SURVEYING 10000 WEST PALM BLVD., SUITE 200 ST. PETERSBURG, FLORIDA 33735 SINCE 1979		LBK LIBRARY AERIAL SITE PLAN SECTION 08, TOWNSHIP 36S., RANGE 17E.		JOB NO. 230053011C SHEET NO. C1	
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1. SEE LANDSCAPE PLANS FOR LIMITS OF SODDING AND SEEDING TURFED AREAS AND LANDSCAPING REQUIREMENTS.

30. PROPOSED FINISHED FLOOR ELEVATIONS SHALL BE CONSIDERED MINIMUM AS SHOWN ON THE GRADING PLANS.

1. **BOUNDARY, TOPO AND TREE INFORMATION PROVIDED BY**

1. NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) COVERAGE UNDER THE STATE GENERIC PERMIT FOR STORMWATER

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST APPLICABLE FEDERAL, STATE, AND LOCAL AGENCY'S STANDARDS.

1. IMPACTS TO STATE AND FEDERALLY PROTECTED SPECIES AS LISTED IN THE MOST CURRENT VERSION OF "E.O. 15419"

THE PROPOSED PROJECT IS A LIBRARY WITH ASSOCIATED OPEN SPACE AND INFRASTRUCTURE.

PID#: 0006130018

THE BFFE IS 8 FT THE FFE OF THE BUILDING IS 11 FT

8,457 SF PROPOSED IMPERVIOUS AREA

UNLICENSED REPLY IS COVERAGE FOR THE BILL OF

JMB	01/06/25
MSS	06/01/06

[illegible]

➤

JUNE 1917

0540 PORTAL CROSSING, SUITE 105 LAKEWOOD RANCH, FLORIDA 3421
PHONE (941) 747-2981 WWW.GEORGEYOUNG.COM

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This item has been digitally signed and sealed by
Johanne A. JICA FR, PhD,
a free-choice individual member.

GENERAL NOTES

Keywords: *Gender inequality, discrimination, women's rights, violence against women, women's empowerment, women's status, women's health, women's education, women's employment, women's political participation, women's social participation, women's economic participation, women's cultural participation, women's environmental participation, women's political participation, women's social participation, women's economic participation, women's cultural participation, women's environmental participation*

GRADING NOTES:

- 1. ALL TOPSOIL WITHIN THE PROPOSED LIMITS OF GRADING SHALL BE TYPED AND SHALL BE STOCKPILED ON-SITE IN AN APPROVED LOCATION FOR FUTURE USE DURING GRADING ACTIVITIES. AFTER ALL UNDISCARDED AREAS HAVE BEEN BROUGHT TO FINISHED GRADE, ANY EXCESS SOILS SHALL BE DISPOSED OF OFF-SITE UNLESS OTHERWISE NOTED ON THE PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND FOR THE COST OF DISPOSAL. SEE ENVIRONMENTAL AND GEOTECHNICAL REPORT FOR FURTHER INSTRUCTIONS.
- 2. ALL STOCKPILES SHALL BE STABILIZED TO PREVENT EROSION.
- 3. COORDINATE THE SEQUENCING OF ALL CLEARING AND GRUBBING AND GRADING ACTIVITIES WITH THE EROSION CONTROL PLAN.
- 4. FINISH GRADING SHALL BE COMPLETED PRIOR TO THE CONSTRUCTION OF ANY STRUCTURES. ALL EXISTING EXPOSED OR ACCEPTABLE MANHOLE FOR VEGATED AREAS, TO REMAIN VEGATED SHALL BE INSTALLED IMMEDIATELY UPON COMPLETION OF FINAL GRADING.
- 5. LIMITS OF LAND CLEARING SHALL BE 5' OUTSIDE OF ALL AREAS TO BE GRADED OR NOT BEYOND THE PROPERTY LINES, WHICHEVER IS LESS. NO GRADING SHALL OCCUR OFF-SITE OR IN ANY ROAD RIGHT-OF-WAY WITHOUT PRIOR APPROVALS.
- 6. THE CONTRACTOR SHALL EXCAVATE THE PROPOSED STORM WATER PONDS AND FLOODPLAIN COMPENSATION AREAS OR LANDFILL AREAS TO THE PROPOSED FINISHED GRADE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SEQUENCING OF GRADING ACTIVITIES AND SHALL DIRECT SITE RUNOFF TO THESE LOCATIONS IN ORDER TO MINIMIZE OFF-SITE RUNOFF.
- 7. PROPOSED GRASSES INDICATED ON THIS PLAN ARE TO FINISHED GRADE. THE CONTRACTOR SHALL MAKE SUBGRADE ADJUSTMENTS FOR TOPSOIL PAVING BUILDING PAD, ETC.
- 8. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL STORMWATER PONDS, SWALES AND FLOODPLAIN COMPENSATION AREAS ARE CONSTRUCTED IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL STORMWATER PONDS, SWALES AND FLOODPLAIN COMPENSATION AREAS ARE NOT CONSTRUCTED ACCURATELY.
- 9. ALL GRADING ADJACENT TO EXISTING OR PROPOSED BUILDINGS SHALL BE SLOPED AWAY FROM THE STRUCTURES AT A MINIMUM OF 1.0% GRADE. THE CONTRACTOR SHALL ENSURE PROPER DRAINAGE AWAY FROM ALL STRUCTURES.
- 10. AREAS WITH LIMITED SPACES SUCH AS FOR INSTALLATION OF MANHOLES, INLETS, OR UTILITY TRENCHES SHOULD BE BACKFILLED AND COMPACTED METHODOICALLY. STONE BACKFILL SHALL BE INSTALLED IN 12" LOOSE LIFTS AND COMPACTED WITH 64 PASSES OF A VIBRATORY COMPACTOR.
- 11. EXISTING EXPOSED OR ACCEPTABLE MANHOLES AND EXISTING EXPOSED OR ACCEPTABLE MANHOLES SHALL BE REPAIRED PRIOR TO FINISH GRADE. ANY AREAS SHOWING SIGNS OF CRACKING, CRUSTING, OR ANY UNSUITABLE ORGANIC SOIL MUST BE LOOSED, MATERIAL FOUND IN PLACE SHALL BE UNDERCUT AND REPLACED, OR MUST BE CONDITIONED AND COMPACTED TO THE SPECIFIED DENSITY AND MOISTURE CONTENT LISTED BELOW.
- 12. ALL EXPOSED SUBGRADE SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 24" AND RE-COMPACTED TO 95% MOISTURE PROCTOR.
- 13. IN ALL AREAS WHERE SUBGRADE IS TO BE EXCAVATED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER CONDITION OF THE EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING IT TO THE PROPER CONDITION PRIOR TO PLACING FILL.
- 14. FILL MATERIAL SHALL HAVE THE FOLLOWING PROPERTIES: VIRTUALLY FREE OF ORGANICS, NO ROCK FRAGMENTS GREATER THAN 4" WITH 4" OF FINISH GRADE. THE FILL SHALL CONSIST OF FINE TO MEDIUM SAND WITH LESS THAN 15% SILT. ALL MATERIAL WITH SILT FINES BETWEEN 4 AND 15 PERCENT MAY BE USED BUT STRICT MOISTURE CONTROL MAY BE REQUIRED.
- 15. FILL MATERIAL SHALL BE COMPACTED TO 95% MOISTURE PROCTOR. DENSITY IN PAVED AND STRUCTURAL AREAS AND AT LEAST TO 90% IN UNPAVED AREAS. ALL EXCAVATIONS AND TRENCHES, AND WITHIN 10' OF OPTIMUM MOISTURE CONTENT. STRUCTURAL AREAS INCLUDE ZONES OF INFLUENCE AROUND THE BUILDING, PAVEMENT AREAS, FILL SLOPES, ETC.
- 16. EXCAVATIONS OR STOCKPILED EXCAVATION MATERIALS SHALL NOT BLOCK ACCESS TO OFF-SITE SIDEWALKS, ROADS, OR DRIVEWAYS UNLESS AN ADEQUATE EPPASS ROUTE IS PROVIDED. CONTRACTOR SHALL MINIMIZE INCONVENIENCE TO ADJACENT PROPERTIES.
- 17. THE CONTRACTOR SHALL PROVIDE NECESSARY SAFETY AND PROTECTIVE DEVICES AT ALL EXCAVATIONS AREAS.
- 18. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY, AT NO ADDITIONAL COST TO THE OWNER, TO PROVIDE AND MAINTAIN ANY NECESSARY SAFETY DEVICES AND PROTECTIVE DEVICES AT ALL EXCAVATIONS AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TO STABILIZE THE SITES AFTER THE EXCAVATION TO BE IN ACCORDANCE WITH OSHA REQUIREMENTS, AND TO PREVENT ANY MOVEMENT WHICH MAY CAUSE DAMAGE TO ADJACENT STRUCTURES OR PAVEMENT.

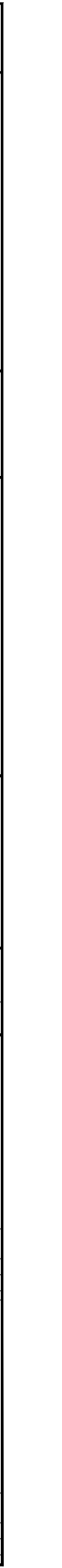
STORM DRAINAGE NOTES:

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL STORM DRAINAGE SYSTEMS AND STRUCTURES TO GEORGE F. YOUNG, INC. PRIOR TO INSTALLATION AND/OR FABRICATION.
- 2. ALL PROPOSED STORM INLETS, GRATES, CURB, YARD, AREA DRAINS ARE TO BE LOCATED AT LOW POINTS, AND SITE GRADING SHALL BE SUCH THAT RUNOFF IS DIRECTED TO THESE INLETS, NOTIFY GEORGE F. YOUNG, INC. OF ANY DISCREPANCIES.
- 3. THE CONTRACTOR SHALL VERIFY ALL EXISTING AND PROPOSED STORM INLET GRADES, PIPE SLOPES, PIPE INVERTS, POTENTIAL CONFLICTS AND POINTS OF CONNECTION PRIOR TO INSTALLATION OR ORDERING OF MATERIALS. CONFLICT MANHOLES SHALL NOT BE ORDERED OR ORDERED MATERIALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ORDERING MATERIALS.
- 4. STORM DRAINAGE SYSTEMS SHALL BE CONSTRUCTED FROM DOWNSTREAM TO UPSTREAM TO ALLOW DRAINAGE DURING CONSTRUCTION.
- 5. PRIOR TO POURING FOOTINGS, CONTRACTOR SHALL COORDINATE ROOF DRAIN COLLECTOR LINES, DOWNSPOUTS AND BOOTS WITH EXISTING ELEVATIONS OF THE STRUCTURE. ALL DOWNSPUTS AND BOOTS SHALL BE A MINIMUM 2' BELOW GRADE AT ALL ROOF DRAIN LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL STORM DRAINAGE SYSTEMS AND STRUCTURES PRIOR TO ANY TESTING PROCEDURES.
- 6. LEAKAGE TESTING SHALL BE PERFORMED ON ALL STORM PIPING. THE CONTRACTOR SHALL CLEAN ALL INSTALLED LINES AND STRUCTURES PRIOR TO ANY TESTING PROCEDURES.
- 6.1. WHEN GROUNDWATER IS PRESENT ABOVE THE TOP OF THE PIPE, AN INFILTRATION TEST SHALL BE PERFORMED BY SEALING OFF A LENGTH OF PIPE AND MEASURING THE DEPTH OF FLOW OVER A MEASURING WEEK, OR BY PUMPING THE INFILTRATED WATER INTO AN EXISTING MANHOLE AND MEASURING THE DEPTH OF FLOW OVER A MEASURING WEEK.
- 6.2. WHEN GROUNDWATER IS BELOW THE TOP OF THE PIPE, THE PIPE SHALL BE TESTED FOR LEAKAGE BY EXFILTRATION. EXFILTRATION LEAKAGE TEST SHALL CONSIST OF ISOLATING THE PARTICULAR SECTION FILLING WITH WATER 4 FEET ABOVE THE TOP OF THE PIPE AT THE UPSTREAM END, AND ALLOWING IT TO STAND AT LEAST 24 HOURS. THE SECTION SHALL THEN BE INFILTRATED WITH WATER TO THE SAME LEVEL AS THE EXFILTRATION LEAKAGE TEST. THE SECTION SHALL THEN BE INFILTRATED WITH WATER TO THE SAME LEVEL AS THE EXFILTRATION LEAKAGE TEST.
- 6.2.1. EXFILTRATION LEAKAGE SHALL NOT EXCEED 160 GALLONS PER INCH DIAMETER PER 24 HOURS PER INCH OF PIPE.
- 7. ALL DRAINAGE STRUCTURE BOTTOMS SHALL BE IN ACCORDANCE WITH FOOT INDEX NO. 200, LATEST EDITION. GRATE INLETS SHALL BE IN ACCORDANCE WITH FOOT INDEX NO. 232, LATEST EDITION.
- 8. ALL STORM MANHOLES AND PRECAST CONE, RISER, AND BASE SECTIONS SHALL MEET FOOT STANDARDS.

DEWATERING NOTES:

- 1. ALL DEWATERING ACTIVITIES SHALL BE SOLELY THE RESPONSIBILITY OF THE CONTRACTOR.
- 2. THE CONTRACTOR SHALL DESIGN AND IMPLEMENT A DEWATERING SYSTEM OF SUFFICIENT SIZE AND CAPACITY TO CONTROL EXCAVATION SLOPES, AND DOES NOT RESULT IN DAMAGE TO EXISTING STRUCTURES.
- 3. WHERE NECESSARY, THE CONTRACTOR SHALL LOWER THE WATER LEVEL IN ADVANCE OF EXCAVATION, UTILIZING WELLS, WELLPOINTS, OR SIMILAR POSITIVE METHODS.
- 4. DISCHARGE FROM DEWATERING ACTIVITIES SHALL NOT CAUSE ADVERSE IMPACTS TO OFF-SITE WATERBODIES OR STORMWATER

- SYSTEMS OR TO WATER QUALITY. THE CONTRACTOR SHALL CONTROL BY ACCEPTABLE MEANS, ALL WATER REGARDLESS OF SOURCE AND BE FULLY RESPONSIBLE FOR DISPOSAL OF THE WATER.
- 5. NON-STORM WATER DRAINING DISCHARGES CANNOT BE DISCHARGED WITHOUT PRIOR NOTICE TO AND APPROVAL FROM FDEP AND THE LOCAL WATER MANAGEMENT DISTRICT.
- 6. FDEP MAY REQUIRE A SEPARATE NPDES PERMIT FOR DEWATERING ACTIVITIES.
- 7. DEWATERING EQUIPMENT NEEDED TO PERMIT THE DEWATERING SYSTEM WITH THE LOCAL WATER MANAGEMENT DISTRICT # DEWATERING EQUIPMENT NEEDED EXCEEDS ANY OF THE FOLLOWING:
 - a. 100,000 GPD TOTAL 24 HOUR (1 DAY) DEWATERING.
 - b. 1,500,000 GPD PUMP CAPACITY.
 - c. GROUNDWATER WELL SIZE IS 8" DIAMETER OR GREATER.
 - d. CUMULATIVE OUTSIDE DIAMETER OF SURFACE WATER WITHDRAWAL PIPES IS 8" IN DIAMETER OR GREATER.
 - e. OPEN PUMPING WITH SLUITS AND DITCHES SHALL BE ALLOWED, PROVIDED IT DOES NOT RESULT IN BOLS, LOSS OF FINES, SOFTENING OF THE GROUND, OR INSTABILITY OF SLOPES. SLUITS SHALL BE LOCATED OUTSIDE OF LOAD BEARING AREAS TO THE BEARING CAPACITY OF THE GROUND. DITCHES SHALL BE LOCATED OUTSIDE OF LOAD BEARING AREAS TO THE BEARING CAPACITY OF THE GROUND. DURING NORMAL PUMPING, AND UPON DEVELOPMENT OF WELLS, LEVELS OF FINE SAND OR SILT IN THE DISCHARGE WATER SHALL NOT EXCEED 5 PPM.
 - f. CONTINUOUSLY MAINTAIN EXCAVATIONS IN A DRY CONDITION WITH POSITIVE DEWATERING METHODS DURING PREPARATION OF BACKFILL. BACKFILL SHALL BE COMPLETED TO PREVENT DAMAGE OF SUBGRADE, SUPPORT PILING, STRUCTURE, SLOPE SLOPES, OR ADJACENT FACILITIES FROM FLOUTATION OR OTHER HYDROSTATIC PRESSURE IMBALANCE.
 - g. UPON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL REMOVE ALL DEWATERING EQUIPMENT FROM THE SITE, INCLUDING WELLS AND RELATED TEMPORARY ELECTRICAL SERVICE.
- 8. FIRE LINE UNDERGROUND PIPING FOR A FIRE PROTECTION SYSTEM, INCLUDING THE BACKFLOW PREVENTER, SHALL BE INSTALLED BY A CONTRACTOR 14 OR 18 PER CHAPTER 633.102 FLORIDA STATUTES. THE UNDERGROUND FIRE RISER SHALL EXTEND TO ONE (1) FOOT ABOVE FINISHED GRADE.
- 9. ALL UNDERGROUND PIPING SUBJECT TO INCREASED PRESSURE BY A FIRE PUMP OR ANY OTHER MEANS SHALL COMPLY WITH NFPA 24 AND BE FULLY RESTRAINED USING APPROVED METHODS OR DEVICES.
- 10. THE FIRE SPRINKLER LEADING SHALL COMPLY WITH NFPA 134.3.4 CLEARANCE.
- 11. PROVIDE POST INDICATOR VALVES FOR EACH BUILDING.
- 12. THE CONSTRUCTION SITE SHALL COMPLY WITH NFPA 1, 16.1 THROUGH 16.5.
- 13. THE CONSTRUCTION SITE MUST COMPLY WITH NFPA 1 - 16.1 - STRUCTURES UNDERGOING CONSTRUCTION, ALTERATION, OR DEMOLITION OPERATIONS INCLUDING THOSE IN UNDERGROUND LOCATION, SHALL COMPLY WITH NFPA 241, STANDARD FOR SAFEGUARDING CONSTRUCTION ALTERATION AND DEMOLITION OPERATIONS, AND THIS CHAPTER.
- 14. NFPA 241-7.5.5.1, 17.2.1, 17.2.2.1, 17.2.3.1, 17.2.3.2, 17.2.3.3, 17.2.3.4, 17.2.3.5, 17.2.3.6, 17.2.3.7, 17.2.3.8, 17.2.3.9, 17.2.3.10, 17.2.3.11, 17.2.3.12, 17.2.3.13, 17.2.3.14, 17.2.3.15, 17.2.3.16, 17.2.3.17, 17.2.3.18, 17.2.3.19, 17.2.3.20, 17.2.3.21, 17.2.3.22, 17.2.3.23, 17.2.3.24, 17.2.3.25, 17.2.3.26, 17.2.3.27, 17.2.3.28, 17.2.3.29, 17.2.3.30, 17.2.3.31, 17.2.3.32, 17.2.3.33, 17.2.3.34, 17.2.3.35, 17.2.3.36, 17.2.3.37, 17.2.3.38, 17.2.3.39, 17.2.3.40, 17.2.3.41, 17.2.3.42, 17.2.3.43, 17.2.3.44, 17.2.3.45, 17.2.3.46, 17.2.3.47, 17.2.3.48, 17.2.3.49, 17.2.3.50, 17.2.3.51, 17.2.3.52, 17.2.3.53, 17.2.3.54, 17.2.3.55, 17.2.3.56, 17.2.3.57, 17.2.3.58, 17.2.3.59, 17.2.3.60, 17.2.3.61, 17.2.3.62, 17.2.3.63, 17.2.3.64, 17.2.3.65, 17.2.3.66, 17.2.3.67, 17.2.3.68, 17.2.3.69, 17.2.3.70, 17.2.3.71, 17.2.3.72, 17.2.3.73, 17.2.3.74, 17.2.3.75, 17.2.3.76, 17.2.3.77, 17.2.3.78, 17.2.3.79, 17.2.3.80, 17.2.3.81, 17.2.3.82, 17.2.3.83, 17.2.3.84, 17.2.3.85, 17.2.3.86, 17.2.3.87, 17.2.3.88, 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17.2.3.173, 17.2.3.174, 17.2.3.175, 17.2.3.176, 17.2.3.177, 17.2.3.178, 17.2.3.179, 17.2.3.180, 17.2.3.181, 17.2.3.182, 17.2.3.183, 17.2.3.184, 17.2.3.185, 17.2.3.186, 17.2.3.187, 17.2.3.188, 17.2.3.189, 17.2.3.190, 17.2.3.191, 17.2.3.192, 17.2.3.193, 17.2.3.194, 17.2.3.195, 17.2.3.196, 17.2.3.197, 17.2.3.198, 17.2.3.199, 17.2.3.200, 17.2.3.201, 17.2.3.202, 17.2.3.203, 17.2.3.204, 17.2.3.205, 17.2.3.206, 17.2.3.207, 17.2.3.208, 17.2.3.209, 17.2.3.210, 17.2.3.211, 17.2.3.212, 17.2.3.213, 17.2.3.214, 17.2.3.215, 17.2.3.216, 17.2.3.217, 17.2.3.218, 17.2.3.219, 17.2.3.220, 17.2.3.221, 17.2.3.222, 17.2.3.223, 17.2.3.224, 17.2.3.225, 17.2.3.226, 17.2.3.227, 17.2.3.228, 17.2.3.229, 17.2.3.230, 17.2.3.231, 17.2.3.232, 17.2.3.233, 17.2.3.234, 17.2.3.235, 17.2.3.236, 17.2.3.237, 17.2.3.238, 17.2.3.239, 17.2.3.240, 17.2.3.241, 17.2.3.242, 17.2.3.243, 17.2.3.244, 17.2.3.245, 17.2.3.246, 17.2.3.247, 17.2.3.248, 17.2.3.249, 17.2.3.250, 17.2.3.251, 17.2.3.252, 17.2.3.253, 17.2.3.254, 17.2.3.255, 17.2.3.256, 17.2.3.257, 17.2.3.258, 17.2.3.259, 17.2.3.260, 17.2.3.261, 17.2.3.262, 17.2.3.263, 17.2.3.264, 17.2.3.265, 17.2.3.266, 17.2.3.267, 17.2.3.268, 17.2.3.269, 17.2.3.270, 17.2.3.271, 17.2.3.272, 17.2.3.273, 17.2.3.274, 17.2.3.275, 17.2.3.276, 17.2.3.277, 17.2.3.278, 17.2.3.279, 17.2.3.280, 17.2.3.281, 17.2.3.282, 17.2.3.283, 17.2.3.284, 17.2.3.285, 17.2.3.286, 17.2.3.287, 17.2.3.288, 17.2.3.289, 17.2.3.290, 17.2.3.291, 17.2.3.292, 17.2.3.293, 17.2.3.294, 17.2.3.295, 17.2.3.296, 17.2.3.297, 17.2.3.298, 17.2.3.299, 17.2.3.300, 17.2.3.301, 17.2.3.302, 17.2.3.303, 17.2.3.304, 17.2.3.305, 17.2.3.306, 17.2.3.307, 17.2.3.308, 17.2.3.309, 17.2.3.310, 17.2.3.311, 17.2.3.312, 17.2.3.313, 17.2.3.314, 17.2.3.315, 17.2.3.316, 17.2.3.317, 17.2.3.318, 17.2.3.319, 17.2.3.320, 17.2.3.321, 17.2.3.322, 17.2.3.323, 17.2.3.324, 17.2.3.325, 17.2.3.326, 17.2.3.327, 17.2.3.328, 17.2.3.329, 17.2.3.330, 17.2.3.331, 17.2.3.332, 17.2.3.333, 17.2.3.334, 17.2.3.335, 17.2.3.336, 17.2.3.337, 17.2.3.338, 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Tab 7 - 03 Property Appraiser Parcel Ownership Information

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Bill Furst
SARASOTA COUNTY
PROPERTY APPRAISER

Property Record Information for 0006130018

Ownership:

TOWN OF LONGBOAT KEY

501 BAY ISLES RD, LONGBOAT KEY, FL, 34228-3142

Situs Address:

600 BAY ISLES RD LONGBOAT KEY, FL, 34228

Land Area: 209,796 Sq.Ft.

Municipality: Town of Longboat Key

Subdivision: 3124 - BAY ISLES UNIT 12

Property Use: 8210 - Parks - Community

Status: OPEN

Sec/Twp/Rge: 08-36S-17E

Census: 121150008022

Zoning: PD - PLANNED DEVELOPMENT DISTRICT

Total Living Units: 1

Parcel Description: LOTS 2, 3 & TRACT A, BAY ISLES UNIT 12, PB 47 PG 50, TOGETHER WITH PARCEL C, BAY ISLES UNIT 9, PB 30 PG 47, SUBJ TO 5558 SF SIDEWALK ESMT TO TOWN OF LONGBOAT KEY AS DESC IN ORI 2012035928, SUBJ TO UNITY OF TITLE PER ORI 2023001243, BEING SAME LANDS AS DESC IN ORI 2014052214, 2017039618 & 2017039619

Buildings

<u>Situs - click address for building details</u>	<u>Bldg #</u>	<u>Beds</u>	<u>Baths</u>	<u>Half Baths</u>	<u>Year Built</u>	<u>Eff Yr Built</u>	<u>Gross Area</u>	<u>Living Area</u>	<u>Stories</u>
600 BAY ISLES RD LONGBOAT KEY, FL, 34228	1	0	1	0	1930	2005	760	384	1
UNKNOWN	2	0	0	2	2023	2023	1,652	1,652	1

Extra Features

<u>line #</u>	<u>Building Number</u>	<u>Description</u>	<u>Units</u>	<u>Unit Type</u>	<u>Year</u>
1	0	Asphalt paving	33000	SF	2021

Values

* Indicates the parcel was the subject of a split or combine for tax year.

<u>Year</u>	<u>Land</u>	<u>Building</u>	<u>Extra Feature</u>	<u>Just</u>	<u>Assessed</u>	<u>Exemptions</u>	<u>Taxable</u>	<u>Cap</u>
2025	\$5,152,700	\$631,200	\$60,300	\$5,844,200	\$5,844,200	\$5,844,200	\$0	\$0
* 2024	\$5,152,700	\$642,600	\$61,100	\$5,856,400	\$5,856,400	\$5,856,400	\$0	\$0
2023	\$1,191,000	\$0	\$56,100	\$1,247,100	\$1,247,100	\$1,247,100	\$0	\$0
2022	\$1,191,000	\$0	\$57,500	\$1,248,500	\$1,248,500	\$1,248,500	\$0	\$0
2021	\$1,191,000	\$0	\$58,800	\$1,249,800	\$1,249,800	\$1,249,800	\$0	\$0
2020	\$1,191,000	\$0	\$60,100	\$1,251,100	\$1,251,100	\$1,251,100	\$0	\$0
2019	\$1,191,000	\$0	\$61,500	\$1,252,500	\$1,252,500	\$1,252,500	\$0	\$0
2018	\$1,221,900	\$0	\$48,900	\$1,270,800	\$1,270,800	\$1,270,800	\$0	\$0
2017	\$794,200	\$0	\$49,900	\$844,100	\$844,100	\$633,075	\$211,025	\$0
2016	\$794,200	\$0	\$50,900	\$845,100	\$845,100	\$0	\$845,100	\$0

Property taxes may be affected with change in ownership. When buying real estate, you should not assume that property taxes will remain the same. Use our [tax estimator](#) to estimate your new taxes.

Current Exemptions

Homestead Property: No

<u>Grant Year</u>	<u>Value</u>
2017	\$4,184,500.00

Sales & Transfers

<u>Transfer Date</u>	<u>Recorded Consideration</u>	<u>Instrument Number</u>	<u>Qualification Code</u>	<u>Grantor/Seller</u>	<u>Instrument Type</u>
3/31/2017	\$200,000	2017039619	18	ROOKS HOWARD	WD
5/14/2004	\$1,400,000	2004093454	01	TOWN PLAZA 2 INVESTMENT LTD,	WD

Associated Tangible Accounts

There are no associated tangible accounts for this parcel

Property record information last updated on: 4/25/2026

FEMA Flood Zone Information provided by Sarasota County Government



This property is in a SFHA or CFHA. Click to view the [Certificate Map](#) to see if an Elevation Certificate or a Letter of Map Revision/Change (LOMR/LOMC) exists.



Different portions of a property can be in different flood zones. Click to view the [Flood Zone Map](#).

<u>FIRM Panel</u>	<u>Floodway</u>	<u>SFHA ***</u>	<u>Flood Zone **</u>	<u>Community</u>	<u>Base Flood Elevation (ft)</u>	<u>CFHA *</u>
0126G	OUT	IN	AE	125126	8	OUT
0126G	OUT	OUT	X	125126		OUT

* If your property is in a SFHA or CFHA, use the [Certificate Map](#) to determine if the building footprint is within the flood zone area.

** For more information on flood and flood related issues specific to this property, call (941) 316-1966

*** Federal law requires flood insurance for all properties in SFHAs with federally backed mortgages.

FEMA Flood Zone Data provided by Sarasota County Government as of 4/20/2026

For general questions regarding the flood map, call (941) 861-5000.

Tab 8 - 06 Aerial Map / Master Site Plan

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EXISTING FEATURE	PROPOSED DEVELOPMENT	FUTURE DEVELOPMENT
1. Product 2. Price 3. Promotion 4. Place	1. Product 2. Price 3. Promotion 4. Place	1. Product 2. Price 3. Promotion 4. Place

SITE IMPROVEMENTS	
MARK	DESCRIPTION
1	EXISTING STAGE PAD
2	EXISTING GREAT LAWN
3	EXISTING WALKING PATH
4	EXISTING ON SITE PARKING
5	PROPOSED LIBRARY LEASE AREA
6	EXISTING OPEN SPACE
7	EXISTING STORMWATER POND
8	FUTURE BRIDGE
9	EXISTING RETAINING WALL



Digitally signed
by Mark Alan
Adler
Date: 2026.06.11
12:56:17 -04'00'

JOB NO.
23005301LC

SHEET NO.
EX1

LBK LIBRARY
AERIAL PHOTO AND MASTER P.U.D. SITE PLAN
SECTION 08. TOWNSHIP 36S. RANGE 17E

George F. Young, Inc.
6640 PORTAL CROSSING, SUITE 105 LAKEMOOD RANCH, FLORIDA 34211
PHONE (941) 747-2988 WWW.GEORGEYOUNG.COM
ENGINEERING CERTIFICATE OF AUTHORIZATION NUMBER 21
CIVIL, TRANSPORTATION, SUBSURFACE & STRUCTURAL
ECOLOGICAL DESIGN | PLANNING | SURVEYING
OFFICE AND A LAKEMOOD RANCH, FLORIDA 34211



ED FOR
SOTSA COUNTY CAPITAL PROJECTS
001 SARASOTA CENTER BOULEVARD
SARASOTA, FL 34240
(941) 861-0853

	INITIALS	DATE
DESIGN	JMB	01/06/25
DRAWN	JMB	01/06/25
CHECKED	NAA	06/11/26
QUALITY CHK	NAA	06/11/26

[illegible][illegible][illegible][illegible]

DESCRIPTION

[illegible]

REVISED					
ON					

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Tab 9 - 07 Traffic and Parking Study

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LONGBOAT KEY TOWN CENTER PARK

Traffic Impact Analysis and Parking Assessment

JULY 2026

Prepared By

Kimley»Horn

LONGBOAT KEY TOWN CENTER PARK

Traffic Impact Analysis and Parking Assessment

Prepared By

Kimley»»Horn

©Kimley-Horn and Associates, Inc.
July 2026

This item has been digitally signed and sealed by Rebecca Bond, P.E. on the date adjacent to the seal.

Signature must be verified on any electronic copies.

Rebecca (Becca) Bond, P.E., AICP
PE Number: 93870

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EXECUTIVE SUMMARY

The Longboat Key Town Center Park is proposed to consist of outdoor and indoor venue space. As indicated during the Town Commission Meeting on May 4, 2020, the indoor area is anticipated to be utilized for a variety of uses including but not limited to: community center, recreational center, library, cultural and educational centers, meeting space, etc. Based on proposed plan modifications, the previously approved analyses were updated to reflect approximately 86,500 square feet (about 2 acres) of the site as Public Park use, approximately 11,500 square feet of the site as Library use, and approximately 15,400 square feet of the site as Recreational Community Center use. The updated analyses were conducted in accordance with the approved methodology dated April 15, 2021, and with the procedures consistent with Section 158.030 of the Town of Longboat Key Land Development Code to assess the transportation impact and parking demand of the proposed development.

Traffic Impact Analysis Summary

At buildout of the Town Center Park, the analysis concludes that the adjacent roadway segments, study intersections, and project driveways, will operate adequately at buildout for the weekday and weekend (Saturday) PM peak-hour, peak season conditions. Therefore, no mitigation for transportation system capacity is recommended.

Parking Assessment Summary

The Longboat Key Town Center Park parking assessment analyzed two scenarios. Scenario 1 analyzed the on-site parking needs for typical (not special event) use of the public park, library, and recreational community center building. Scenario 2 analyzed parking needs for different size special events at the Town Center Park.

There are 78 parking spaces existing on-site, which will remain. The Town of Longboat Key Land Development Code requires 96 parking spaces for the proposed Town Center Park, which exceeds the available parking on-site by 18 spaces; however, the shared parking analysis determined the peak season, peak hour shared parking demand for the site is 65 parking spaces, which demonstrated that the 78 existing parking spaces are adequate for the proposed uses.

For special events, parking demand for small and medium sized events can be accommodated within adjacent private properties if shared parking agreements are negotiated. For large events, it is estimated that parking demand exceeds the adjacent properties parking supply; therefore, in addition to a shared parking agreement negotiated with adjacent private properties, a special event transportation plan should be developed.

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INTRODUCTION

Kimley-Horn was retained to perform an updated traffic impact analysis and parking assessment for the proposed Town Center Park development to be located within 4.81 acres of currently vacant land generally located north of Gulf of Mexico Drive, east of Bay Isles Road, and west of Bay Isles Parkway in the Town of Longboat Key, Florida. **Figure 1** illustrates the site location. The analyses were conducted in accordance with the approved methodology dated April 15, 2021, with the procedures consistent with Section 158.030 of the Town of Longboat Key Land Development Code, and based on updates to the concept plan for Building Pad A. The approved methodology, correspondence with Town staff, preliminary concept plan, and library floor plan are provided in **Appendix A**.

The Town Center Park is proposed to consist of outdoor and indoor venue space. As indicated during the Town Commission Meeting on May 4, 2020, the indoor area is anticipated to be utilized for a variety of uses including but not limited to community center, recreational center, library, cultural and educational centers, meeting space, etc. As indicated in **Table 1**, for the purposes of the traffic impact analysis and the parking assessment, approximately 86,500 square feet (about 2 acres) of the site was analyzed as Public Park use, approximately 11,500 square feet of the site was analyzed as Library, and approximately 15,400 square feet of the site was analyzed as Recreational Community Center use.

Table 1: Longboat Key Town Center Park Proposed Land Uses

CONCEPT PLAN INFORMATION				ITE TRIP GENERATION MANUAL		
				LAND USE CODE (LUC) CLASSIFICATION		
Concept Plan ID	Use	Area (SF)	Area (SF)	LUC 411 (Public Park)	LUC 495 (Recreational Community Center)	LUC 590 (Library)
1	Stage Pad	1,000	86,500	86,500 SF (1.986 Acres)	--	--
2	Great Lawn	23,000				
3	Esplanade	9,200				
4	Ped Walkways	10,800				
5	Restroom Facility	500				
8	Sod	42,000	11,500	--	--	11,500 SF
10	Building Pad A	11,500				
11	Building Pad B	7,700 x2	15,400			

Note: SF = square feet

Vehicular access is proposed via two existing full-access driveways along Bay Isles Road as shown in **Figure 1**.

The traffic impact analysis and parking assessment analyze the following:

Traffic Impact Analysis

Existing (2026) Conditions

- Weekday PM peak-hour
- Saturday PM peak-hour

Buildout (estimated 2028) Conditions

- Weekday PM peak-hour
- Saturday PM peak-hour

Parking Assessment

Buildout Typical (not special event)

- Weekday PM peak-hour
- Saturday PM peak-hour

Buildout Special Event

- Small special event
 - Event that may happen on a weekday evening, such as a food truck event on the esplanade
- Medium special event
 - A seated event during a weekend evening on the great lawn, such as a monthly concert series
- Large special event
 - Event when the great lawn is at maximum capacity of 2,500 people standing, such as a Fourth of July event



Legend

- Project Site
- ↔ Project Access

Project Location Map

LONGBOAT KEY TOWN CENTER PARK **TOWN OF LONGBOAT KEY, FLORIDA**

Kimley»Horn

Expect More. Experience Better.
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Project No: 048048187

Scale: As Noted

July 2026

Figure 1

EXISTING CONDITIONS

Analysis of the existing traffic conditions at the study roadways and intersections was conducted to provide a basis of comparison with future scenarios. Weekday and weekend PM peak period (4:00 PM to 6:00 PM) intersection turning movement counts were collected on Saturday, May 23, 2026, and Tuesday, May 26, 2026, at the following study intersections:

- Bay Isles Parkway & Bay Isles Road
- Bay Isles Road & Park Driveway
- Bay Isles Parkway & Gulf of Mexico Drive
- Bay Isles Road & Gulf of Mexico Drive
- Bay Isles Road & Internal Intersection

The turning movement volumes previously collected in 2021 at the study intersections were higher on Saturday than on Sunday; therefore, the weekend analyses were conducted for Saturday conditions.

The turning movement counts are provided in **Appendix B**. As discussed with the Town of Longboat Key staff on April 6, 2021, the turning movement counts collected in May were adjusted to peak season using the most recent Florida Department of Transportation (FDOT) Peak Season Factor Category Report for Sarasota County Beaches. The weekday and weekend turning movement volumes were increased by a peak season factor of 1.12 and 1.11, respectively, as indicated in the attached FDOT data in **Appendix C**.

The weekday and weekend PM peak-hour peak season existing traffic volumes for the study intersections are shown in **Figure 2** and **Figure 3**.

Synchro (v12) software was used to determine existing (2026) weekday and weekend PM peak-hour operational conditions for the study area intersections. Signal timings for the signalized intersection of Bay Isles Parkway & Gulf of Mexico Drive is provided in **Appendix D**.

Roadway Capacity Analysis

The study area roadway segments were determined to be the first directly accessed segments of Gulf of Mexico Drive, Bay Isles Parkway, and Bay Isles Road. According to Section 158.030(D)(1)(a) of the Town of Longboat Key Land Development Code, the level of service (LOS) standard is C for local and collector roads and E for Gulf of Mexico Drive. LOS standard volumes were obtained from the FDOT Generalized Level of Service Tables provided in **Appendix E**. Existing, peak season adjusted turning movement counts at the study intersections were used to determine the two-way peak-hour volumes along the study roadway segments.

As indicated in **Table 2** and **Table 3**, the roadway segments currently operate at an acceptable LOS during existing (2026) weekday and weekend PM peak-hour conditions.

Intersection Operational Analysis

According to Section 158.030(D)(1)(a) of the Town of Longboat Key Land Development Code, the LOS standard is E for all intersections on Gulf of Mexico Drive and D for all other intersections. A summary of intersection LOS and maximum volume to capacity (v/c) ratios by approach for the existing (2026) weekday and weekend PM peak-hour operational conditions is provided in **Table 4** and **Table 5**. As indicated in **Table 4** and **Table 5**, the intersections currently operate at an acceptable LOS during existing (2026) weekday and weekend PM peak-hour conditions.

Synchro output worksheets are provided in **Appendix F**.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
-  Weekday PM Peak-Hour Peak Season Existing Traffic Volumes

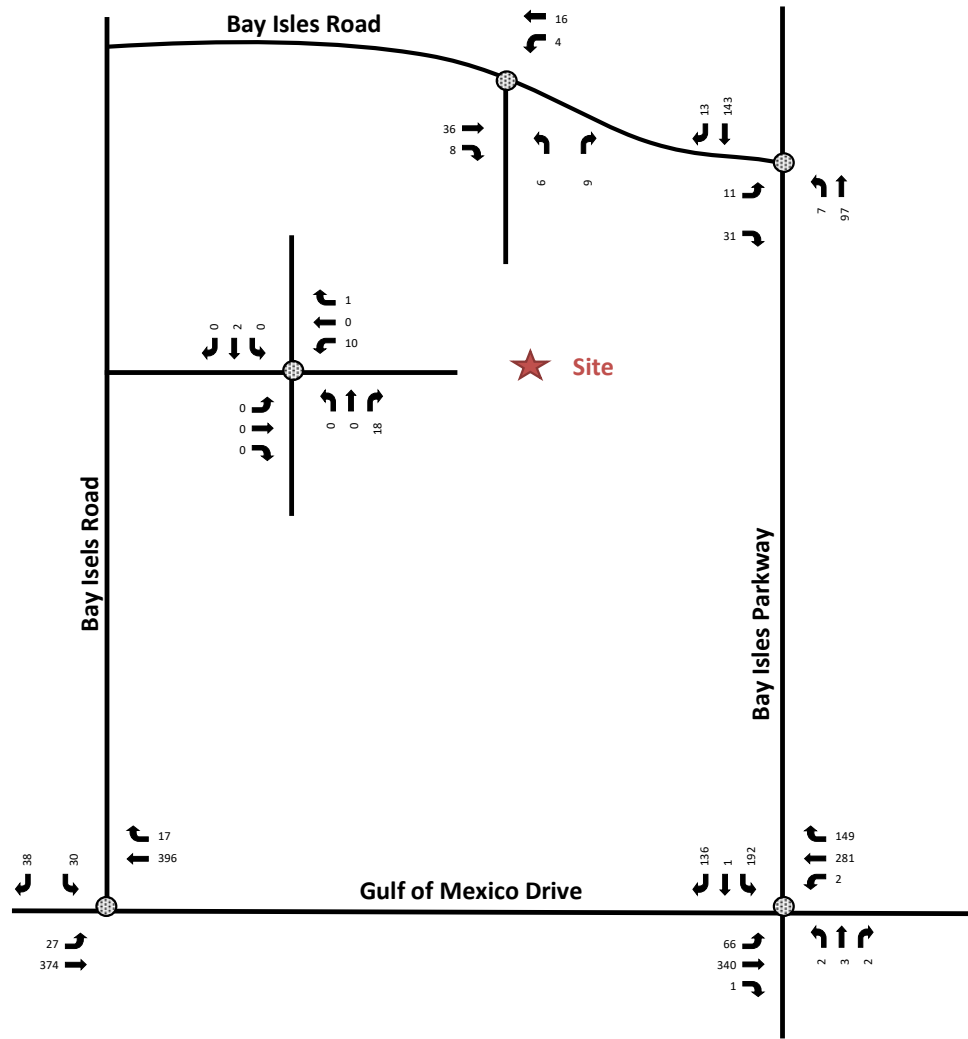


Figure 2
Weekday PM Peak-Hour Peak Season Existing Traffic
Longboat Key Town Center Park
Longboat Key, Florida



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
-  Weekend PM Peak-Hour Peak Season
-  Existing Traffic Volumes

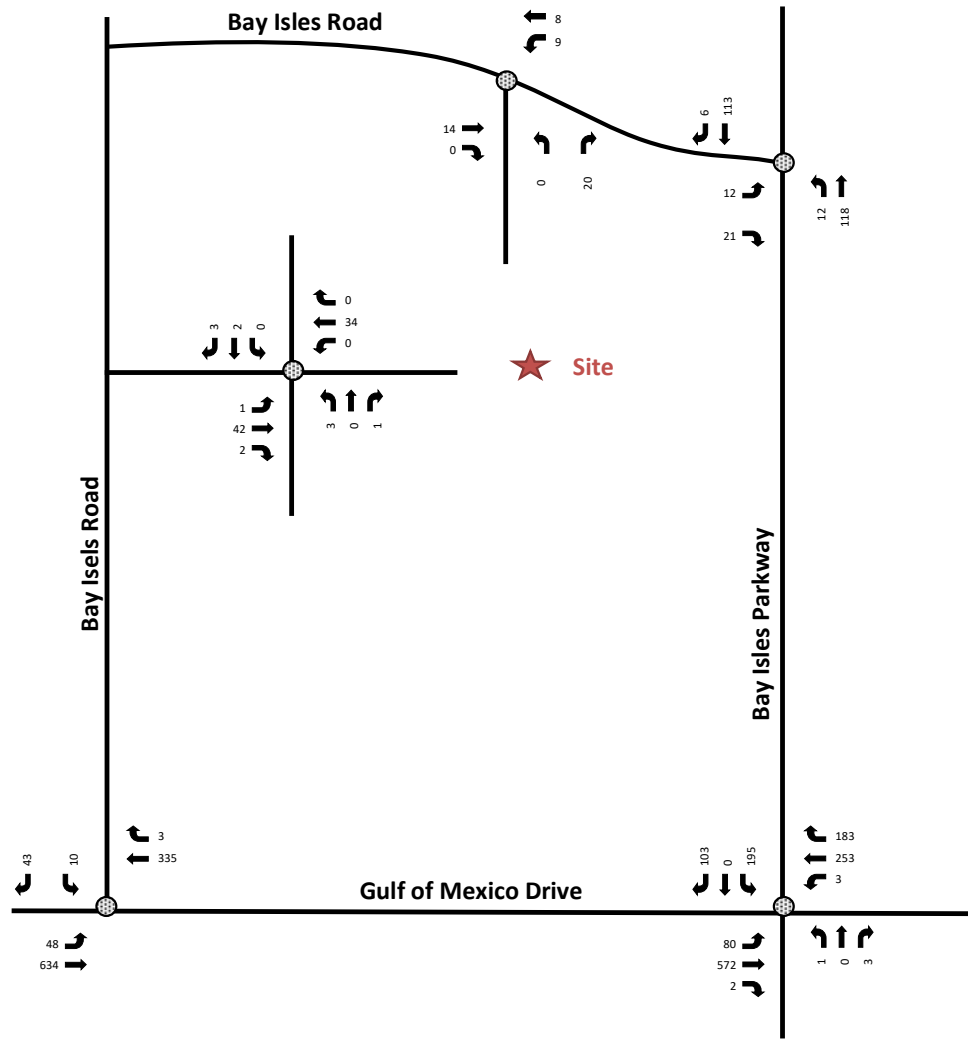


Figure 3
Weekend PM Peak-Hour Peak Season Existing Traffic
Longboat Key Town Center Park
Longboat Key, Florida

Table 2: Existing (2026) Weekday PM Peak-Hour Roadway Analysis

Roadway	From	To	Service Volumes			2026 Existing Volumes ²	Exceeds LOS Standard?
			Number of Lanes	LOS Standard	LOS Service Volumes ¹		
Gulf of Mexico Drive	Northern County Line	Bay Isles Road	2	E	2,020	835	No
Gulf of Mexico Drive	Bay Isles Road	Bay Isles Parkway	2	E	2,020	820	No
Gulf of Mexico Drive	Bay Isles Parkway	New Pass Bridge	2	E	2,020	966	No
Bay Isles Parkway	Gulf of Mexico Drive	Bay Isles Road	4	C	2,781	433	No
Bay Isles Road	Bay Isles Parkway	Existing Driveway	2	C	1,848	62	No
Bay Isles Road	Existing Driveway	Gulf of Mexico Drive	2	C	1,848	112	No

¹Service volumes from FDOT Generalized Level of Service Tables

²Existing seasonally adjusted volumes based on turning movement counts at the intersections during the Weekday PM peak-hour

Table 3: Existing (2026) Weekend PM Peak-Hour Roadway Analysis

Roadway	From	To	Service Volumes			2026 Existing Volumes ²	Exceeds LOS Standard?
			Number of Lanes	LOS Standard	LOS Service Volumes ¹		
Gulf of Mexico Drive	Northern County Line	Bay Isles Road	2	E	2,020	1,060	No
Gulf of Mexico Drive	Bay Isles Road	Bay Isles Parkway	2	E	2,020	992	No
Gulf of Mexico Drive	Bay Isles Parkway	New Pass Bridge	2	E	2,020	1,209	No
Bay Isles Parkway	Gulf of Mexico Drive	Bay Isles Road	4	C	2,781	428	No
Bay Isles Road	Bay Isles Parkway	Existing Driveway	2	C	1,848	50	No
Bay Isles Road	Existing Driveway	Gulf of Mexico Drive	2	C	1,848	67	No

¹Service volumes from FDOT Generalized Level of Service Tables

²Existing seasonally adjusted volumes based on turning movement counts at the intersections during the Saturday PM peak-hour

Table 4: Existing (2026) Weekday PM Peak-Hour Intersection Analysis

Intersection	Overall LOS	Eastbound	Westbound	Northbound	Southbound
Bay Isles Parkway & Bay Isles Road	A	A	--	A	--
		0.05	--	0.01	--
Bay Isles Road & Park Driveway	A	--	A	A	--
		--	<0.01	0.02	--
Gulf of Mexico Drive & Bay Isles Parkway	B	B	B	B	B
		0.46	0.61	0.02	0.54
Gulf of Mexico Drive & Bay Isles Road	A	A	--	--	B
		0.03	--	--	0.08
Bay Isles Road & Internal Intersection	A	A	A	A	A
		<0.01	0.01	0.02	<0.01

Note: Two-way stop-controlled intersections do not have an overall LOS; however, an intersection delay of <10 seconds is equivalent to LOS A

Table 5: Existing (2026) Weekend PM Peak-Hour Intersection Analysis

Intersection	Overall LOS	Eastbound	Westbound	Northbound	Southbound
Bay Isles Parkway & Bay Isles Road	A	A	--	A	--
		0.05	--	0.01	--
Bay Isles Road & Park Driveway	A	--	A	A	--
		--	0.01	0.02	--
Gulf of Mexico Drive & Bay Isles Parkway	B	A	B	B	B
		0.67	0.47	0.01	0.48
Gulf of Mexico Drive & Bay Isles Road	A	A	--	--	B
		0.05	--	--	0.08
Bay Isles Road & Internal Intersection	A	A	A	A	A
		<0.01	<0.01	0.01	0.01

Note: Two-way stop-controlled intersections do not have an overall LOS; however, an intersection delay of <10 seconds is equivalent to LOS A

FUTURE CONDITIONS

Background Traffic

For the purposes of this analysis, 2028 was considered the buildout year and evaluated as the “future” year scenario. Future traffic volumes consist of two components: project traffic and background (non-project) traffic estimates. Future background traffic is defined as non-project traffic on the roadway network in the future year at buildout of the proposed project. A growth rate of -1.11% was calculated based upon five years of historical annual average daily traffic (AADT) data from three (3) FDOT traffic monitoring sites near the project site. However, to provide a conservative analysis, a growth rate of 1.0% was utilized to grow the existing (2026) peak season traffic volumes to the year 2028. Documentation of the growth rate calculation is provided in **Appendix G**.

Project Traffic

Trip Generation

The Town Center Park is proposed to consist of outdoor and indoor venue space. As indicated during the Town Commission Meeting on May 4, 2020, the indoor area is anticipated to be utilized for variety of uses including but not limited to: community center, recreational center, library, cultural and educational centers, meeting space, etc.

The trip generation potential of the site was based on the Institute of Transportation Engineers (ITE) publication: *Trip Generation Manual*, 12th Edition. The weekday PM peak-hour trip generation potential of the site is summarized in **Table 6**. The weekend (Saturday) PM peak-hour trip generation potential of the site is summarized in **Table 7**.

Table 6: Weekday PM Peak-Hour Trip Generation

Land Use	ITE Land Use Code	Scale	Units	Directional Distribution		Gross Trips		
				In	Out	In	Out	Total
Public Park	411	1.986	ACRE	57%	43%	0	0	0
Library	590	11.5	KSF	48%	52%	47	51	98
Recreational Community Center	495	15.4	KSF	48%	52%	30	32	62
Total Weekday PM Peak-Hour Trips						77	83	160

Table 7: Weekend (Saturday) PM Peak-Hour Trip Generation

Land Use	ITE Land Use Code	Scale	Units	Directional Distribution		Gross Trips		
				In	Out	In	Out	Total
Public Park	411	1.986	ACRE	53%	47%	1	0	1
Library	590	11.5	KSF	53%	47%	77	68	145
Recreational Community Center	495	15.4	KSF	54%	46%	10	8	18
Total Weekend PM Peak-Hour Trips						88	76	164

Project Trip Distribution and Assignment

The project trip distribution was based upon the previously approved traffic study. The trip distribution for the weekday and weekend PM peak-hour are shown in **Figure 4** and **Figure 5**, respectively. The weekday and weekend PM peak-hour project trips are shown in **Figure 6** and **Figure 7**, respectively. The weekday and weekend PM peak-hour background traffic volumes are shown in **Figure 8** and **Figure 9**, respectively. The weekday and weekend PM peak-hour future total traffic volumes are shown in **Figure 10** and **Figure 11**, respectively.

Roadway Capacity Analysis

As indicated in **Table 8** and **Table 9**, the roadway segments are anticipated to continue operating at an acceptable LOS with the addition of future background and project traffic volumes during weekday and weekend PM peak-hour conditions.

Intersection Operational Analysis

A summary of intersection LOS and maximum volume to capacity (v/c) ratios by approach for the future total weekday and weekend PM peak-hour operational conditions are provided in **Table 10** and **Table 11**. As indicated in **Table 10** and **Table 11**, the intersections are anticipated to continue operating at an acceptable LOS during weekday and weekend PM peak-hour conditions upon buildout of the site.

Synchro output worksheets are provided in **Appendix F**.



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX% Entering Project Traffic Distribution
- (XX%) Exiting Project Traffic Distribution

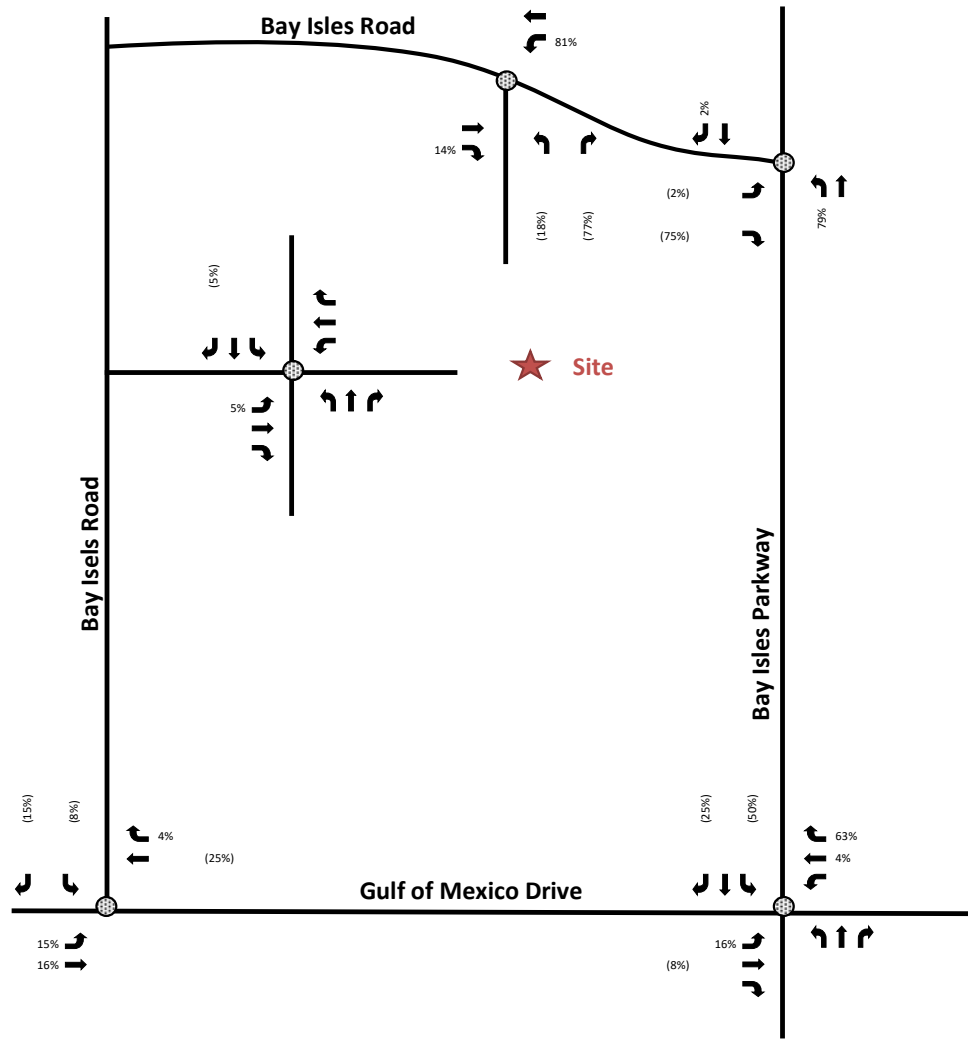


Figure 4
Weekday PM Peak-Hour Project Traffic Distribution
Longboat Key Town Center Park
Longboat Key, Florida



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX% Entering Project Traffic Distribution
- (XX%) Exiting Project Traffic Distribution

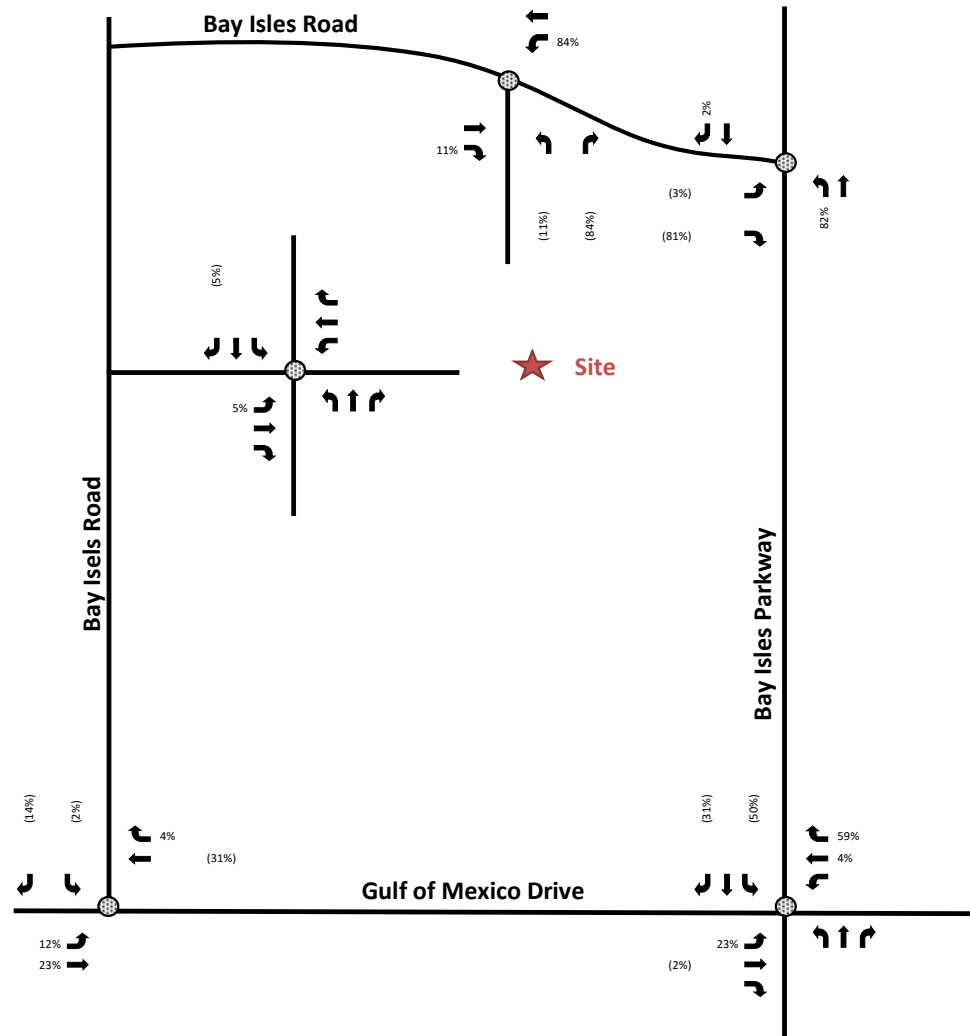


Figure 5
Weekend PM Peak-Hour Project Traffic Distribution
Longboat Key Town Center Park
Longboat Key, Florida



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- Weekday PM Peak-Hour Project Trips

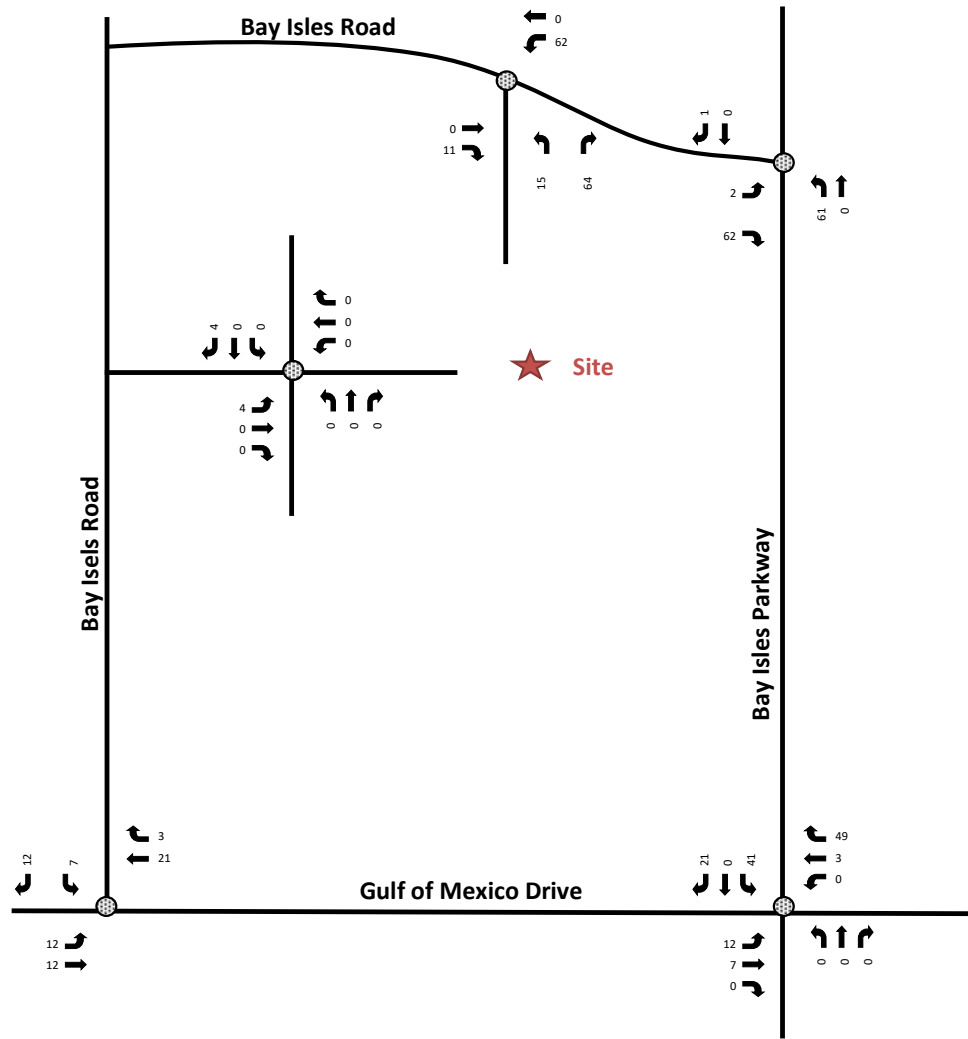


Figure 6
Weekday PM Peak-Hour Project Trips
Longboat Key Town Center Park
Longboat Key, Florida



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX Weekend PM Peak-Hour Project Trips

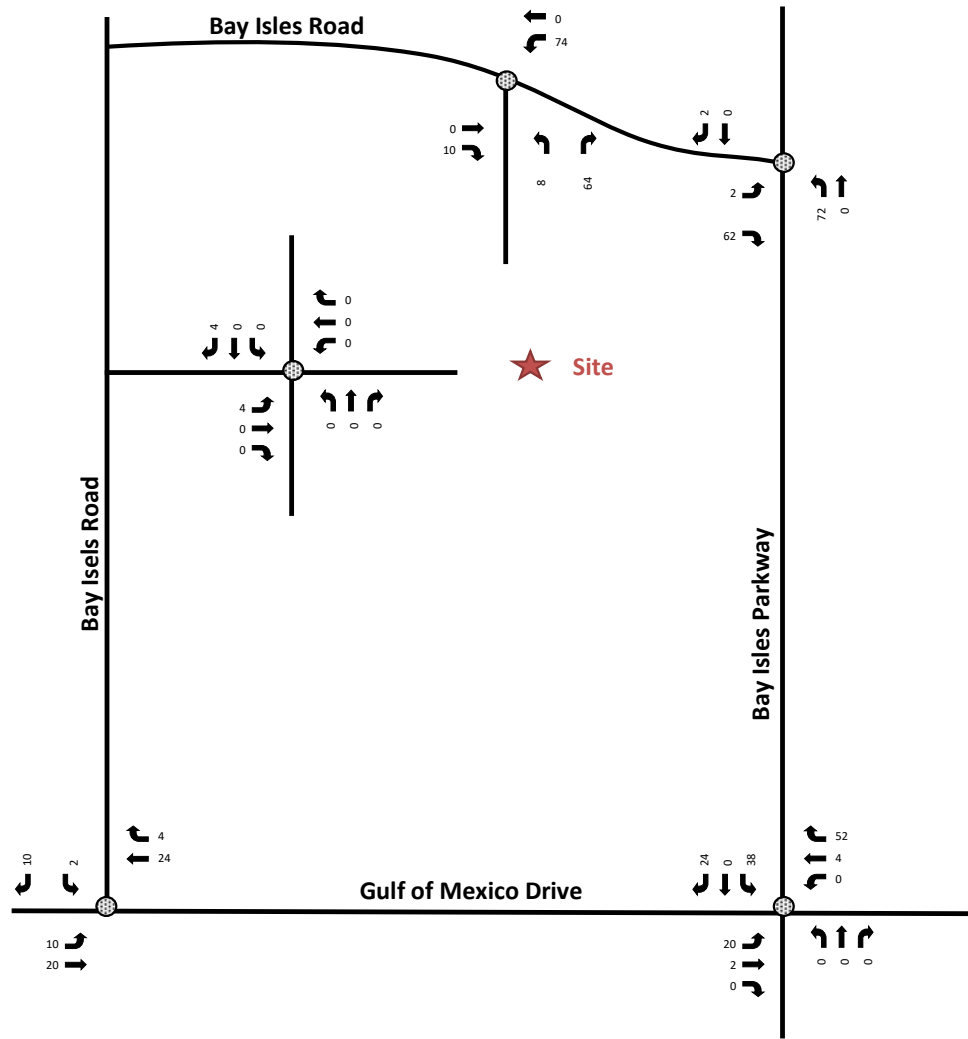


Figure 7
Weekend PM Peak-Hour Project Trips
Longboat Key Town Center Park
Longboat Key, Florida



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX Weekday PM Peak-Hour Background Traffic Volumes

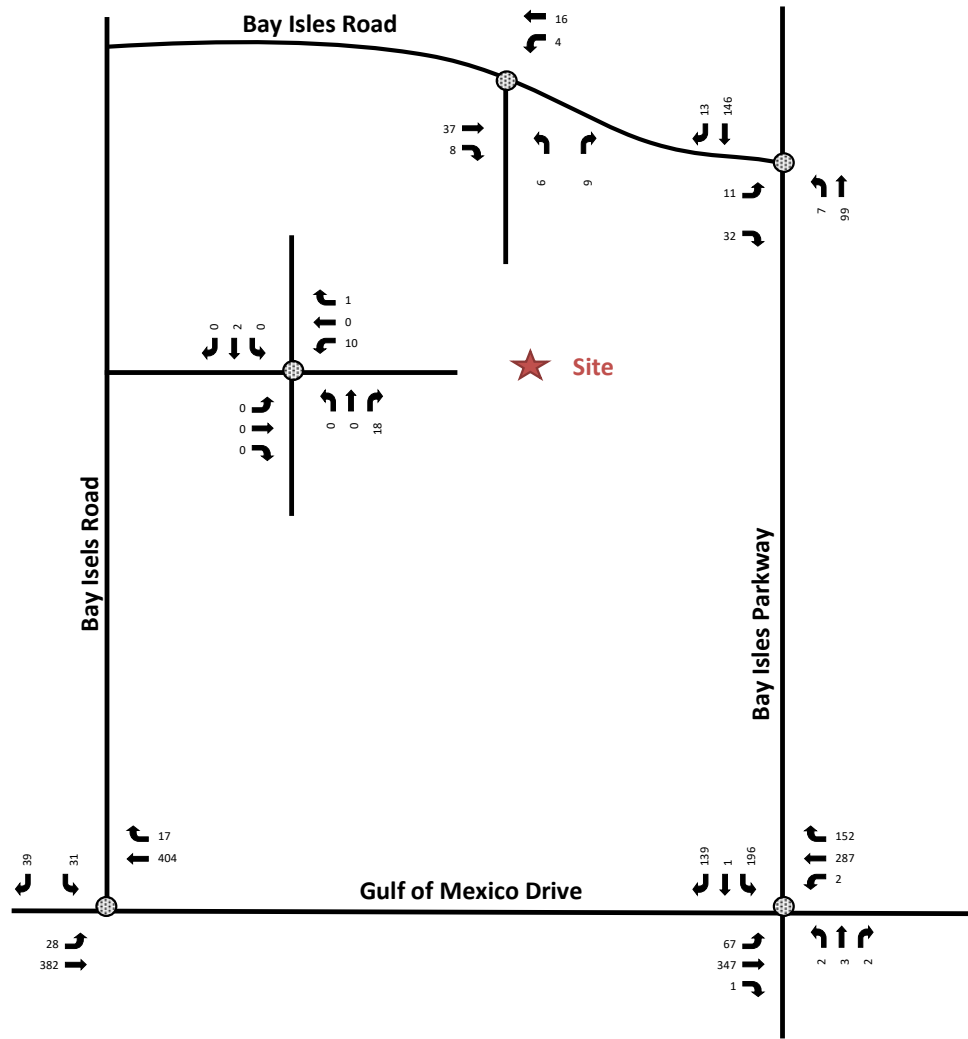


Figure 8
Weekday PM Peak-Hour Background Traffic
Longboat Key Town Center Park
Longboat Key, Florida



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX Weekend PM Peak-Hour Background Traffic Volumes

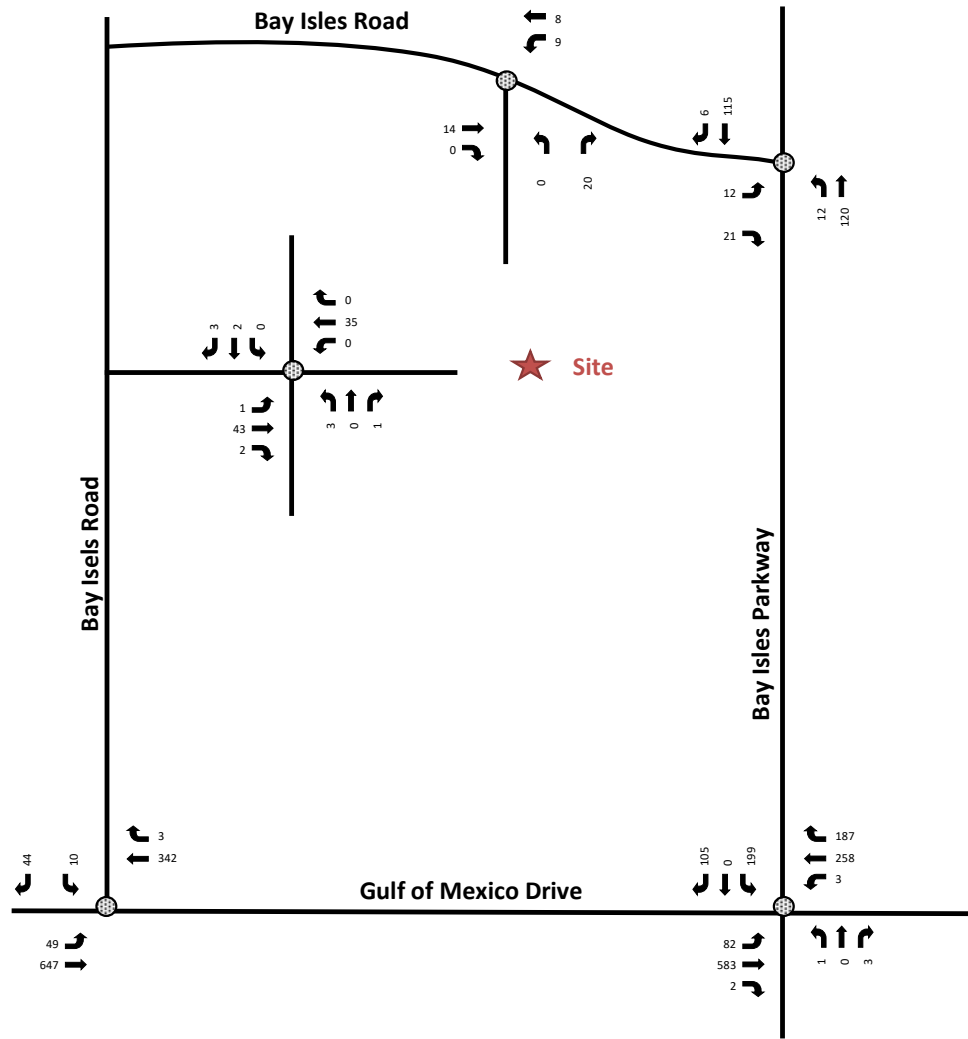


Figure 9
Weekend PM Peak-Hour Background Traffic
Longboat Key Town Center Park
Longboat Key, Florida



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX Weekday PM Peak-Hour Future
- Total Traffic Volumes

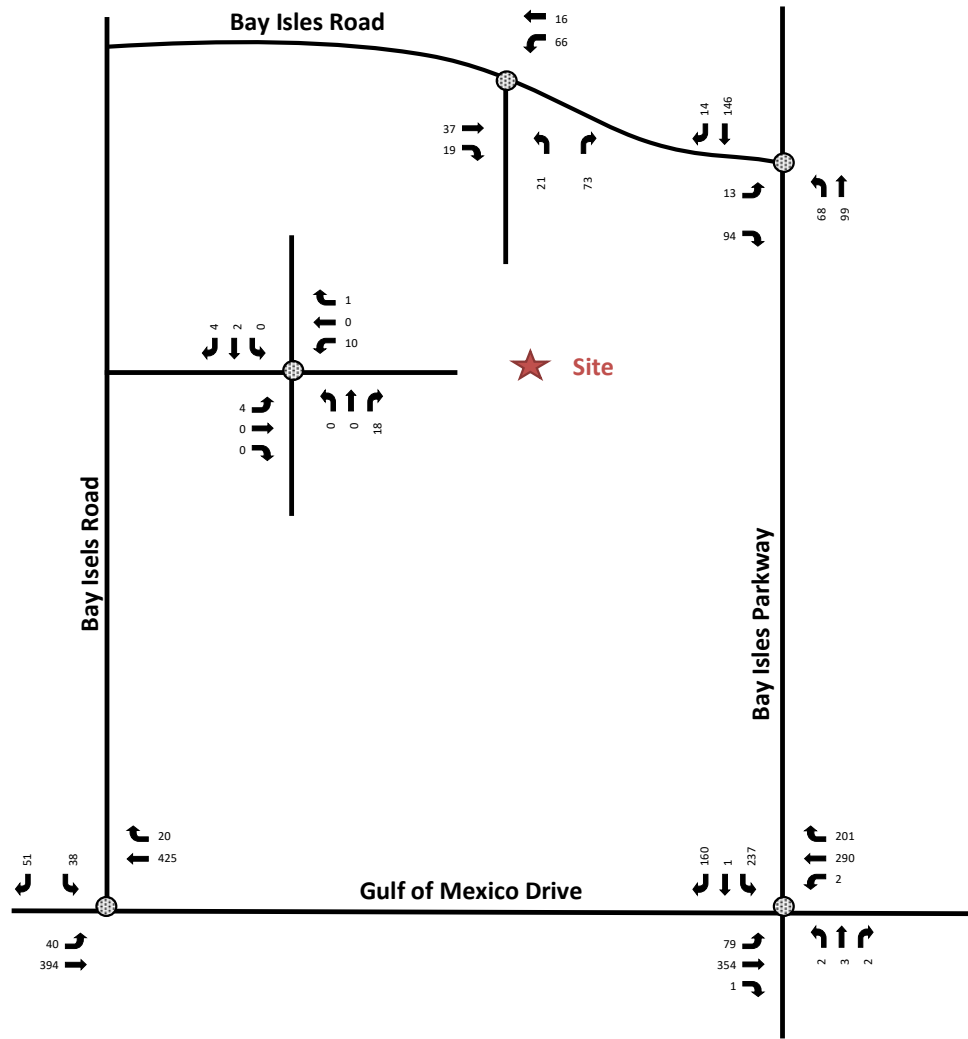


Figure 10
Weekday PM Peak-Hour Future Total Traffic
Longboat Key Town Center Park
Longboat Key, Florida



Legend

- Study Roadway
- Study Intersection
- Weekend PM Peak-Hour Future
- Total Traffic Volumes

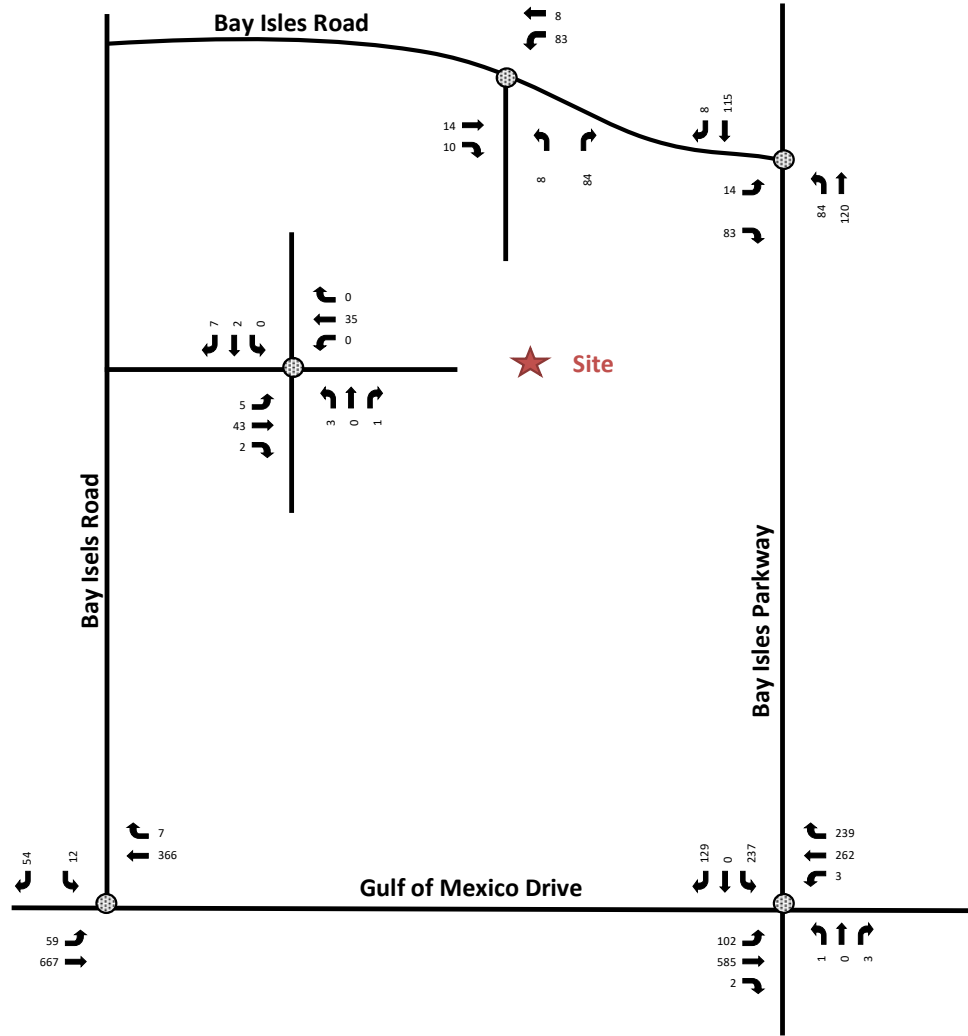


Figure 11
Weekend PM Peak-Hour Future Total Traffic
Longboat Key Town Center Park
Longboat Key, Florida

Table 8: Future (2028) Weekday PM Peak-Hour Roadway Analysis

Roadway	From	To	Service Volumes			2026 Existing Volumes ²	2028 Background Volumes ³	Project Volumes	2028 Total Volumes	Exceeds LOS Standard?
			Number of Lanes	LOS Standard	LOS Service Volumes ¹					
Gulf of Mexico Drive	Northern County Line	Bay Isles Road	2	E	2,020	835	853	57	910	No
Gulf of Mexico Drive	Bay Isles Road	Bay Isles Parkway	2	E	2,020	820	836	43	879	No
Gulf of Mexico Drive	Bay Isles Parkway	New Pass Bridge	2	E	2,020	966	986	100	1,086	No
Bay Isles Parkway	Gulf of Mexico Drive	Bay Isles Road	4	C	2,781	433	442	123	565	No
Bay Isles Road	Bay Isles Parkway	Existing Driveway	2	C	1,848	62	63	126	189	No
Bay Isles Road	Existing Driveway	Gulf of Mexico Drive	2	C	1,848	112	115	30	145	No

¹ Service volumes from FDOT Generalized Level of Service Tables

² Existing seasonally adjusted volumes based on turning movement counts at the intersections during the Weekday PM peak-hour

³ Background future volumes calculated using a 1% growth rate

Table 9: Future (2028) Weekend PM Peak-Hour Roadway Analysis

Roadway	From	To	Service Volumes			2026 Existing Volumes ²	2028 Background Volumes ³	Project Volumes	2028 Total Volumes	Exceeds LOS Standard?
			Number of Lanes	LOS Standard	LOS Service Volumes ¹					
Gulf of Mexico Drive	Northern County Line	Bay Isles Road	2	E	2,020	1,060	1,082	64	1,146	No
Gulf of Mexico Drive	Bay Isles Road	Bay Isles Parkway	2	E	2,020	992	1,012	50	1,062	No
Gulf of Mexico Drive	Bay Isles Parkway	New Pass Bridge	2	E	2,020	1,209	1,233	96	1,329	No
Bay Isles Parkway	Gulf of Mexico Drive	Bay Isles Road	4	C	2,781	428	436	134	570	No
Bay Isles Road	Bay Isles Parkway	Existing Driveway	2	C	1,848	50	50	138	188	No
Bay Isles Road	Existing Driveway	Gulf of Mexico Drive	2	C	1,848	67	68	22	90	No

¹ Service volumes from FDOT Generalized Level of Service Tables

² Existing seasonally adjusted volumes based on turning movement counts at the intersections during the Saturday PM peak-hour

³ Background future volumes calculated using a 1% growth rate

Table 10: Future Total (2028) Weekday PM Peak-Hour Intersection Analysis

Intersection	Overall	Eastbound	Westbound	Northbound	Southbound
Bay Isles Parkway & Bay Isles Road	A	A	--	A	--
		0.14	--	0.06	--
Bay Isles Road & Park Driveway	A	--	A	A	--
		--	0.05	0.13	--
Gulf of Mexico Drive & Bay Isles Parkway	B	B	B	B	C
		0.47	0.60	0.03	0.75
Gulf of Mexico Drive & Bay Isles Road	A	A	--	--	B
		0.04	--	--	0.11
Bay Isles Road & Internal Intersection	A	A	A	A	A
		<0.01	<0.01	<0.01	<0.01

Note: Two-way stop-controlled intersections do not have an overall LOS; however, an intersection delay of <10 seconds is equivalent to LOS A

Table 11: Future Total (2028) Weekend PM Peak-Hour Intersection Analysis

Intersection	Overall	Eastbound	Westbound	Northbound	Southbound
Bay Isles Parkway & Bay Isles Road	A	A	--	A	--
		0.15	--	0.08	--
Bay Isles Road & Park Driveway	A	--	A	A	--
		--	0.06	0.11	--
Gulf of Mexico Drive & Bay Isles Parkway	B	B	B	B	B
		0.71	0.50	0.01	0.60
Gulf of Mexico Drive & Bay Isles Road	A	A	--	--	B
		0.06	--	--	0.10
Bay Isles Road & Internal Intersection	A	A	A	A	A
		<0.01	<0.01	0.01	0.01

Note: Two-way stop-controlled intersections do not have an overall LOS; however, an intersection delay of <10 seconds is equivalent to LOS A

Turn Lane Analysis

Turn lane warrant thresholds were reviewed to determine the need for exclusive turn lanes at the study intersections during the weekday and weekend PM peak-hour. Guidelines for determining the need for turn lanes were utilized based upon the FDOT *Multimodal Access Management Guidebook* (October 2023), Chapter 6.2.1, which uses *National Cooperative Highway Research Program* (NCHRP) 457 to determine if an exclusive right-turn lane is warranted and NCHRP 745 to determine if an exclusive left-turn lane is warranted. Any warranted turn lanes were then evaluated based upon the *Florida Design Manual* (FDM) Chapter 212, to determine the required turn lane length during future total conditions. Any existing turn lanes were evaluated to determine if they were sufficient in length to accommodate future total traffic queues. Turn lane calculations are provided in **Appendix H**.

Bay Isles Parkway & Bay Isles Road

As indicated in **Figure 10** and **Figure 11**, the intersection of Bay Isles Parkway & Bay Isles Road is anticipated to have 14 southbound right-turns during the weekday PM peak-hour and 8 southbound right-turns during the weekend PM peak-hour. Based upon NCHRP 457, an exclusive southbound right-turn lane is not warranted at the intersection.

An exclusive 195-foot northbound left-turn lane currently exists at the intersection of Bay Isles Parkway & Bay Isles Road. According to the future total *Synchro* reports, the 95th percentile queue length is less than one vehicle or 25 feet; therefore, the existing length is anticipated to be sufficient to accommodate the future total traffic.

Bay Isles Road & Park Driveway

As indicated in **Figure 10** and **Figure 11**, the intersection of Bay Isles Road & Park Driveway is anticipated to have 19 eastbound right-turns during the weekday PM peak-hour and 10 eastbound right-turns during the weekend PM peak-hour. Based upon NCHRP 457, an exclusive eastbound right-turn lane is not warranted at the intersection.

An exclusive 75-foot westbound left-turn lane currently exists at the intersection of Bay Isles Road & Park Driveway. According to the future total *Synchro* reports, the 95th percentile queue length is less than one vehicle or 25 feet; therefore, the existing length is anticipated to be sufficient to accommodate the future total traffic.

Bay Isles Parkway & Gulf of Mexico Drive

An exclusive 200-foot westbound right-turn lane currently exists at the intersection of Bay Isles Parkway & Gulf of Mexico Drive. According to the future total *Synchro* reports, the 95th percentile queue length is approximately three vehicles or 75 feet; therefore, the existing length is anticipated to be sufficient to accommodate the future total traffic.

An exclusive 225-foot eastbound left-turn lane currently exists at the intersection of Bay Isles Parkway & Gulf of Mexico Drive. According to the future total *Synchro* reports, the 95th percentile queue length is approximately two vehicles or 50 feet; therefore, the existing length is anticipated to be sufficient to accommodate the future total traffic.

Bay Isles Road & Gulf of Mexico Drive

As indicated in **Figure 10** and **Figure 11**, the intersection of Bay Isles Road & Park Driveway is anticipated to have 20 westbound right-turns during the weekday PM peak-hour and 7 westbound right-turns during the weekend PM peak-hour. Based upon NCHRP 457, an exclusive westbound right-turn lane is not warranted at the intersection.

An exclusive 225-foot eastbound left-turn lane currently exists at the intersection of Bay Isles Road & Gulf of Mexico Drive. According to the future total *Synchro* reports, the 95th percentile queue length is less than one vehicle or 25 feet; therefore, the existing length is anticipated to be sufficient to accommodate the future total traffic.

LONGBOAT KEY TOWN CENTER PARK PARKING ASSESSMENT

The Longboat Key Town Center Park parking assessment analyzes two scenarios. Scenario 1 analyzes the on-site parking needs for typical (not special event) use of the public park, library, and recreational community center building. Scenario 2 analyzes parking needs for different size special events at the Town Center Park.

On-Site Parking Assessment

As previously identified, approximately 86,500 square feet (about 2 acres) of the site was analyzed as Public Park use, approximately 11,500 square feet of the site was analyzed as Library, and approximately 15,400 square feet of the site was analyzed as Recreational Community Center use. There are 78 parking spaces existing on-site, which will remain.

As shown in **Table 12**, the Town of Longboat Key Land Development Code requires 96 parking spaces for the proposed Town Center Park, which exceeds the available parking on-site by 18 spaces.

Table 12: Longboat Key Town Center Park Off-Street Parking Code Requirements

Land Use	Scale & Units	Town of Longboat Key Land Development Code Off-Street Parking Requirements		
		Use	Spaces Required Per Unit	Required Parking Spaces
Public Park	2 acres (10 Patrons and 1 Employee) *	Park	1 per 3 patrons plus 1 per employee on largest shift	5
Library	11,500 SF	Library	1 per 300 SF	39
Recreational Community Center	15,400 SF	Multi-Use Center	1 per 300 SF	52
Total				96

**Note: Patrons and employees for the public park are estimated using the ULI Shared Parking Model 3rd Edition*

The Town of Longboat Key Land Development Code provides peak parking ratios for major classifications of land uses but does not account for the impact of shared/combined parking which can be significantly less than the sum of individual land uses. Peak parking accumulations for individual land uses in a mixed-use development can occur at different times during the day. This is also true for weekdays versus weekends and seasonal variations.

The Urban Land Institute (ULI) has developed a shared use parking methodology. The rationalization of this methodology is to identify primary independent variables affecting parking demand, identify the relative effects and universality of those variables, and develop a standard methodology for analyzing shared parking.

Shared parking is defined as a parking space that can be used to serve two (2) or more individual land uses without conflict or encroachment. The opportunity to implement shared parking is generated by the following:

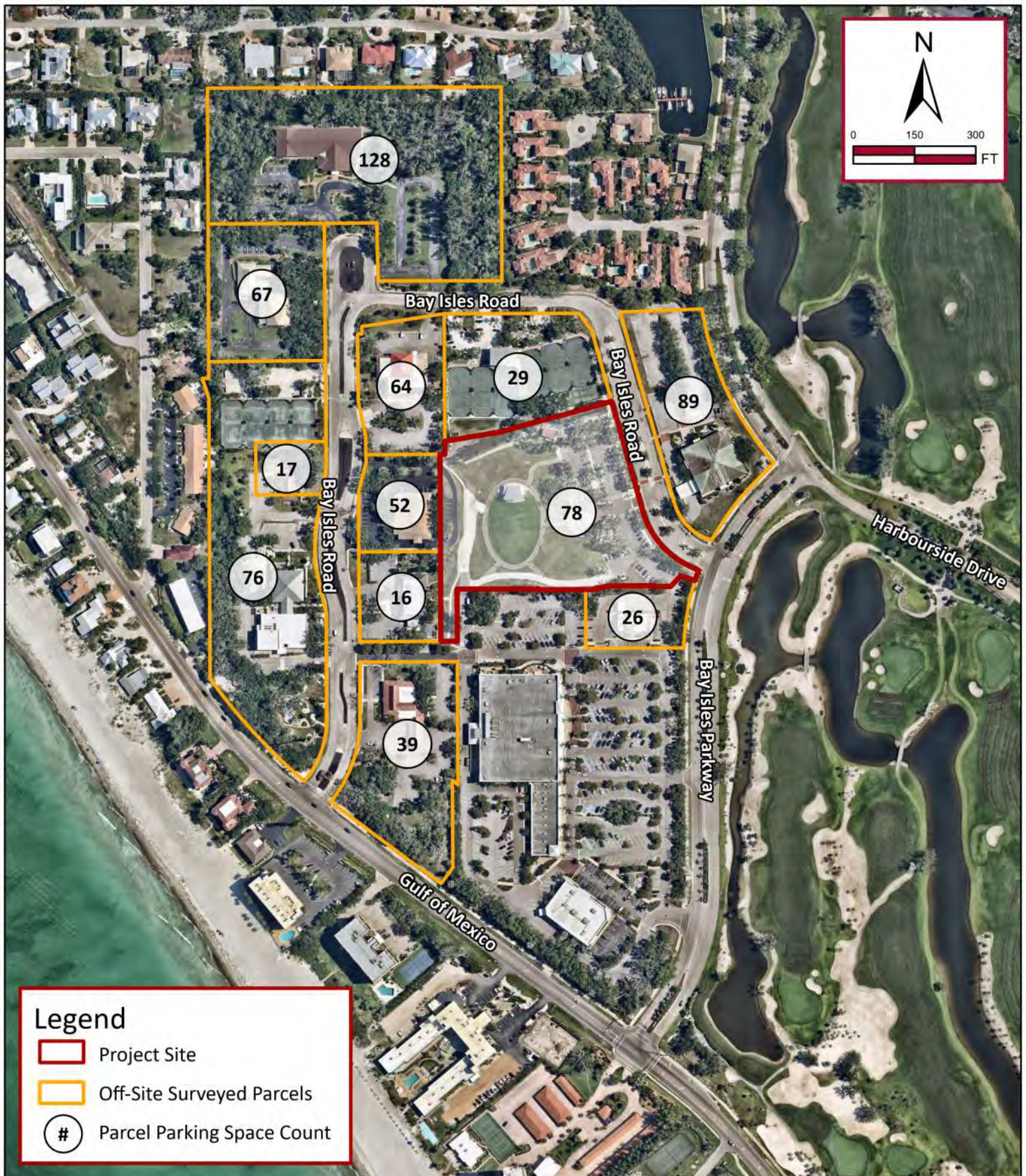
- Variations in the peak accumulation of parked vehicles as the result of different activity patterns of adjacent or nearby land uses (by hour, by day, by season).
- Relationships among land use activities that result in peoples' attraction to two or more land uses on a single vehicular trip to a given area or development.

The ULI has developed hourly parking demand distributions for a consortium of land uses. These distributions are presented in a table format and provide a percent of the required parking ratio on an hourly basis throughout the course of a day, which is denoted as hourly percent required. Each individual land use parking demand is summated to estimate the overall shared parking demand for a project.

The ULI *Shared Parking Model 3rd Edition* is used for the shared parking analysis for the site. As indicated in **Table 13**, the peak season, peak hour shared parking demand for the site is 65 parking spaces. This estimate provides a 48% reduction in parking spaces, which means a cost savings in real estate, construction, and maintenance requirements, as well as an opportunity to maximize the desired uses and activity on the site. Additionally, the shared parking demand demonstrates that the 78 existing parking spaces are adequate for the proposed uses.

Table 13: Longboat Key Town Center Park Site Plan Shared Parking Analysis

Shared Parking Demand Summary														
Peak Month: SEPTEMBER -- Peak Period: 12 PM, WEEKDAY														
Land Use	Project Data		Weekday			Weekend			Weekday			Weekend		
			Base Ratio	Project Ratio	Unit for Ratio	Base Ratio	Project Ratio	Unit for Ratio	Peak Hour Adj.	Peak Month Adj.	Estimated Parking Demand	Peak Hour Adj.	Peak Month Adj.	Estimated Parking Demand
	Quantity	Unit							12 PM	September		10 AM	September	
	Public Park/Destination Open Space	2	acre	4.00	4.00	acre	5.00	5.00	acre	85%	100%	7	30%	100%
Employee	0.40			0.40	0.50		0.50	100%		100%	1	75%	100%	1
Public Library	26,900	sf GLA	2.00	2.00	sf GLA	1.90	1.90	sf GLA	98%	95%	50	100%	95%	49
Employee			0.25	0.25		0.20	0.20		100%	100%	7	100%	100%	6
									Customer/Visitor		57	Customer/Visitor		52
									Employee/Resident		8	Employee/Resident		7
									Reserved		-	Reserved		-
									Total		65	Total		59



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Surveyed Parcels Map

LONGBOAT KEY TOWN CENTER PARK **TOWN OF LONGBOAT KEY, FLORIDA**

Project No: 048048187

Scale: As Noted

July 2026

Figure 12

Below are the findings and assumptions for each special event.

Small Event Analysis

For the purposes of the small event analysis, a food truck event during a weekday evening (5 – 8 PM) along the multi-purpose esplanade was considered. The multi-purpose esplanade is anticipated to be 20 feet wide and 300 feet long as shown in the preliminary concept plan. It is assumed that the public park, library, and recreational community center building are still in use during the small event. In addition, the following assumptions were made for the small event analysis:

- Food trucks are approximately 16 feet long and 7 feet wide.
- Each food truck requires 40 feet for operations and buffer space.
- The esplanade can fit one row of food trucks while maintaining walking and seating.
- Each food truck serves 30 customers per hour.
- Customers will carpool for an average of 2 people per vehicle.

Based on these assumptions, the esplanade can accommodate up to seven food trucks, serving 210 customers per hour and generating 105 vehicles per hour. This results in an estimated maximum demand of 105 parking spaces for the small event.

The ULI Shared Parking Model estimates a peak season weekday evening maximum demand of 53 parking spaces for the public park, library, and recreational community center building.

In total, the small event results in an estimated maximum parking demand of 158 parking spaces. The 78 parking spaces on-site can be utilized, resulting in a deficit of 80 parking spaces.

The demand for 80 parking spaces can be easily accommodated by using parking at adjacent civic buildings, like Town Hall and the Longboat Key Library. If these buildings are in use during the small event, a shared parking agreement could be negotiated with adjacent private properties which are anticipated to have available spaces during weekday evenings.

Medium Event Analysis

For the purposes of the medium event analysis, a seated event during a weekend evening on the great lawn was considered. The great lawn is anticipated to accommodate 1,200 people seated as shown in the preliminary concept plan. It is assumed that the public park, library, and recreational community center building are not in use during the medium event. In addition, it is assumed that attendees and event employees will carpool for an average of 2.5 people per vehicle for a medium event.

Based on these assumptions, the medium event results in an estimated maximum demand of 480 parking spaces.

The 78 parking spaces on-site can be utilized, resulting in a deficit of 402 parking spaces.

The demand for 402 parking spaces can be accommodated by using parking within the surveyed parcels in the Town Center Park vicinity as identified in **Table 14**. Approximately two thirds of the parking within the surveyed parcels will be needed for an event of this size. A shared parking agreement could be negotiated with adjacent private properties which are anticipated to have available spaces during weekend evenings. A special event parking and circulation plan should be developed to ensure safe access to parking locations and the event itself.

Large Event Analysis

For the purposes of the large event analysis, a standing event during a weekend evening on the great lawn was considered. The great lawn is anticipated to accommodate 2,500 people standing as shown in the preliminary concept plan. It is assumed that the public park, library, and recreational community center building are not in use during the large event. In addition, it is assumed that attendees and event employees are anticipated to carpool for an average of 2.5 people per vehicle for a large event.

Based on these assumptions, the large event results in an estimated maximum demand of 1,000 parking spaces.

Considering the operational requirements for an event this size, the assumption is that the on-site parking area will be used for staging event operations and will not be available for parking use, resulting in a deficit of 1,000 parking spaces.

The demand for 1,000 parking spaces exceeds the parking within the surveyed parcels in the Town Center Park vicinity as identified in **Table 14**. In addition to a shared parking agreement negotiated with adjacent private properties, a special event transportation plan should be developed which considers:

- Event patron transportation strategy
- Event patron parking areas, including areas for bicycle and electric mobility vehicles
- Shuttle services from off-site parking locations
- Drop-off/pick-up sites
- Event employee parking and transportation strategy
- Staging areas for large vehicles and public safety event services
- Disabled parking and access strategy

Special Event Summary

A parking demand summary for each special event type is provided in **Table 15**.

Table 15: Longboat Key Town Center Park Special Event Parking Summary

Event Type	Event Description	Event Parking Demand	On-Site Parking Supply	Off-Site Parking Supply	Surplus/Deficit of Surveyed Parcels Parking
Small Event	A food truck event during a weekday evening (5 – 8 PM) along the multi-purpose esplanade.	158	78	603	523
Medium Event	A seated event during a weekend evening on the great lawn. An example event may be a concert series that happens once a month.	480	78	603	201
Large Event	A standing event during a weekend evening on the great lawn. An example event may be something that occurs once or twice a year, such as a 4th of July event.	1,000	0*	603	-397

**Note: On-site parking area will be used for staging event operations and will not be available for parking use.*

APPENDICES

Appendix A: TIS Methodology and Correspondence

Clark, Addie (Kraemer)

From: Isaac Brownman <IBrownman@longboatkey.org>
Sent: Wednesday, April 21, 2021 1:24 PM
To: Clark, Addie (Kraemer)
Cc: Allen Parsons; Alexandra Lowe-Mains; Maika Arnold; 'Chris Gallagher'; Joel Freedman; Hatton, Christopher; Davis, Brad
Subject: RE: Town Center Venue

Categories: External

Good afternoon Addie,
The Town is good with the methodology...please proceed.
Thank you,

Isaac Brownman

Director | Town of Longboat Key Public Works
600 General Harris Street
Longboat Key, Florida 34228
Ph. 941-316-1988 Ext. 2210
Cell 941-822-6876
ibrownman@longboatkey.org

"Longboat Key is a beautiful place to live, work, and visit where the natural assets of a barrier island combine with cultural and recreational amenities, visionary planning, and proactive leadership to enhance your way of life."

Note: Florida has a very broad public records law. Under Florida law, email addresses are considered public records. If you do not want your email address released in a response to a public records request, you should not send electronic mail to this entity. Instead, you may wish to contact our office by phone or in writing. All written documents are also considered public record and open for inspection upon request.

From: Clark, Addie (Kraemer) <Addie.Clark@kimley-horn.com>
Sent: Thursday, April 15, 2021 3:13 PM
To: Maika Arnold <marnold@longboatkey.org>; Isaac Brownman <IBrownman@longboatkey.org>; 'Chris Gallagher' <chris@hoytarchitects.com>; Joel Freedman <joel@jfreedmanconsulting.com>; Hatton, Christopher <Christopher.Hatton@kimley-horn.com>; Davis, Brad <Brad.Davis@kimley-horn.com>
Cc: Allen Parsons <AParsons@longboatkey.org>; Alexandra Lowe-Mains <amains@longboatkey.org>
Subject: RE: Town Center Venue

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Thank you, Maika!

All, please see the attached Traffic Analysis Methodology that we have prepared based on our conversations earlier this month. Please let us know if the methodology is acceptable or if there are any questions.

Thank you!

Addie

Addie Clark (Kraemer), P.E.

Kimley-Horn | 655 North Franklin Street, Suite 150, Tampa, FL 33602
Direct: 813 635 5517 | Mobile: 561 319 4759
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***Please note e-mail change to addie.clark@kimley-horn.com**

From: Maika Arnold <marnold@longboatkey.org>

Sent: Wednesday, April 7, 2021 2:35 PM

To: Isaac Brownman <IBrownman@longboatkey.org>; 'Chris Gallagher' <chris@hoytarchitects.com>; Joel Freedman <joel@jfreedmanconsulting.com>; Hatton, Christopher <Christopher.Hatton@kimley-horn.com>; Kraemer, Addie <Addie.Kraemer@kimley-horn.com>; Davis, Brad <Brad.Davis@kimley-horn.com>

Cc: Allen Parsons <AParsons@longboatkey.org>; Alexandra Lowe-Mains <amains@longboatkey.org>

Subject: RE: Town Center Venue

Good afternoon,

I have confirmed that yesterday's meeting yesterday served as the Town's required pre-application conference.

Please let me know if you have any questions.

Thank you,

Maika Arnold, AICP

Senior Planner | Planning Zoning & Building Department

Town of Longboat Key | 501 Bay Isles Road | Longboat Key, FL 34228

(941)361-6411 ext. 2516 | www.longboatkey.org

marnold@longboatkey.org



From: Chris Gallagher <chris@hoytarchitects.com>

Sent: Tuesday, April 6, 2021 11:09 AM

To: Isaac Brownman <IBrownman@longboatkey.org>; Joel Freedman <joel@jfreedmanconsulting.com>; Hatton, Christopher <Christopher.Hatton@kimley-horn.com>; Kraemer, Addie <Addie.Kraemer@kimley-horn.com>; Davis, Brad <Brad.Davis@kimley-horn.com>

Cc: Maika Arnold <marnold@longboatkey.org>; Allen Parsons <AParsons@longboatkey.org>

Subject: RE: Town Center Venue

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Got it. Thanks.



April 15, 2021

Mr. Isaac Brownman, Director
Town of Longboat Key Public Works
600 General Harris Street
Longboat Key, Florida 34228

**RE: *Methodology for Traffic Analysis*
Longboat Key Town Center
*Town of Longboat Key, Florida***

Dear Mr. Brownman:

Pursuant to our discussion with the Town of Longboat Key staff and Hoyt Architects on April 6, 2021, the following traffic analysis methodology is provided for your review and comment.

Proposed Land Uses

The Town Center Park is proposed to consist of outdoor and indoor venue space. As indicated during the Town Commission Meeting on May 4, 2020, the indoor area is anticipated to be utilized for a variety of uses including but not limited to: community center, recreational center, library, cultural and educational centers, meeting space, etc.

The trip generation potential of the site will be based on the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual*, 10th Edition. **Table 1** summarizes the proposed uses and the ITE Land Use Codes (LUC) to be utilized to determine the trip generation potential of the site.

Table 1: Proposed Land Uses and ITE Trip Generation Land Use Codes

CONCEPT PLAN INFORMATION				ITE TRIP GENERATION MANUAL LAND USE CODE (LUC) CLASSIFICATION	
Concept Plan ID	Use	Area (SF)		LUC 411 (Public Park)	LUC 495 (Recreational Community Center)
1	Stage Pad	1,000	86,500	86,500 SF (1.986 Acres)	--
2	Great Lawn	23,000			
3	Esplanade	9,200			
4	Ped Walkways	10,800			
5	Restroom Facility	500			
8	Sod	42,000	37,800	--	37,800 SF
10	Building Pad A	11,200			
11	Building Pad B	7,700			

For the purposes of this analysis, approximately 86,500 square feet (about 2 acres) of the site will be analyzed as Public Park use and approximately 37,800 square feet of the site will be analyzed as Recreational Community Center use.

Analysis Scenarios

The trip generation potential and operational analysis will be provided for the following scenarios:

- Existing (2021) Conditions
 - Weekday p.m. peak-hour of adjacent street traffic
 - Higher of either Saturday p.m. peak-hour of generator or Sunday p.m. peak-hour of generator
- Buildout (estimated 2022) Conditions
 - Weekday p.m. peak-hour of adjacent street traffic
 - Higher of either Saturday p.m. peak-hour of generator or Sunday p.m. peak-hour of generator

Data Collection Activities

Kimley-Horn will utilize a traffic count subconsultant to undertake traffic counts at the following five (5) off-site intersections on one weekday, one Saturday or one Sunday during the p.m. peak-hour period (4:00 p.m. to 6:00 p.m.):

- Bay Isles Parkway & Bay Isles Road
- Bay Isles Road & Park Driveway
- Bay Isles Parkway & Gulf of Mexico Drive
- Bay Isles Road & Gulf of Mexico Drive
- Bay Isles Road & Internal Intersection

As discussed with the Town of Longboat Key staff on April 6, 2021, turning movement counts collected in April will be adjusted to peak season using the Florida Department of Transportation (FDOT) Peak Season Factor Category Report for Sarasota County Beaches. Data collected between April 14th and April 25th will be increased by a factor between 1.03 and 1.06, as indicated in the attached FDOT data.

Project Trip Distribution

The project trip distribution and assignment to be used in this analysis will be based upon the results of the traffic counts conducted at the study intersections.

Detailed Traffic Impact Analysis

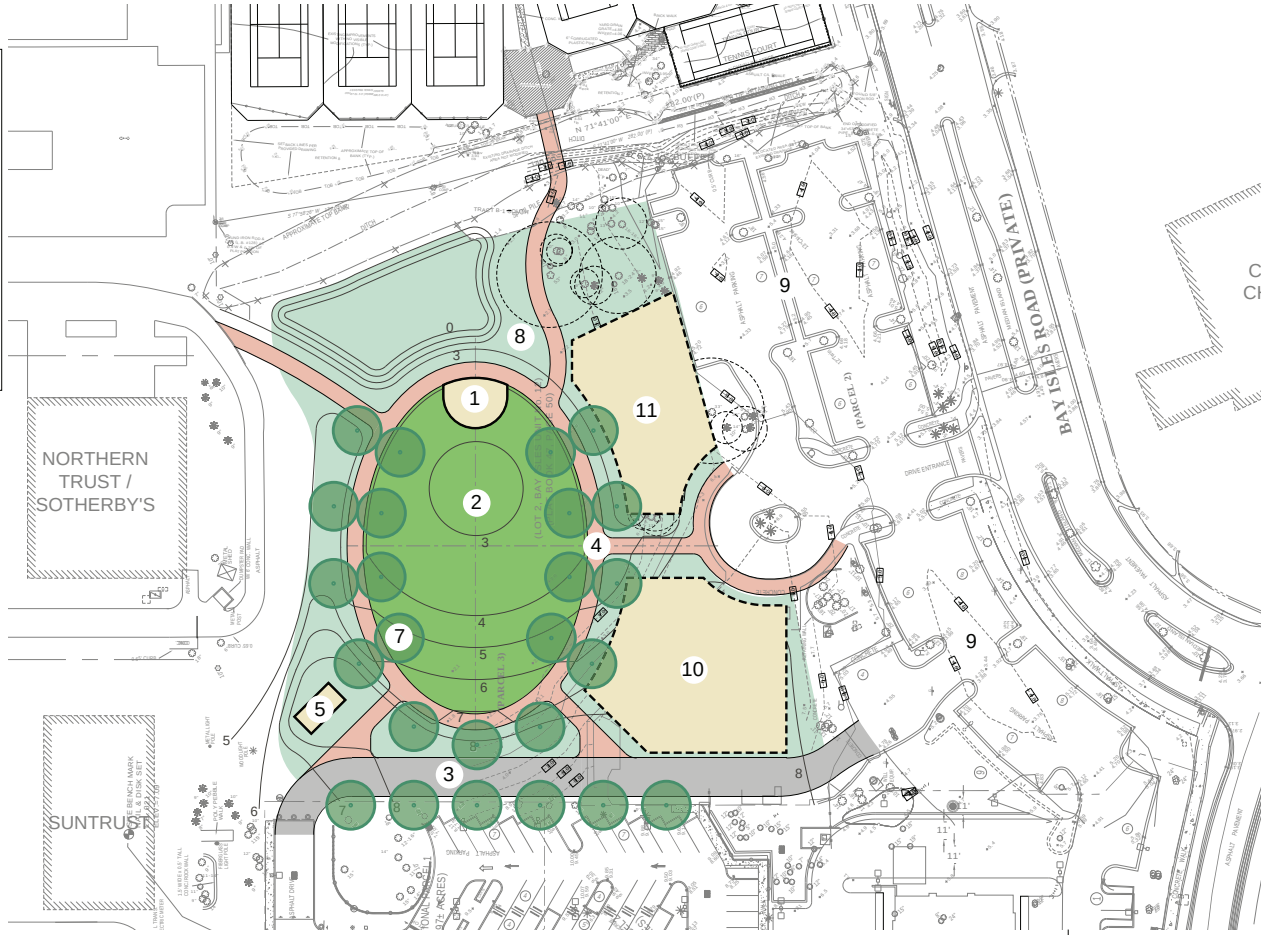
Kimley-Horn will prepare the traffic analysis for the five (5) study intersections and roadway segments within 0.5 mile of the site to determine impacts anticipated to be generated by the proposed development. Synchro version 10 software will be utilized to summarize intersection operations.

The results of the weekday p.m. peak-hour analysis will identify potential traffic issues at the study intersections that may need to be addressed as part of the transportation concurrency process

defined in Section 158.030 of the Town of Longboat Key *Code of Ordinances*. Turn lane analyses at up to three (3) project driveways will be conducted.

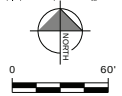
The results of the weekend peak-hour analysis will identify potential operational traffic issues that may need to be addressed for operational purposes.

- Proposed Improvements:**
1. Stage Pad - 1,000 s.f.
 2. Great Lawn - 23,000 s.f.
- 2,500 person concert (standing)
- 1,200 person reception (seated)
 3. Multi-Purpose Esplanade - 9,200 s.f.
- 24' wide
 4. Pedestrian Walkways - 10,800 s.f.
- 10' wide
 5. Restroom Facility - 500 s.f.
 6. Pedestrian Light Poles - 24 poles
 7. Canopy Tree Allee - 16 trees
 8. Sod - 42,000 s.f.
 9. ± 94 Ex. On-Site Parking Spaces
 10. Building Pad Site A - 11,200 s.f.
 11. Building Pad Site B - 7,700 s.f.



Longboat Key Town Center Park - Preliminary Concept Plan

Town of Longboat Key, Florida
Scale: 1"=60'-0" Date: 04.22.2020



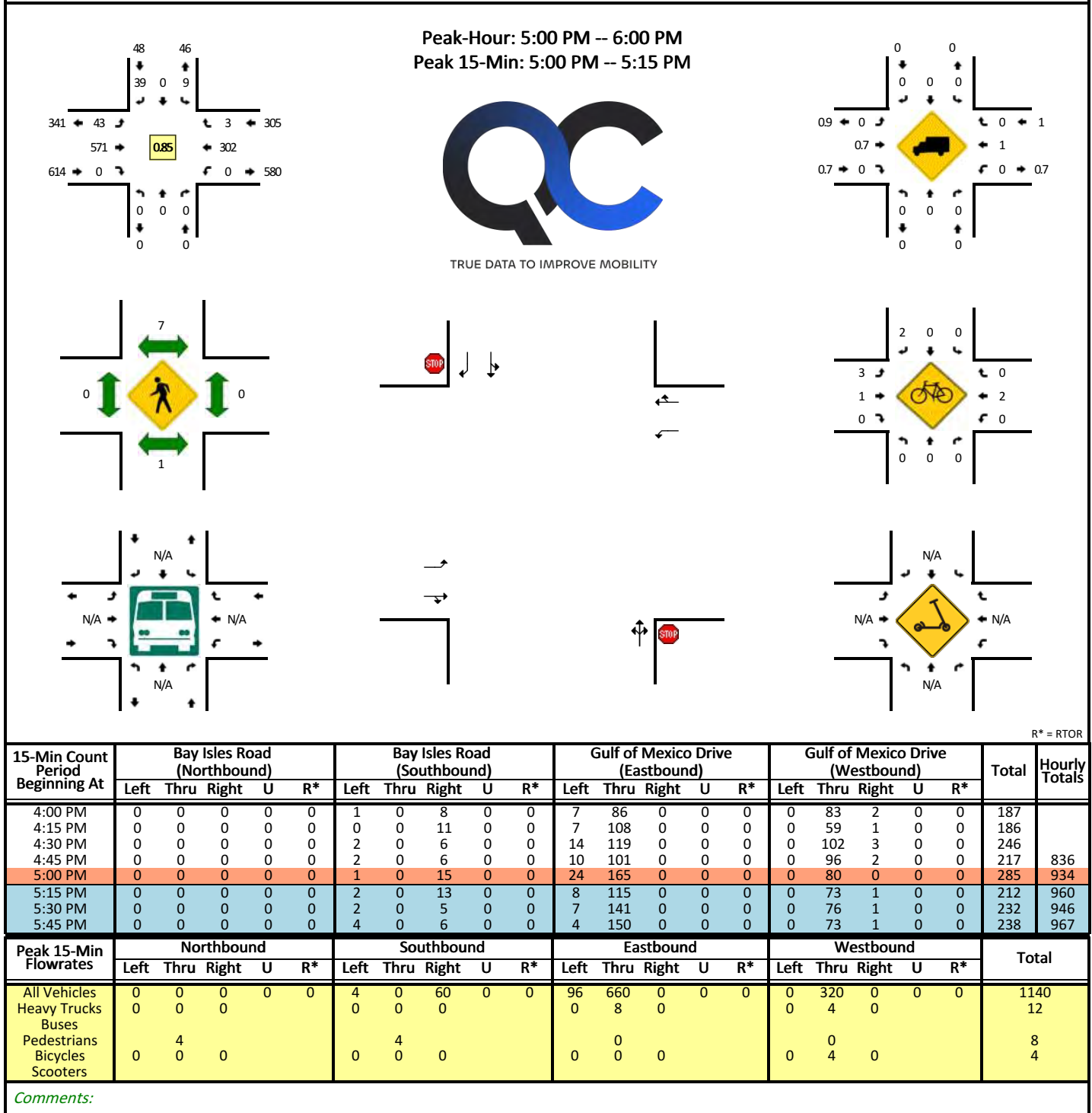
DATA COLLECTION LOCATIONS



Appendix B: Turning Movement Counts

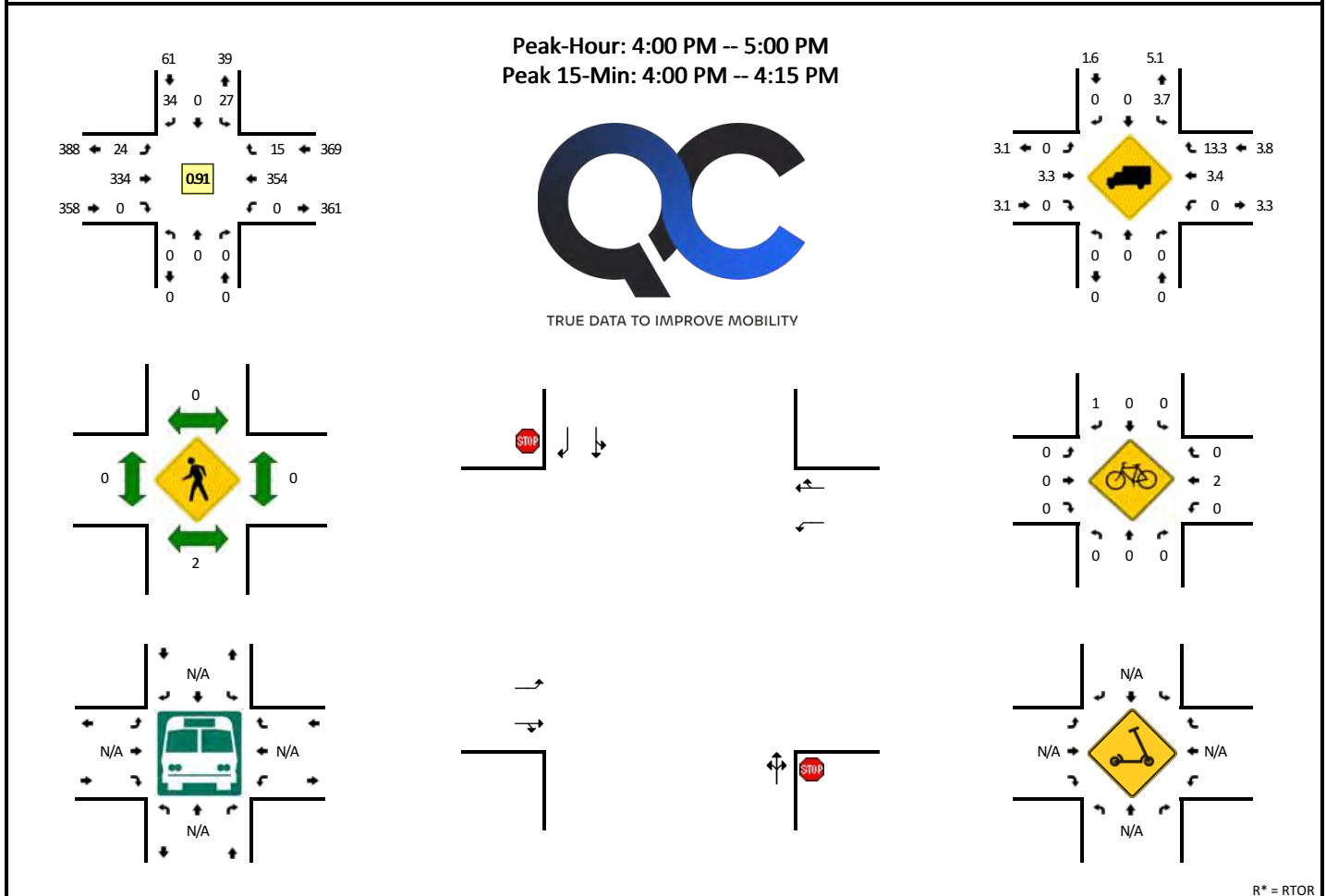
LOCATION: Bay Isles Road -- Gulf of Mexico Drive
CITY/STATE: Longboat Key, FL

QC JOB #: 17655501
DATE: Sat, May 23 2026



LOCATION: Bay Isles Road -- Gulf of Mexico Drive
CITY/STATE: Longboat Key, FL

QC JOB #: 17655502
DATE: Tue, May 26 2026



R* = RTOR

15-Min Count Period Beginning At	Bay Isles Road (Northbound)					Bay Isles Road (Southbound)					Gulf of Mexico Drive (Eastbound)					Gulf of Mexico Drive (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	0	0	0	8	0	7	0	0	7	91	0	0	0	0	99	4	0	0	216	
4:15 PM	0	0	0	0	0	9	0	16	0	0	10	91	0	0	0	0	78	7	0	0	211	
4:30 PM	0	0	0	0	0	2	0	6	0	0	4	78	0	0	0	0	90	2	0	0	182	
4:45 PM	0	0	0	0	0	8	0	5	0	0	3	74	0	0	0	0	87	2	0	0	179	788
5:00 PM	0	0	0	0	0	3	0	2	0	0	5	81	0	0	0	0	77	2	0	0	170	742
5:15 PM	0	0	0	0	0	6	0	11	0	0	4	83	0	0	0	0	85	5	0	0	194	725
5:30 PM	0	0	0	0	0	5	0	4	0	0	9	84	0	0	0	0	58	2	0	0	162	705
5:45 PM	0	0	0	0	0	2	0	4	0	0	6	66	0	0	0	0	72	1	0	0	151	677
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	32	0	28	0	0	28	364	0	0	0	0	396	16	0	0	864	
Heavy Trucks	0	0	0			0	0	0			0	4	0			0	20	4			28	
Buses																						
Pedestrians	0	0	0			0	0	0			0	0	0			0	4	0			0	
Bicycles																						
Scoters																					4	

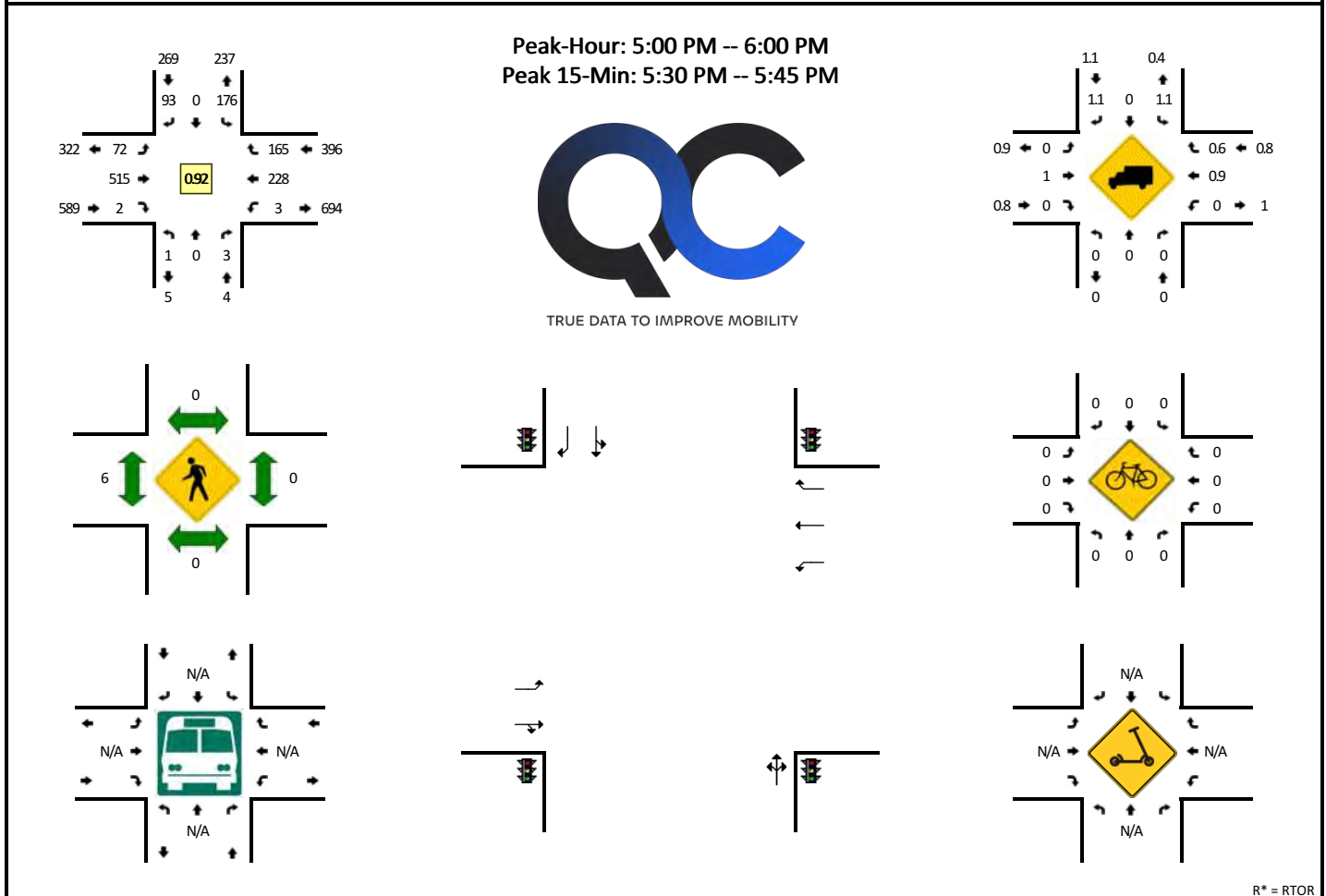
Comments:

Report generated on 6/5/2026 7:54 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Bay Isles Parkway -- Gulf of Mexico Drive
CITY/STATE: Longboat Key, FL

QC JOB #: 17655503
DATE: Sat, May 23 2026



R* = RTOR

15-Min Count Period Beginning At	Bay Isles Parkway (Northbound)					Bay Isles Parkway (Southbound)					Gulf of Mexico Drive (Eastbound)					Gulf of Mexico Drive (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	0	0	0	41	0	10	0	13	13	74	0	0	0	0	65	27	0	16	259	
4:15 PM	0	0	0	0	0	39	1	10	0	14	18	95	0	0	0	0	37	25	0	13	252	
4:30 PM	0	0	0	0	0	39	0	7	0	10	14	100	0	0	0	0	90	36	0	10	306	
4:45 PM	0	0	0	0	0	38	0	13	0	15	20	79	0	0	0	0	75	25	0	12	277	1094
5:00 PM	1	0	0	0	1	35	0	12	0	19	32	148	1	0	0	0	53	13	0	16	331	1166
5:15 PM	0	0	0	0	1	45	0	13	0	6	12	100	1	0	0	2	56	11	0	28	275	1189
5:30 PM	0	0	0	0	0	48	0	15	0	7	17	133	0	0	0	1	59	39	0	22	341	1224
5:45 PM	0	0	1	0	0	48	0	10	0	11	11	134	0	0	0	0	60	19	0	17	311	1258
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	192	0	88	0	28	68	532	0	0	0	4	236	244	0	88	1480	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	8	0	0	0	0	4	4	0	0	20	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

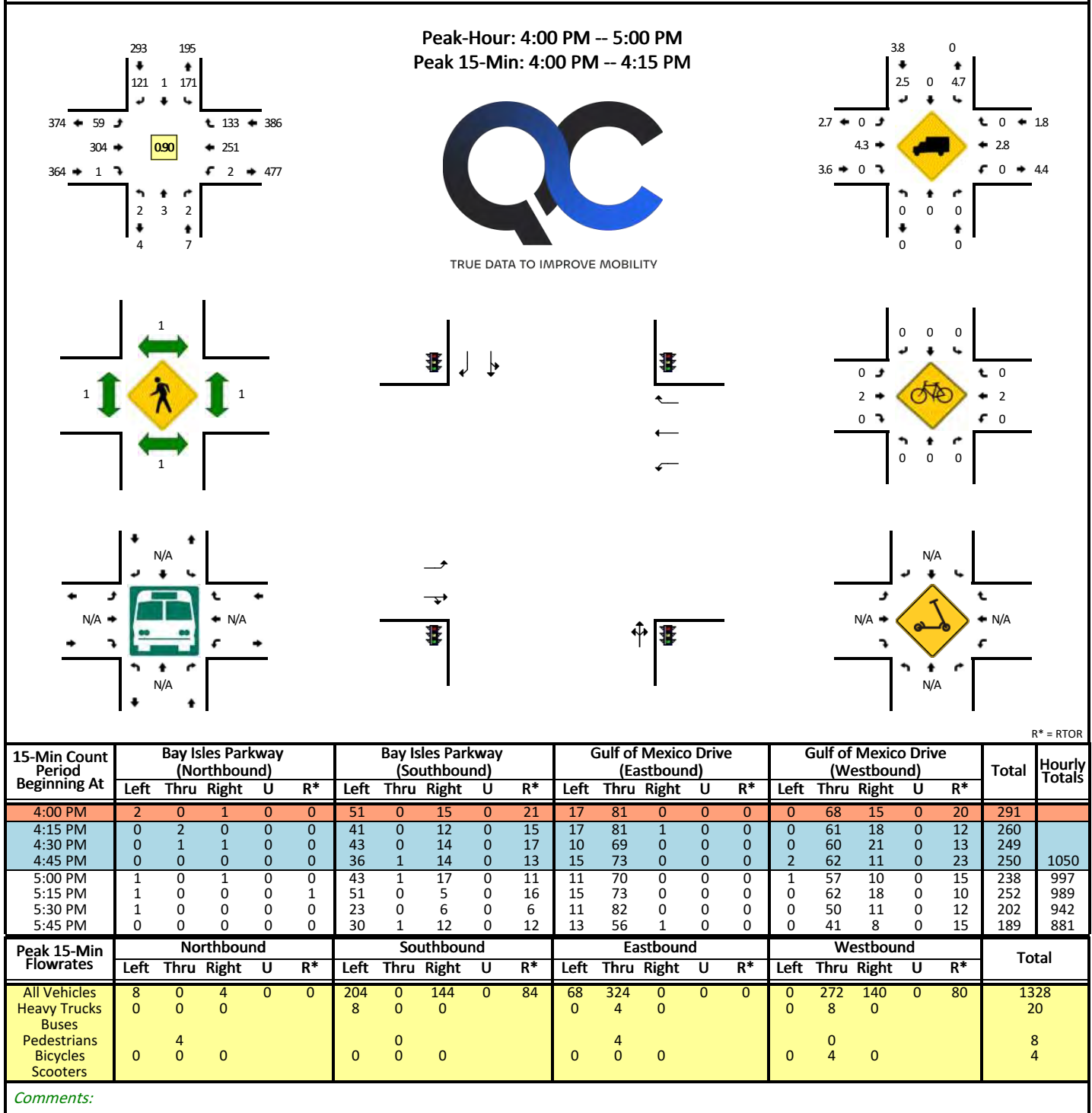
Comments:

Report generated on 6/5/2026 7:54 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

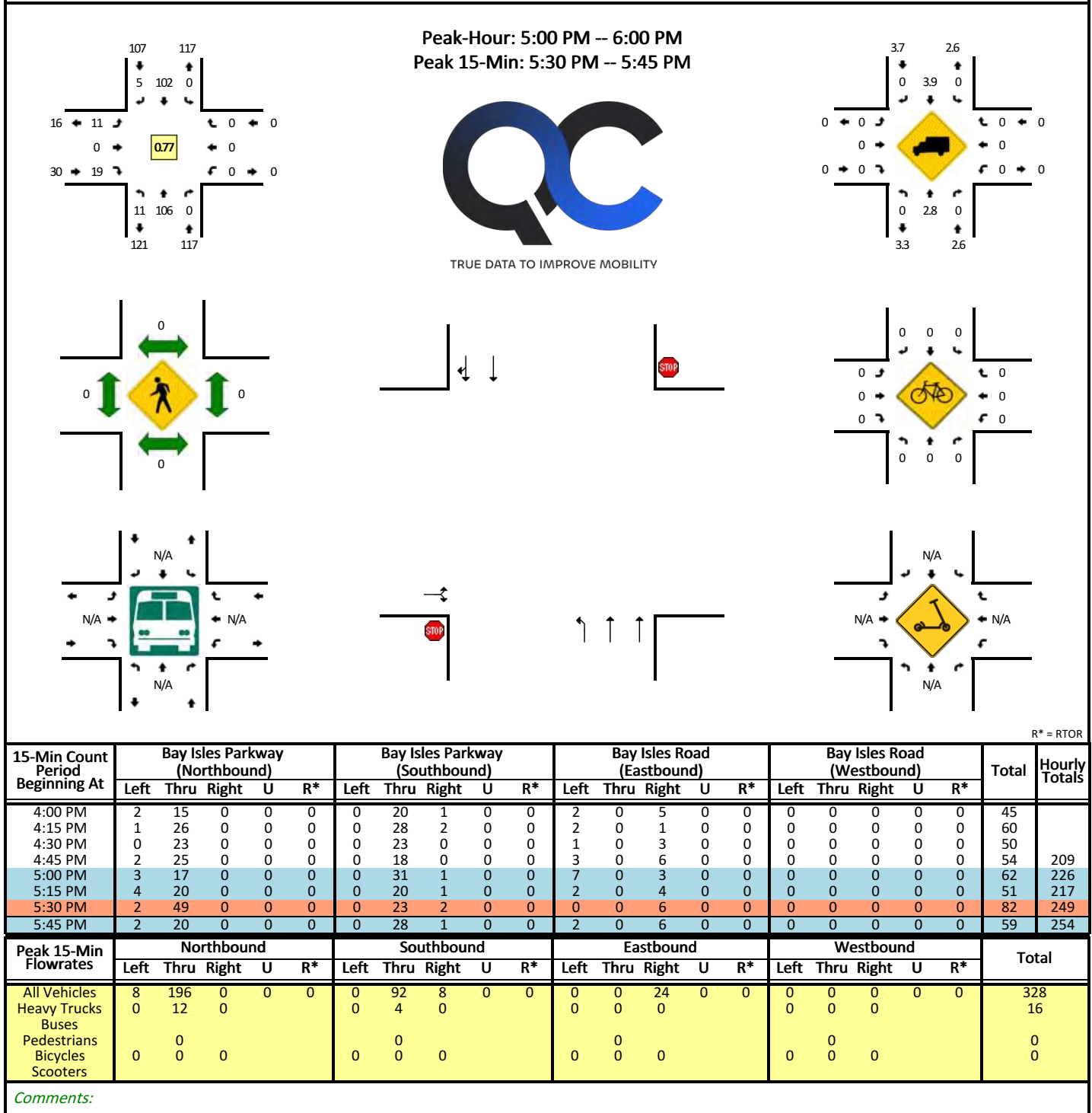
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CITY/STATE: Longboat Key, FL

QC JOB #: 17655504
DATE: Tue, May 26 2026



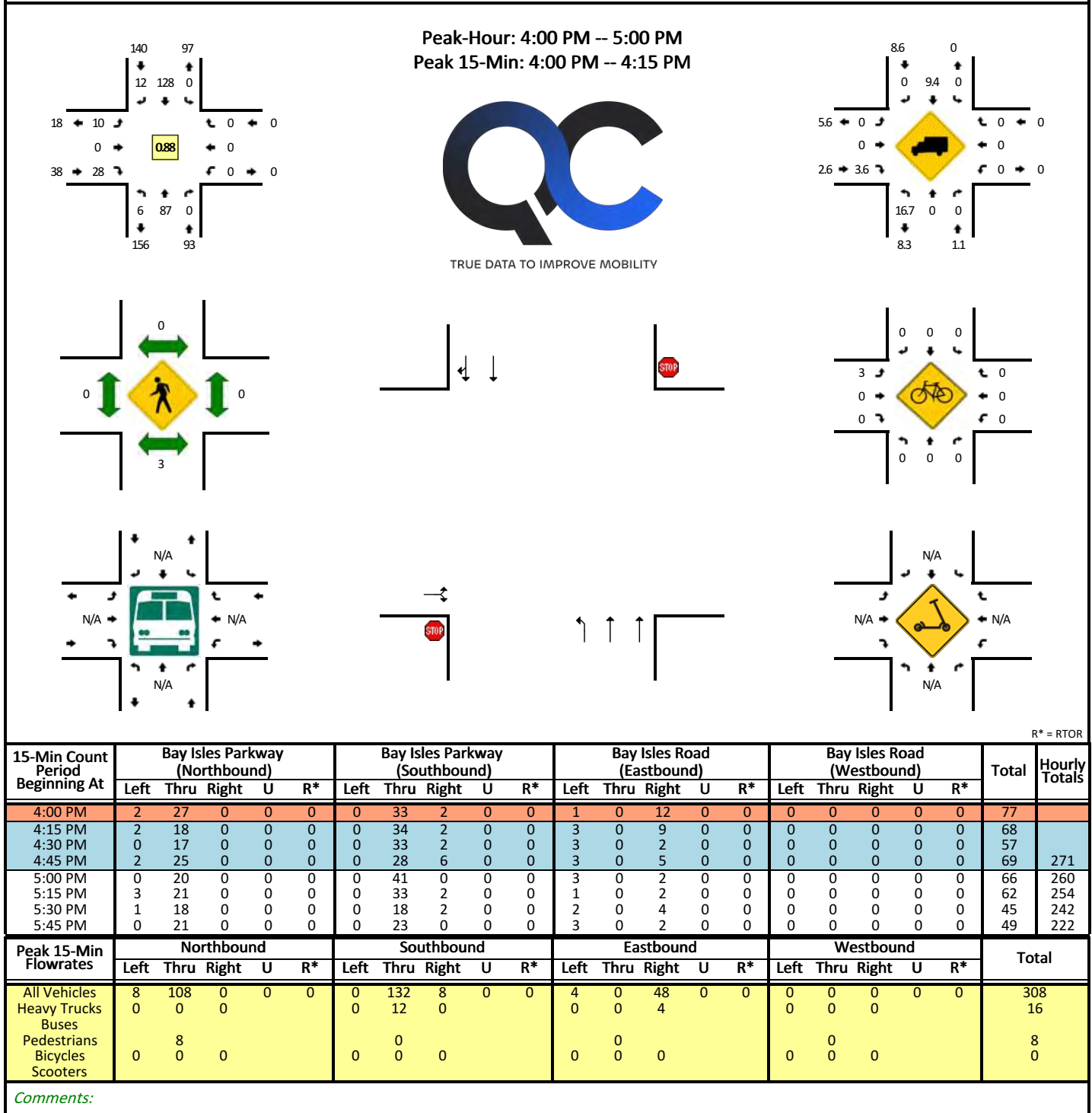
LOCATION: Bay Isles Parkway -- Bay Isles Road
CITY/STATE: Longboat Key, FL

QC JOB #: 17655505
DATE: Sat, May 23 2026



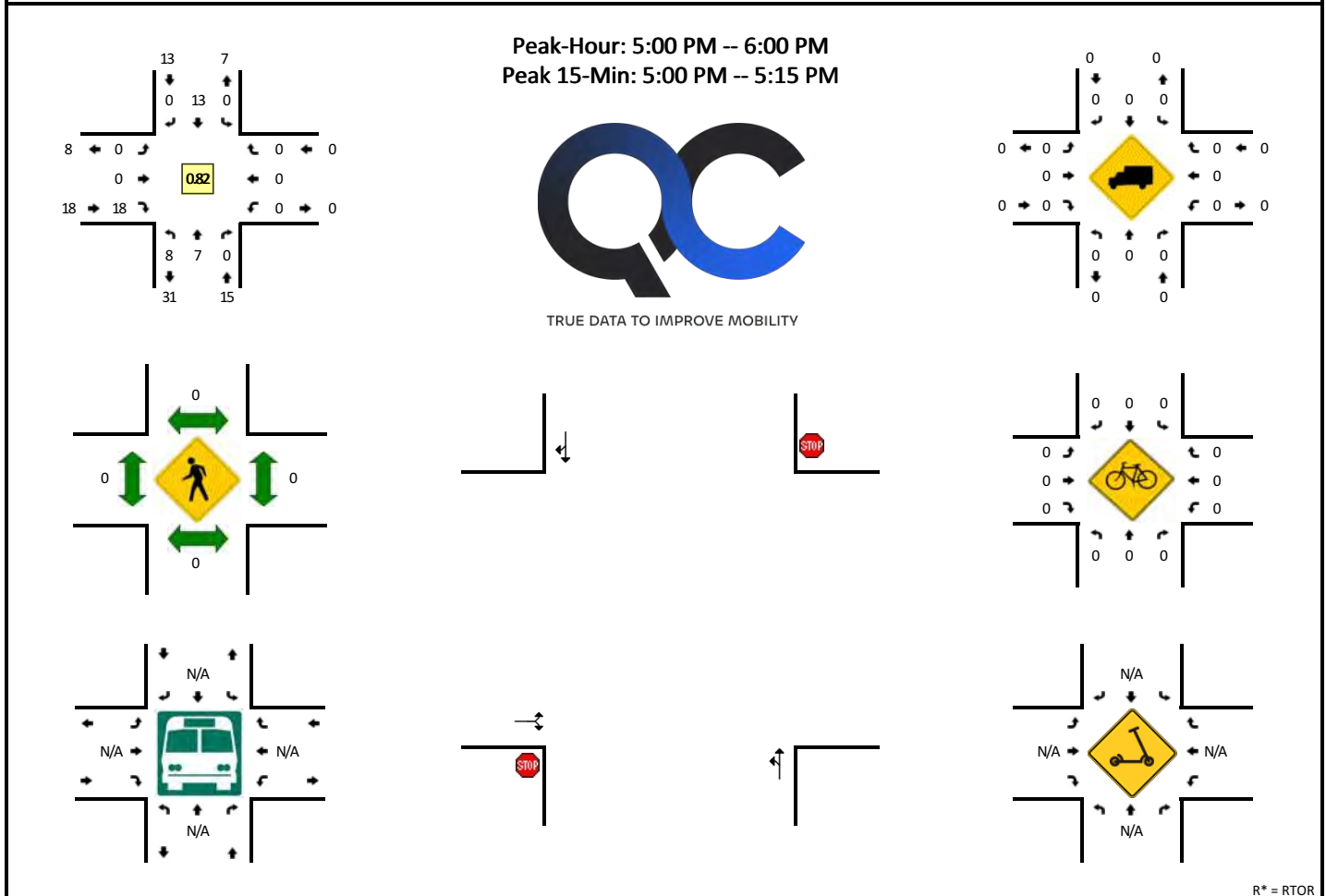
LOCATION: Bay Isles Parkway -- Bay Isles Road
CITY/STATE: Longboat Key, FL

QC JOB #: 17655506
DATE: Tue, May 26 2026



LOCATION: Bay Isles Road -- Park Driveway
CITY/STATE: Longboat Key, FL

QC JOB #: 17655507
DATE: Sat, May 23 2026



R* = RTOR

15-Min Count Period Beginning At	Bay Isles Road (Northbound)					Bay Isles Road (Southbound)					Park Driveway (Eastbound)					Park Driveway (Westbound)					Total	Hourly Totals		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*				
4:00 PM	3	0	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	11	33	
4:15 PM	0	3	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	7		
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4		
4:45 PM	2	0	0	0	0	0	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0	11		
5:00 PM	3	1	0	0	0	0	8	0	0	0	0	0	2	0	0	0	0	0	0	0	0	14		36
5:15 PM	2	2	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9		38
5:30 PM	1	3	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	10		44
5:45 PM	2	1	0	0	0	0	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0	13		46
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total			
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*				
All Vehicles	12	4	0	0	0	0	32	0	0	0	0	0	8	0	0	0	0	0	0	0	0	56		
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0			
Buses																								
Pedestrians		0					0					0					0				0			
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0			
Scoters																								

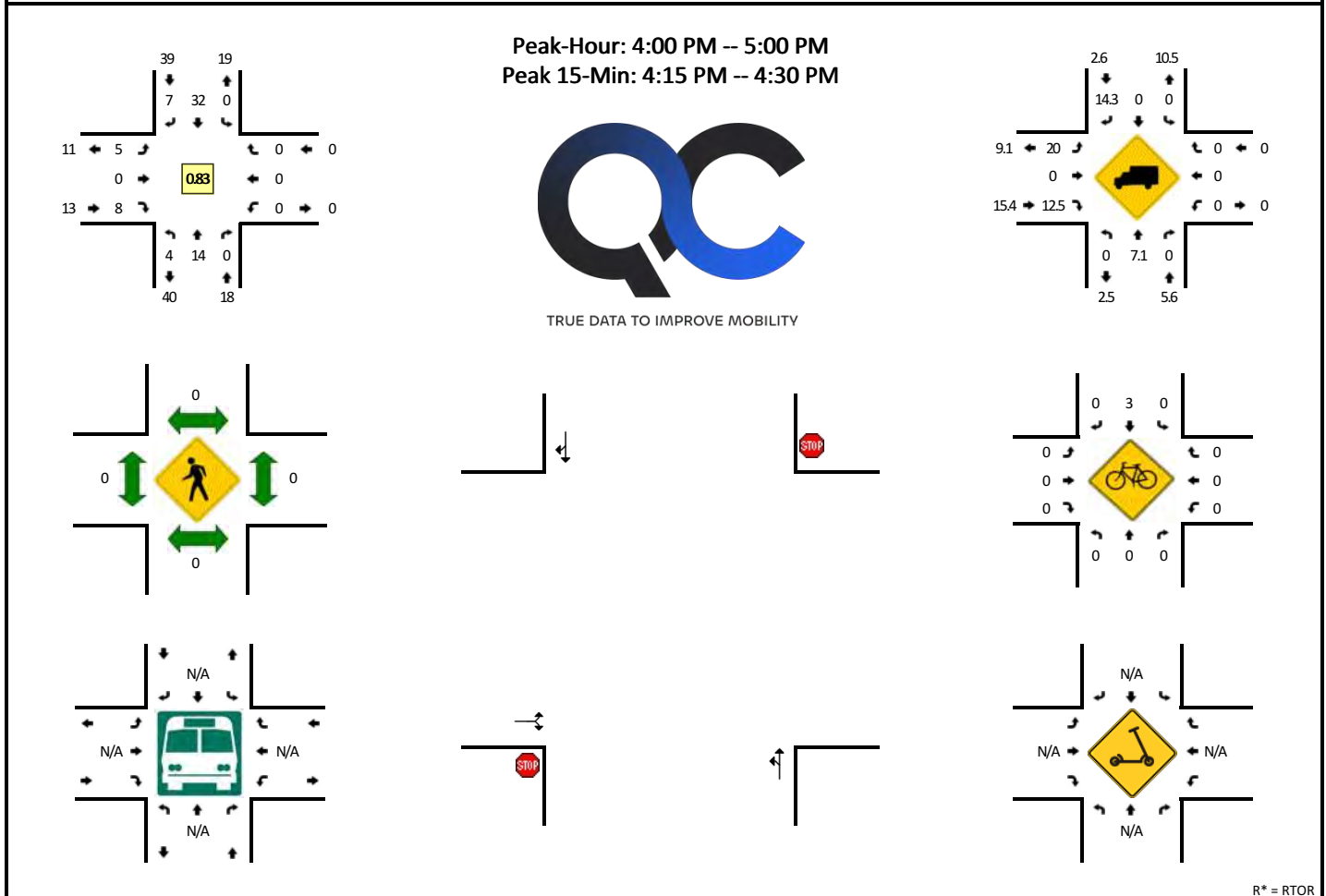
Comments:

Report generated on 6/5/2026 7:55 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Bay Isles Road -- Park Driveway
CITY/STATE: Longboat Key, FL

QC JOB #: 17655508
DATE: Tue, May 26 2026



R* = RTOR

15-Min Count Period Beginning At	Bay Isles Road (Northbound)					Bay Isles Road (Southbound)					Park Driveway (Eastbound)					Park Driveway (Westbound)					Total	Hourly Totals		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*				
4:00 PM	1	2	0	0	0	0	10	1	0	0	1	0	3	0	0	0	0	0	0	0	0	18		
4:15 PM	2	3	0	0	0	0	12	2	0	0	1	0	1	0	0	0	0	0	0	0	0	21		
4:30 PM	0	2	0	0	0	0	3	4	0	0	2	0	2	0	0	0	0	0	0	0	0	13		
4:45 PM	1	7	0	0	0	0	7	0	0	0	1	0	2	0	0	0	0	0	0	0	0	18	70	
5:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	56	
5:15 PM	0	4	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	42	
5:30 PM	2	3	0	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	12	41	
5:45 PM	0	0	0	0	0	0	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	6	29	
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total			
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*				
All Vehicles	8	12	0	0	0	0	48	8	0	0	4	0	4	0	0	0	0	0	0	0	0	84		
Heavy Trucks	0	4	0			0	0	0			0	0	0			0	0	0			0	4		
Buses																								
Pedestrians		0					0					0					0					0		
Bicycles	0	0	0			0	12	0			0	0	0			0	0	0			0	12		
Scoters																								

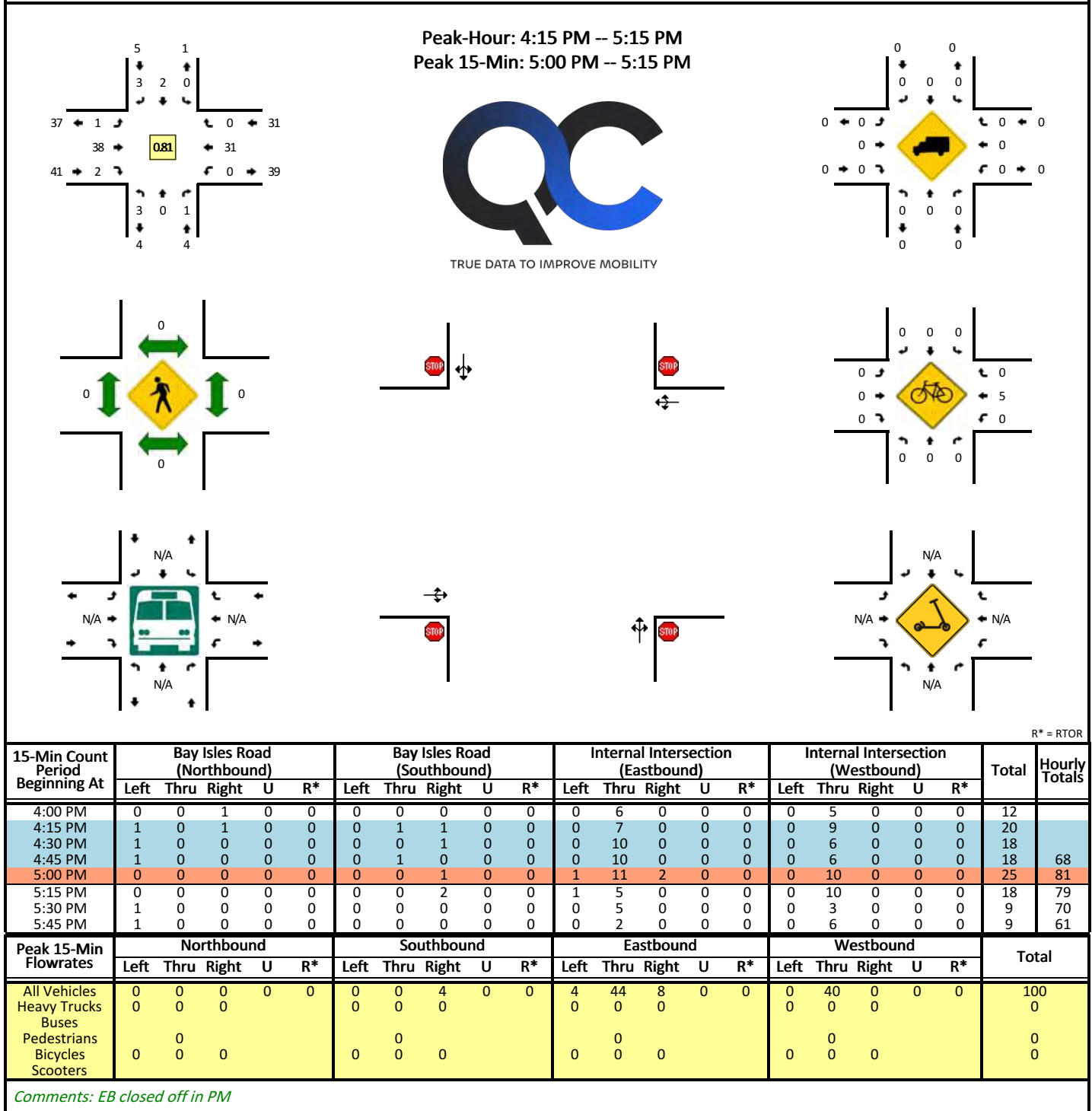
Comments:

Report generated on 6/5/2026 7:55 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Bay Isles Road -- Internal Intersection
CITY/STATE: Longboat Key, FL

QC JOB #: 17655509
DATE: Sat, May 23 2026

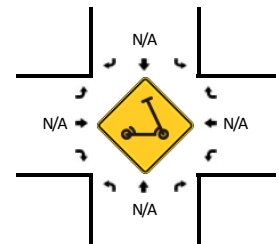
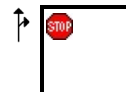
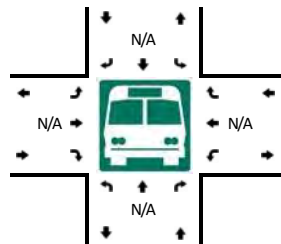
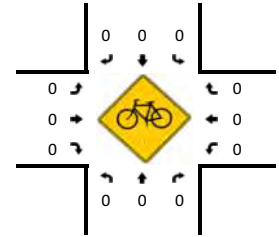
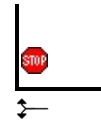
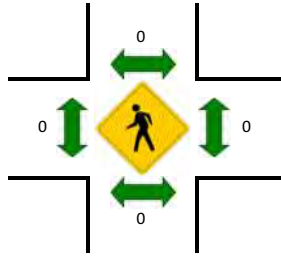
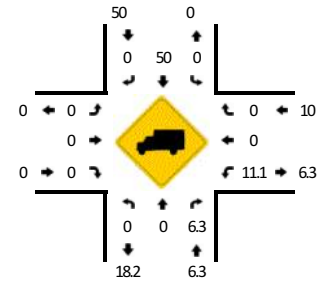
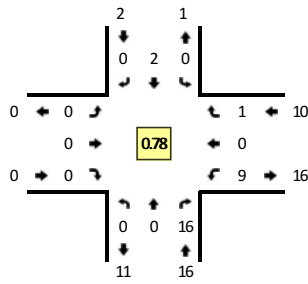


Report generated on 6/5/2026 7:55 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Bay Isles Road -- Internal Intersection**CITY/STATE:** Longboat Key, FL**QC JOB #:** 17655510**DATE:** Tue, May 26 2026

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



R* = RTOR

15-Min Count Period Beginning At	Bay Isles Road (Northbound)					Bay Isles Road (Southbound)					Internal Intersection (Eastbound)					Internal Intersection (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	11	
4:15 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	6	
4:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	
4:45 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	27
5:00 PM	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	9	25
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	7	26
5:30 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	7	28
5:45 PM	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	28
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	24	0	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	36	
Heavy Trucks	0	0	0			0	4	0			0	0	0			0	0	0			4	
Buses																						
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments: EB closed off in PM

Appendix C: FDOT Peak Season Factor

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1702 SR 776 & BEACHES

WEEK	DATES	SF	MOCF: 0.90 PSCF
1	01/01/2025 - 01/04/2025	1.07	1.19
2	01/05/2025 - 01/11/2025	1.02	1.13
3	01/12/2025 - 01/18/2025	0.98	1.09
4	01/19/2025 - 01/25/2025	0.96	1.07
* 5	01/26/2025 - 02/01/2025	0.94	1.04
* 6	02/02/2025 - 02/08/2025	0.91	1.01
* 7	02/09/2025 - 02/15/2025	0.89	0.99
* 8	02/16/2025 - 02/22/2025	0.89	0.99
* 9	02/23/2025 - 03/01/2025	0.88	0.98
* 10	03/02/2025 - 03/08/2025	0.88	0.98
* 11	03/09/2025 - 03/15/2025	0.88	0.98
* 12	03/16/2025 - 03/22/2025	0.88	0.98
* 13	03/23/2025 - 03/29/2025	0.89	0.99
* 14	03/30/2025 - 04/05/2025	0.89	0.99
* 15	04/06/2025 - 04/12/2025	0.90	1.00
* 16	04/13/2025 - 04/19/2025	0.91	1.01
* 17	04/20/2025 - 04/26/2025	0.93	1.03
18	04/27/2025 - 05/03/2025	0.95	1.06
19	05/04/2025 - 05/10/2025	0.97	1.08
20	05/11/2025 - 05/17/2025	1.00	1.11
21	05/18/2025 - 05/24/2025	1.00	1.11
22	05/25/2025 - 05/31/2025	1.01	1.12
23	06/01/2025 - 06/07/2025	1.01	1.12
24	06/08/2025 - 06/14/2025	1.02	1.13
25	06/15/2025 - 06/21/2025	1.03	1.14
26	06/22/2025 - 06/28/2025	1.02	1.13
27	06/29/2025 - 07/05/2025	1.02	1.13
28	07/06/2025 - 07/12/2025	1.01	1.12
29	07/13/2025 - 07/19/2025	1.01	1.12
30	07/20/2025 - 07/26/2025	1.03	1.14
31	07/27/2025 - 08/02/2025	1.04	1.16
32	08/03/2025 - 08/09/2025	1.06	1.18
33	08/10/2025 - 08/16/2025	1.08	1.20
34	08/17/2025 - 08/23/2025	1.08	1.20
35	08/24/2025 - 08/30/2025	1.09	1.21
36	08/31/2025 - 09/06/2025	1.10	1.22
37	09/07/2025 - 09/13/2025	1.11	1.23
38	09/14/2025 - 09/20/2025	1.12	1.24
39	09/21/2025 - 09/27/2025	1.11	1.23
40	09/28/2025 - 10/04/2025	1.09	1.21
41	10/05/2025 - 10/11/2025	1.08	1.20
42	10/12/2025 - 10/18/2025	1.06	1.18
43	10/19/2025 - 10/25/2025	1.06	1.18
44	10/26/2025 - 11/01/2025	1.06	1.18
45	11/02/2025 - 11/08/2025	1.06	1.18
46	11/09/2025 - 11/15/2025	1.07	1.19
47	11/16/2025 - 11/22/2025	1.07	1.19
48	11/23/2025 - 11/29/2025	1.07	1.19
49	11/30/2025 - 12/06/2025	1.07	1.19
50	12/07/2025 - 12/13/2025	1.07	1.19
51	12/14/2025 - 12/20/2025	1.07	1.19
52	12/21/2025 - 12/27/2025	1.02	1.13
53	12/28/2025 - 12/31/2025	0.98	1.09

* PEAK SEASON

09-FEB-2026 17:18:54

830UPD

1_1702_PKSEASON.TXT

Appendix D: Signal Timing Information

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)

Drawn By:	<i>RC</i>
Date:	<i>11/2015</i>
Checked By:	<i>EME</i>
Date:	<i>11/2015</i>

Approved By:	<i>Rha Churaman</i>
	Rovindra Churaman, P.E. # 73829
Date:	<i>11.10.2015</i>

Revisions	Location Details	
04/2015: Updated the controller timing parameters to June 2014 Guidelines. Added detection delay for minor street right turn movements.	Section: 17030	Mile Post: 6.924
	Major Street: SR 789	Orientation: N-S
	Minor Street: Bay Isle Pkwy	Orientation: E-W
	Sig ID: 927	
<i>Implemented: 06.25.2015</i>		

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

Controller Timings

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction		SB		WB	SBL	NB		EB	
Turn Type					<i>Prot/Perm</i>				
Min Green		10		7	5	10		7	
Ext		5.0		3.0	3.0	5.0		3.0	
Yellow		4.9		3.7	4.9	4.9		3.7	
All Red		2.0		2.5	2.0	2.0		2.5	
Max I		45		20	10	45		20	
Max II									
Max Limit		50				50			
Adjust By		5				5			
Walk		7		7		7		7	
Flashing Don't Walk		22		18		26		18	
Detector Memory									
Det. Cross Switch.					YES				
Dual Entry		ON		ON		ON		ON	
Recall		MIN				MIN			

SOP 11

Ring - 1	2	4
Ring - 2	5	6

Notes:

- 1) Program phase restrictions to omit Phase 5 when Phase 6 is green, in addition to detector cross switching
- 2) Program 8 sec detection delay for minor side street right turns movements

Appendix E: FDOT Generalized Level of Service Tables

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

Peak Hour Two-Way

AADT

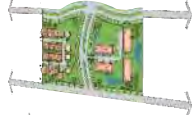


(C3C-Suburban Commercial)

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Bay Isles Parkway
 $3,090 * 0.90 = 2,781$

Bay Isles Road
 $1,760 * 1.05 = 1,848$

Gulf of Mexico Drive
 2,020

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities.
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities.
 Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
 * Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

Appendix F: Synchro Output

Longboat Key Town Center Park
1: Bay Isles Parkway & Bay Isles Road

Existing Weekday
Timing Plan: PM Peak-Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	11	31	7	97	143	13
Future Vol, veh/h	11	31	7	97	143	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	135	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	4	17	0	9	0
Mvmt Flow	13	35	8	110	163	15
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	241	89	177	0	-	0
Stage 1	170	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.8	6.98	4.44	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.34	2.37	-	-	-
Pot Cap-1 Maneuver	732	945	1293	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	727	945	1293	-	-	-
Mov Cap-2 Maneuver	727	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.34	0.53		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1293	-	877	-	-	
HCM Lane V/C Ratio	0.006	-	0.054	-	-	
HCM Ctrl Dly (s/v)	7.8	-	9.3	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Longboat Key Town Center Park
2: Park Driveway 1 & Bay Isles Road

Existing Weekday
Timing Plan: PM Peak-Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	8	4	16	6	9
Future Vol, veh/h	36	8	4	16	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	14	0	7	20	13
Mvmt Flow	43	10	5	19	7	11
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	53	0	77	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.1	-	6.6	6.33
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	2.2	-	3.68	3.417
Pot Cap-1 Maneuver	-	-	1566	-	883	990
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1566	-	880	990
Mov Cap-2 Maneuver	-	-	-	-	880	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	946	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	1.46		8.89		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	943	-	-	1566	-	
HCM Lane V/C Ratio	0.019	-	-	0.003	-	
HCM Ctrl Dly (s/v)	8.9	-	-	7.3	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 7th Signalized Intersection Summary

3: Bay Isles Parkway & Gulf of Mexico Drive

07/07/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	340	1	2	281	149	2	3	2	192	1	136
Future Volume (veh/h)	66	340	1	2	281	149	2	3	2	192	1	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1841	1900	1900	1856	1900	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	73	378	1	2	312	90	2	3	2	213	1	78
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	4	0	0	3	0	0	0	0	5	0	3
Cap, veh/h	394	813	2	430	511	443	108	139	61	392	2	449
Arrive On Green	0.06	0.44	0.44	0.28	0.28	0.28	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	1835	5	1020	1856	1610	44	488	213	853	5	1572
Grp Volume(v), veh/h	73	0	379	2	312	90	7	0	0	214	0	78
Grp Sat Flow(s),veh/h/ln	1810	0	1840	1020	1856	1610	746	0	0	858	0	1572
Q Serve(g_s), s	1.3	0.0	7.0	0.1	7.1	2.1	0.0	0.0	0.0	0.2	0.0	1.8
Cycle Q Clear(g_c), s	1.3	0.0	7.0	0.1	7.1	2.1	12.5	0.0	0.0	12.6	0.0	1.8
Prop In Lane	1.00		0.00	1.00		1.00	0.29		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	394	0	816	430	511	443	309	0	0	394	0	449
V/C Ratio(X)	0.19	0.00	0.46	0.00	0.61	0.20	0.02	0.00	0.00	0.54	0.00	0.17
Avail Cap(c_a), veh/h	465	0	1832	953	1463	1270	309	0	0	394	0	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	0.0	9.4	12.7	15.3	13.4	13.0	0.0	0.0	16.9	0.0	13.0
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.0	2.5	0.5	0.0	0.0	0.0	1.5	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	3.7	0.0	4.8	1.2	0.1	0.0	0.0	3.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.8	0.0	10.3	12.7	17.8	13.9	13.1	0.0	0.0	18.4	0.0	13.2
LnGrp LOS	B			B	B	B	B	B			B	
Approach Vol, veh/h	452			404			7			292		
Approach Delay, s/veh	10.4			16.9			13.1			17.0		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4	5	6	8					
Phs Duration (G+Y+Rc), s	28.3			20.0	8.1	20.2	20.0					
Change Period (Y+Rc), s	6.9			6.2	5.0	6.9	6.2					
Max Green Setting (Gmax), s	48.1			13.8	5.0	38.1	13.8					
Max Q Clear Time (g_c+I1), s	9.0			14.6	3.3	9.1	14.5					
Green Ext Time (p_c), s	4.7			0.0	0.0	4.2	0.0					
Intersection Summary												
HCM 7th Control Delay, s/veh	14.4											
HCM 7th LOS	B											

Timings

3: Bay Isles Parkway & Gulf of Mexico Drive

07/07/2026

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	66	340	2	281	149	2	3	192	1	136
Future Volume (vph)	66	340	2	281	149	2	3	192	1	136
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	6	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.0	16.9	39.9	39.9	39.9	13.2	13.2	13.2	13.2	13.2
Total Split (s)	10.0	55.0	45.0	45.0	45.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	13.3%	73.3%	60.0%	60.0%	60.0%	26.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.0	4.9	4.9	4.9	4.9	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	6.9	6.9	6.9	6.9		6.2		6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes	Yes					
Recall Mode	None	Min	Min	Min	Min	None	None	None	None	None
Act Effect Green (s)	24.6	22.6	17.4	17.4	17.4		13.5		13.5	13.5
Actuated g/C Ratio	0.49	0.45	0.35	0.35	0.35		0.27		0.27	0.27
v/c Ratio	0.14	0.46	0.01	0.48	0.25		0.02		0.60	0.28
Control Delay (s/veh)	6.5	10.6	11.5	16.5	3.7		16.0		28.9	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	6.5	10.6	11.5	16.5	3.7		16.0		28.9	5.9
LOS	A	B	B	B	A		B		C	A
Approach Delay (s/veh)		10.0		12.1			16.0		19.4	
Approach LOS		A		B			B		B	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 49.7

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 13.4

Intersection LOS: B

Intersection Capacity Utilization 60.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bay Isles Parkway & Gulf of Mexico Drive



Longboat Key Town Center Park
4: Gulf of Mexico Drive & Bay Isles Road

Existing Weekday
Timing Plan: PM Peak-Hour

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	374	396	17	30	38
Future Vol, veh/h	27	374	396	17	30	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	-	75	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	3	13	4	0
Mvmt Flow	30	411	435	19	33	42
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	454	0	-	0	915	445
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1117	-	-	-	300	618
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1117	-	-	-	292	618
Mov Cap-2 Maneuver	-	-	-	-	419	-
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	625	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.56	0		12.61		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1117	-	-	-	419	618
HCM Lane V/C Ratio	0.027	-	-	-	0.079	0.068
HCM Ctrl Dly (s/v)	8.3	-	-	-	14.3	11.2
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.2

Longboat Key Town Center Park
5: Park Driveway 2

Existing Weekday
Timing Plan: PM Peak-Hour

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	10	0	1	0	0	18	0	2	0
Future Vol, veh/h	0	0	0	10	0	1	0	0	18	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	11	0	0	0	0	6	0	50	0
Mvmt Flow	0	0	0	13	0	1	0	0	23	0	3	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	28	28	1	28	28	1
Stage 1	-	-	-	-	-	-	1	1	-	26	26	-
Stage 2	-	-	-	-	-	-	27	27	-	1	1	-
Critical Hdwy	4.1	-	-	4.21	-	-	7.1	6.5	6.26	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.299	-	-	3.5	4	3.354	3.5	4.45	3.3
Pot Cap-1 Maneuver	1635	-	-	1564	-	-	986	869	1072	987	780	1090
Stage 1	-	-	-	-	-	-	1027	899	-	996	787	-
Stage 2	-	-	-	-	-	-	996	877	-	1027	808	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1635	-	-	1564	-	-	975	862	1072	958	774	1090
Mov Cap-2 Maneuver	-	-	-	-	-	-	975	862	-	958	774	-
Stage 1	-	-	-	-	-	-	1027	899	-	988	781	-
Stage 2	-	-	-	-	-	-	984	870	-	1005	808	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			6.66			8.43			9.67		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1072	1635	-	-	1364	-	-	774				
HCM Lane V/C Ratio	0.022	-	-	-	0.008	-	-	0.003				
HCM Ctrl Dly (s/v)	8.4	0	-	-	7.3	0	-	9.7				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Longboat Key Town Center Park
1: Bay Isles Parkway & Bay Isles Road

Existing Weekend
Timing Plan: PM Peak-Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑↑	↑↑	
Traffic Vol, veh/h	12	21	12	118	113	6
Future Vol, veh/h	12	21	12	118	113	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	135	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	3	4	0
Mvmt Flow	16	27	16	153	147	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	258	77	155	0	-	0
Stage 1	151	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	714	974	1438	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	706	974	1438	-	-	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.43	0.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1438	-	856	-	-	
HCM Lane V/C Ratio	0.011	-	0.05	-	-	
HCM Ctrl Dly (s/v)	7.5	-	9.4	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Longboat Key Town Center Park
2: Park Driveway 1 & Bay Isles Road

Existing Weekend
Timing Plan: PM Peak-Hour

Intersection

Int Delay, s/veh 4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	0	9	8	0	20
Future Vol, veh/h	14	0	9	8	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	0	11	10	0	24

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	17
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.1	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.2	-
Pot Cap-1 Maneuver	-	1613	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1613	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.84	8.45
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1068	-	-	1613	-
HCM Lane V/C Ratio	0.023	-	-	0.007	-
HCM Ctrl Dly (s/v)	8.5	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Longboat Key Town Center Park
3: Bay Isles Parkway & Gulf of Mexico Drive

Existing Weekend
Timing Plan: PM Peak-Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	572	2	3	253	183	1	0	3	195	0	103
Future Volume (veh/h)	80	572	2	3	253	183	1	0	3	195	0	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1885	1885	1900	1900	1900	1885	1900	1885
Adj Flow Rate, veh/h	87	622	2	3	275	109	1	0	1	212	0	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	0	1	1	0	0	0	1	0	1
Cap, veh/h	490	931	3	364	579	491	161	38	76	440	0	329
Arrive On Green	0.07	0.50	0.50	0.31	0.31	0.31	0.21	0.00	0.21	0.21	0.00	0.21
Sat Flow, veh/h	1810	1878	6	813	1885	1598	186	184	370	1338	0	1598
Grp Volume(v), veh/h	87	0	624	3	275	109	2	0	0	212	0	65
Grp Sat Flow(s),veh/h/ln	1810	0	1884	813	1885	1598	740	0	0	1338	0	1598
Q Serve(g_s), s	1.3	0.0	11.0	0.1	5.2	2.2	0.0	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	1.3	0.0	11.0	2.8	5.2	2.2	6.8	0.0	0.0	6.8	0.0	1.5
Prop In Lane	1.00		0.00	1.00		1.00	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	490	0	934	364	579	491	275	0	0	440	0	329
V/C Ratio(X)	0.18	0.00	0.67	0.01	0.47	0.22	0.01	0.00	0.00	0.48	0.00	0.20
Avail Cap(c_a), veh/h	562	0	2064	820	1636	1386	435	0	0	595	0	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	0.0	8.4	12.5	12.3	11.3	14.1	0.0	0.0	16.5	0.0	14.4
Incr Delay (d2), s/veh	0.2	0.0	1.8	0.0	1.3	0.5	0.0	0.0	0.0	0.8	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	5.2	0.0	3.2	1.1	0.0	0.0	0.0	3.3	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.4	0.0	10.1	12.6	13.6	11.8	14.1	0.0	0.0	17.3	0.0	14.7
LnGrp LOS	A		B		B	B	B	B		B		
Approach Vol, veh/h	711			387			2			277		
Approach Delay, s/veh	9.9			13.1			14.1			16.7		
Approach LOS	A			B			B			B		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	28.7			15.2		8.3	20.4	15.2				
Change Period (Y+Rc), s	6.9			6.2		5.0	6.9	6.2				
Max Green Setting (Gmax), s	48.1			13.8		5.0	38.1	13.8				
Max Q Clear Time (g_c+I1), s	13.0			8.8		3.3	7.2	8.8				
Green Ext Time (p_c), s	8.8			0.6		0.0	4.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.2								
HCM 7th LOS				B								

Longboat Key Town Center Park
3: Bay Isles Parkway & Gulf of Mexico Drive

Existing Weekend
Timing Plan: PM Peak-Hour

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	80	572	3	253	183	1	0	195	0	103
Future Volume (vph)	80	572	3	253	183	1	0	195	0	103
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	6	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.0	16.9	39.9	39.9	39.9	13.2	13.2	13.2	13.2	13.2
Total Split (s)	10.0	55.0	45.0	45.0	45.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	13.3%	73.3%	60.0%	60.0%	60.0%	26.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.0	4.9	4.9	4.9	4.9	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	6.9	6.9	6.9	6.9		6.2		6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes	Yes					
Recall Mode	None	Min	Min	Min	Min	None	None	None	None	None
Act Effect Green (s)	28.2	26.3	20.8	20.8	20.8		12.6		12.6	12.6
Actuated g/C Ratio	0.54	0.50	0.40	0.40	0.40		0.24		0.24	0.24
v/c Ratio	0.15	0.66	0.01	0.37	0.26		0.01		0.62	0.23
Control Delay (s/veh)	6.4	13.5	11.7	14.5	3.3		0.0		29.4	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	6.4	13.5	11.7	14.5	3.3		0.0		29.4	5.1
LOS	A	B	B	B	A		A		C	A
Approach Delay (s/veh)		12.7		9.8					21.0	
Approach LOS		B		A					C	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 52.2

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 13.5

Intersection LOS: B

Intersection Capacity Utilization 72.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Bay Isles Parkway & Gulf of Mexico Drive



Longboat Key Town Center Park
4: Gulf of Mexico Drive & Bay Isles Road

Existing Weekend
Timing Plan: PM Peak-Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	634	335	3	10	43
Future Vol, veh/h	48	634	335	3	10	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	-	75	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	56	746	394	4	12	51
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	398	0	-	0	1255	396
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	859	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1172	-	-	-	191	658
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	418	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1172	-	-	-	182	658
Mov Cap-2 Maneuver	-	-	-	-	310	-
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	418	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.58	0		12.09		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1172	-	-	-	310	658
HCM Lane V/C Ratio	0.048	-	-	-	0.038	0.077
HCM Ctrl Dly (s/v)	8.2	-	-	-	17.1	10.9
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.2

Longboat Key Town Center Park
5: Park Driveway 2

Existing Weekend
Timing Plan: PM Peak-Hour

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	42	2	0	34	0	3	0	1	0	2	3
Future Vol, veh/h	1	42	2	0	34	0	3	0	1	0	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	52	2	0	42	0	4	0	1	0	2	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	54	0	0	99	98	53	96	99	42
Stage 1	-	-	-	-	-	-	56	56	-	42	42	-
Stage 2	-	-	-	-	-	-	43	42	-	54	57	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1580	-	-	1564	-	-	888	796	1020	891	795	1034
Stage 1	-	-	-	-	-	-	962	853	-	978	864	-
Stage 2	-	-	-	-	-	-	976	864	-	963	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1564	-	-	881	796	1020	889	794	1034
Mov Cap-2 Maneuver	-	-	-	-	-	-	881	796	-	889	794	-
Stage 1	-	-	-	-	-	-	961	852	-	978	864	-
Stage 2	-	-	-	-	-	-	970	864	-	961	851	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.16			0			8.97			8.93		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	912	40	-	-	1564	-	-	923				
HCM Lane V/C Ratio	0.005	0.001	-	-	-	-	-	0.007				
HCM Ctrl Dly (s/v)	9	7.3	0	-	0	-	-	8.9				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Longboat Key Town Center Park
1: Bay Isles Parkway & Bay Isles Road

Future Total Weekday
Timing Plan: PM Peak-Hour

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	94	68	99	146	14
Future Vol, veh/h	13	94	68	99	146	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	135	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	4	17	0	9	0
Mvmt Flow	15	107	77	113	166	16

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	385	91	182	0	-	0
Stage 1	174	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.8	6.98	4.44	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.34	2.37	-	-	-
Pot Cap-1 Maneuver	596	942	1288	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	560	942	1288	-	-	-
Mov Cap-2 Maneuver	560	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.81	3.25	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1288	-	870	-	-
HCM Lane V/C Ratio	0.06	-	0.14	-	-
HCM Ctrl Dly (s/v)	8	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Longboat Key Town Center Park
2: Park Driveway 1 & Bay Isles Road

Future Total Weekday
Timing Plan: PM Peak-Hour

Intersection						
Int Delay, s/veh	6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	19	66	16	21	73
Future Vol, veh/h	37	19	66	16	21	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	14	0	7	20	13
Mvmt Flow	45	23	80	19	25	88
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	67	0	234	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	-	-	4.1	-	6.6	6.33
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	2.2	-	3.68	3.417
Pot Cap-1 Maneuver	-	-	1547	-	716	980
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1547	-	679	980
Mov Cap-2 Maneuver	-	-	-	-	679	-
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	769	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	6		9.62		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	892	-	-	1547	-	
HCM Lane V/C Ratio	0.127	-	-	0.051	-	
HCM Ctrl Dly (s/v)	9.6	-	-	7.5	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

Longboat Key Town Center Park
3: Bay Isles Parkway & Gulf of Mexico Drive

Future Total Weekday
Timing Plan: PM Peak-Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	354	1	2	290	201	2	3	2	237	1	160
Future Volume (veh/h)	79	354	1	2	290	201	2	3	2	237	1	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1841	1900	1900	1856	1900	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	88	393	1	2	322	147	2	3	2	263	1	105
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	4	0	0	3	0	0	0	0	5	0	3
Cap, veh/h	402	842	2	434	533	463	93	117	47	352	1	437
Arrive On Green	0.07	0.46	0.46	0.29	0.29	0.29	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	1835	5	1006	1856	1610	0	422	169	748	3	1572
Grp Volume(v), veh/h	88	0	394	2	322	147	7	0	0	264	0	105
Grp Sat Flow(s),veh/h/ln	1810	0	1840	1006	1856	1610	591	0	0	751	0	1572
Q Serve(g_s), s	1.5	0.0	7.3	0.1	7.4	3.6	0.0	0.0	0.0	0.0	0.0	2.6
Cycle Q Clear(g_c), s	1.5	0.0	7.3	0.1	7.4	3.6	13.8	0.0	0.0	13.8	0.0	2.6
Prop In Lane	1.00		0.00	1.00		1.00	0.29		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	402	0	844	434	533	463	257	0	0	353	0	437
V/C Ratio(X)	0.22	0.00	0.47	0.00	0.60	0.32	0.03	0.00	0.00	0.75	0.00	0.24
Avail Cap(c_a), veh/h	456	0	1781	916	1423	1235	257	0	0	353	0	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	9.3	12.6	15.3	13.9	13.9	0.0	0.0	19.4	0.0	13.9
Incr Delay (d2), s/veh	0.3	0.0	0.9	0.0	2.4	0.8	0.0	0.0	0.0	8.5	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	3.9	0.0	5.0	2.0	0.1	0.0	0.0	6.7	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.7	0.0	10.1	12.7	17.6	14.7	13.9	0.0	0.0	27.9	0.0	14.2
LnGrp LOS	B		B		B		B		C		B	
Approach Vol, veh/h	482			471			7			369		
Approach Delay, s/veh	10.2			16.7			13.9			24.0		
Approach LOS	B			B			B			C		
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	29.7			20.0			8.5			21.2		
Change Period (Y+Rc), s	6.9			6.2			5.0			6.9		
Max Green Setting (Gmax), s	48.1			13.8			5.0			38.1		
Max Q Clear Time (g_c+I1), s	9.3			15.8			3.5			9.4		
Green Ext Time (p_c), s	4.9			0.0			0.0			4.8		
Intersection Summary												
HCM 7th Control Delay, s/veh	16.4											
HCM 7th LOS	B											

Longboat Key Town Center Park
3: Bay Isles Parkway & Gulf of Mexico Drive

Future Total Weekday
Timing Plan: PM Peak-Hour

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	79	354	2	290	201	2	3	237	1	160
Future Volume (vph)	79	354	2	290	201	2	3	237	1	160
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	6	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.0	16.9	39.9	39.9	39.9	13.2	13.2	13.2	13.2	13.2
Total Split (s)	10.0	55.0	45.0	45.0	45.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	13.3%	73.3%	60.0%	60.0%	60.0%	26.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.0	4.9	4.9	4.9	4.9	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	6.9	6.9	6.9	6.9		6.2		6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes	Yes					
Recall Mode	None	Min	Min	Min	Min	None	None	None	None	None
Act Effect Green (s)	27.4	25.4	17.9	17.9	17.9		14.2		14.2	14.2
Actuated g/C Ratio	0.52	0.48	0.34	0.34	0.34		0.27		0.27	0.27
v/c Ratio	0.17	0.45	0.01	0.52	0.32		0.02		0.76	0.32
Control Delay (s/veh)	6.5	10.3	11.5	17.7	3.6		16.5		39.1	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	6.5	10.3	11.5	17.7	3.6		16.5		39.1	5.9
LOS	A	B	B	B	A		B		D	A
Approach Delay (s/veh)		9.6		11.9			16.5		25.8	
Approach LOS		A		B			B		C	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 53.1

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.76

Intersection Signal Delay (s/veh): 15.3

Intersection LOS: B

Intersection Capacity Utilization 63.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bay Isles Parkway & Gulf of Mexico Drive



Longboat Key Town Center Park
4: Gulf of Mexico Drive & Bay Isles Road

Future Total Weekday
Timing Plan: PM Peak-Hour

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	394	425	20	38	51
Future Vol, veh/h	40	394	425	20	38	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	-	75	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	3	13	4	0
Mvmt Flow	44	433	467	22	42	56
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	489	0	-	0	999	478
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	521	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1085	-	-	-	268	591
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1085	-	-	-	257	591
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	592	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.78	0		13.29		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1085	-	-	-	388	591
HCM Lane V/C Ratio	0.041	-	-	-	0.108	0.095
HCM Ctrl Dly (s/v)	8.5	-	-	-	15.4	11.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.3

Longboat Key Town Center Park
5: Park Driveway 2

Future Total Weekday
Timing Plan: PM Peak-Hour

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	0	10	0	1	0	0	18	0	2	4
Future Vol, veh/h	4	0	0	10	0	1	0	0	18	0	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	11	0	0	0	0	6	0	50	0
Mvmt Flow	5	0	0	13	0	1	0	0	23	0	3	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	0	0	0	37	37	0	37	37	1
Stage 1	-	-	-	-	-	-	10	10	-	26	26	-
Stage 2	-	-	-	-	-	-	27	27	-	10	10	-
Critical Hdwy	4.1	-	-	4.21	-	-	7.1	6.5	6.26	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.299	-	-	3.5	4	3.354	3.5	4.45	3.3
Pot Cap-1 Maneuver	1635	-	-	-	-	-	973	859	-	974	771	1090
Stage 1	-	-	-	-	-	-	1016	891	-	996	787	-
Stage 2	-	-	-	-	-	-	996	877	-	1016	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1635	-	-	-	-	-	962	856	-	-	768	1090
Mov Cap-2 Maneuver	-	-	-	-	-	-	962	856	-	-	768	-
Stage 1	-	-	-	-	-	-	1013	888	-	996	787	-
Stage 2	-	-	-	-	-	-	988	877	-	1013	798	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	7.21											
HCM LOS	-											
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1635	-	-	-	-	-	-				
HCM Lane V/C Ratio	-	0.003	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	-	7.2	0	-	-	-	-	-				
HCM Lane LOS	-	A	A	-	-	-	-	-				
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-	-				

Longboat Key Town Center Park
1: Bay Isles Parkway & Bay Isles Road

Future Total Weekend
Timing Plan: PM Peak-Hour

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	83	84	120	115	8
Future Vol, veh/h	14	83	84	120	115	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	135	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	3	4	0
Mvmt Flow	18	108	109	156	149	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	451	80	160	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	296	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	542	971	1432	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	501	971	1432	-	-	-
Mov Cap-2 Maneuver	501	-	-	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.94	3.18		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1432	-	855	-	-	
HCM Lane V/C Ratio	0.076	-	0.147	-	-	
HCM Ctrl Dly (s/v)	7.7	-	9.9	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-	

Longboat Key Town Center Park
2: Park Driveway 1 & Bay Isles Road

Future Total Weekend
Timing Plan: PM Peak-Hour

Intersection

Int Delay, s/veh 7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	10	83	8	8	84
Future Vol, veh/h	14	10	83	8	8	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	12	101	10	10	102

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	29
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1597
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1597
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	6.76	8.98
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1016	-	-	1597	-
HCM Lane V/C Ratio	0.11	-	-	0.063	-
HCM Ctrl Dly (s/v)	9	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Longboat Key Town Center Park
3: Bay Isles Parkway & Gulf of Mexico Drive

Future Total Weekend
Timing Plan: PM Peak-Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	585	2	3	262	239	1	0	3	237	0	129
Future Volume (veh/h)	102	585	2	3	262	239	1	0	3	237	0	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1885	1885	1900	1900	1900	1885	1900	1885
Adj Flow Rate, veh/h	111	636	2	3	285	170	1	0	1	258	0	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	0	1	1	0	0	0	1	0	1
Cap, veh/h	450	897	3	309	572	485	126	34	54	432	0	428
Arrive On Green	0.08	0.48	0.48	0.30	0.30	0.30	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1810	1878	6	803	1885	1598	78	125	203	1089	0	1598
Grp Volume(v), veh/h	111	0	638	3	285	170	2	0	0	258	0	93
Grp Sat Flow(s),veh/h/ln	1810	0	1884	803	1885	1598	406	0	0	1089	0	1598
Q Serve(g_s), s	2.0	0.0	13.8	0.2	6.4	4.3	0.0	0.0	0.0	0.0	0.0	2.3
Cycle Q Clear(g_c), s	2.0	0.0	13.8	4.9	6.4	4.3	12.3	0.0	0.0	12.3	0.0	2.3
Prop In Lane	1.00		0.00	1.00		1.00	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	450	0	900	309	572	485	214	0	0	432	0	428
V/C Ratio(X)	0.25	0.00	0.71	0.01	0.50	0.35	0.01	0.00	0.00	0.60	0.00	0.22
Avail Cap(c_a), veh/h	486	0	1760	659	1395	1182	214	0	0	432	0	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	0.0	10.6	16.1	14.7	14.0	14.9	0.0	0.0	18.3	0.0	14.7
Incr Delay (d2), s/veh	0.3	0.0	2.2	0.0	1.4	0.9	0.0	0.0	0.0	2.3	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.0	7.7	0.0	4.3	2.4	0.0	0.0	0.0	5.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	0.0	12.8	16.1	16.2	14.9	14.9	0.0	0.0	20.6	0.0	14.9
LnGrp LOS	B		B	B	B	B	B			C	B	
Approach Vol, veh/h	749			458			2			351		
Approach Delay, s/veh	12.5			15.7			14.9			19.1		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	31.5			20.0		9.0	22.5	20.0				
Change Period (Y+Rc), s	6.9			6.2		5.0	6.9	6.2				
Max Green Setting (Gmax), s	48.1			13.8		5.0	38.1	13.8				
Max Q Clear Time (g_c+l1), s	15.8			14.3		4.0	8.4	14.3				
Green Ext Time (p_c), s	8.8			0.0		0.0	4.6	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				14.9								
HCM 7th LOS				B								

Longboat Key Town Center Park
3: Bay Isles Parkway & Gulf of Mexico Drive

Future Total Weekend
Timing Plan: PM Peak-Hour

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	102	585	3	262	239	1	0	237	0	129
Future Volume (vph)	102	585	3	262	239	1	0	237	0	129
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		6			8		4	
Permitted Phases	2		6		6	8		4		4
Detector Phase	5	2	6	6	6	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.0	16.9	39.9	39.9	39.9	13.2	13.2	13.2	13.2	13.2
Total Split (s)	10.0	55.0	45.0	45.0	45.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	13.3%	73.3%	60.0%	60.0%	60.0%	26.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.0	4.9	4.9	4.9	4.9	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0	6.9	6.9	6.9	6.9		6.2		6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes	Yes					
Recall Mode	None	Min	Min	Min	Min	None	None	None	None	None
Act Effect Green (s)	28.4	26.4	18.7	18.7	18.7		14.0		14.0	14.0
Actuated g/C Ratio	0.53	0.49	0.35	0.35	0.35		0.26		0.26	0.26
v/c Ratio	0.20	0.69	0.01	0.44	0.36		0.01		0.70	0.27
Control Delay (s/veh)	6.7	14.5	11.3	16.3	3.5		0.0		33.8	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	6.7	14.5	11.3	16.3	3.5		0.0		33.8	6.1
LOS	A	B	B	B	A		A		C	A
Approach Delay (s/veh)		13.4		10.2					24.1	
Approach LOS		B		B					C	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 53.8

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 14.8

Intersection LOS: B

Intersection Capacity Utilization 75.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Bay Isles Parkway & Gulf of Mexico Drive



Longboat Key Town Center Park
4: Gulf of Mexico Drive & Bay Isles Road

Future Total Weekend
Timing Plan: PM Peak-Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	667	366	7	12	54
Future Vol, veh/h	59	667	366	7	12	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	-	75	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	69	785	431	8	14	64
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	439	0	-	0	1358	435
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	924	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1132	-	-	-	166	626
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	390	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1132	-	-	-	155	626
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	390	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.68	0		12.67		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1132	-	-	-	284	626
HCM Lane V/C Ratio	0.061	-	-	-	0.05	0.102
HCM Ctrl Dly (s/v)	8.4	-	-	-	18.3	11.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2	0.3

Longboat Key Town Center Park
5: Park Driveway 2

Future Total Weekend
Timing Plan: PM Peak-Hour

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	43	2	0	35	0	3	0	1	0	2	7
Future Vol, veh/h	5	43	2	0	35	0	3	0	1	0	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	53	2	0	43	0	4	0	1	0	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	56	0	0	111	110	54	109	111	43
Stage 1	-	-	-	-	-	-	67	67	-	43	43	-
Stage 2	-	-	-	-	-	-	44	43	-	65	68	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1578	-	-	1562	-	-	872	784	1018	875	783	1033
Stage 1	-	-	-	-	-	-	949	843	-	976	863	-
Stage 2	-	-	-	-	-	-	975	863	-	950	842	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1578	-	-	1562	-	-	858	781	1018	870	780	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	858	781	-	870	780	-
Stage 1	-	-	-	-	-	-	945	840	-	976	863	-
Stage 2	-	-	-	-	-	-	964	863	-	945	839	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.73	0	9.05	8.78
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	893	178	-	-	1562	-	-	963
HCM Lane V/C Ratio	0.006	0.004	-	-	-	-	-	0.012
HCM Ctrl Dly (s/v)	9.1	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Appendix G: Growth Rate Calculations

Project: Longboat Key Town Center
Location: Longboat Key, Sarasota County
Notes: FDOT AADT

Volume Source #1: 0039 Gulf of Mexico Dr (0039 - SR 789)
Volume Source #2: 0028 Gulf of Mexico Dr (0028 - SR 789)
Volume Source #3: 0023 Gulf of Mexico Dr (0023 - SR 789)
Volume Source #4:
Volume Source #5:

Line	Month	Year	Volume Source #1	Volume Source #2	Volume Source #3	Volume Source #4	Volume Source #5	Average Volume
1		2021	17300	12900	19200			16466.66667
2		2022	16900	13100	19600			16533.33333
3		2023	17700	12200	20000			16633.33333
4		2024	17900	12400	18800			16366.66667
5		2025	16400	12200	18400			15666.66667
6								
7								
8								
9								
10								

INPUT DATA

Line	Month	Year	Aggregate Traffic Volume
1		2021	16466.66667
2		2022	16533.33333
3		2023	16633.33333
4		2024	16366.66667
5		2025	15666.66667
6			
7			
8			
9			
10			

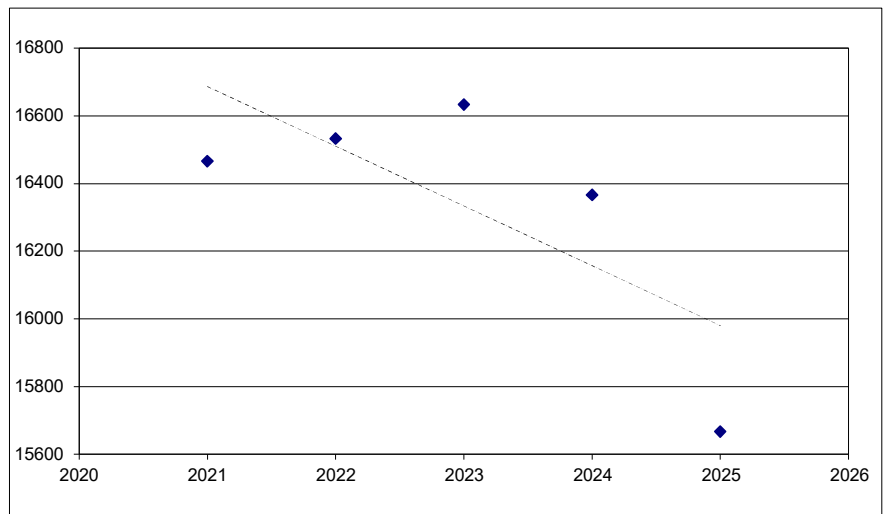
OUTPUT DATA

Line	Month	Year	Best Fit Volume Trend
1		2021	16686.66667
2		2022	16510
3		2023	16333.33333
4		2024	16156.66667
5		2025	15980
6			15803.33333
7			15626.66667
8			15450
9			15273.33333
10			15096.66667

Slope: -176.6666667
Intercept: 372846.6667
R²: 0.526029963
Standard Error: 306.1710972

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

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



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2025 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 0023 - SR 789 AT NEW PASS BRIDGE, LONGBOAT KEY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2025	18400 F	N 9400	S 9000	9.00	53.90	5.10
2024	18800 C	N 9600	S 9200	9.00	53.30	5.10
2023	20000 S	N 10000	S 10000	9.00	51.70	3.60
2022	19600 F	N 9800	S 9800	9.00	52.40	3.60
2021	19200 C	N 9600	S 9600	9.00	52.30	3.60
2020	17900 C	N 8800	S 9100	9.00	51.80	3.70
2019	15700 C	N 7900	S 7800	9.00	52.00	4.60
2018	18900 C	N 9500	S 9400	9.00	52.30	3.40
2017	17600 C	N 8900	S 8700	9.00	52.30	2.90
2016	14500 C	N 7300	S 7200	9.00	52.60	7.20
2015	15500 C	N 7800	S 7700	9.00	52.30	4.00
2014	18300 S	N 9100	S 9200	9.00	52.10	2.90
2013	17900 F	N 8900	S 9000	9.00	52.00	2.90
2012	17900 C	N 8900	S 9000	9.00	51.80	2.90
2011	16700 F	N 8400	S 8300	9.00	52.30	3.70
2010	16700 C	N 8400	S 8300	10.80	51.78	3.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2025 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 0028 - SR 789, AT MANATEE/SARASOTA CO LINE LONGBOAT KEY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2025	12200 S	N 6100	S 6100	9.00	53.90	4.00
2024	12400 F	N 6200	S 6200	9.00	53.30	4.00
2023	12200 C	N 6100	S 6100	9.00	51.70	4.00
2022	13100 F	N 6500	S 6600	9.00	52.40	3.60
2021	12900 C	N 6400	S 6500	9.00	52.30	3.60
2020	11900 C	N 5800	S 6100	9.00	51.80	3.50
2019	9300 C	N 4700	S 4600	9.00	52.00	5.60
2018	12400 C	N 6200	S 6200	9.00	52.30	3.20
2017	11700 C	N 5800	S 5900	9.00	52.30	2.70
2016	8500 C	N 4300	S 4200	9.00	52.60	4.70
2015	9200 C	N 4600	S 4600	9.00	52.30	5.10
2014	10400 C	N 5200	S 5200	9.00	52.10	3.60
2013	10000 F	N 5000	S 5000	9.00	52.00	3.20
2012	10000 C	N 5000	S 5000	9.00	51.80	3.20
2011	8600 F	N 4300	S 4300	9.00	52.30	5.30
2010	8600 C	N 4300	S 4300	10.80	51.78	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2025 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

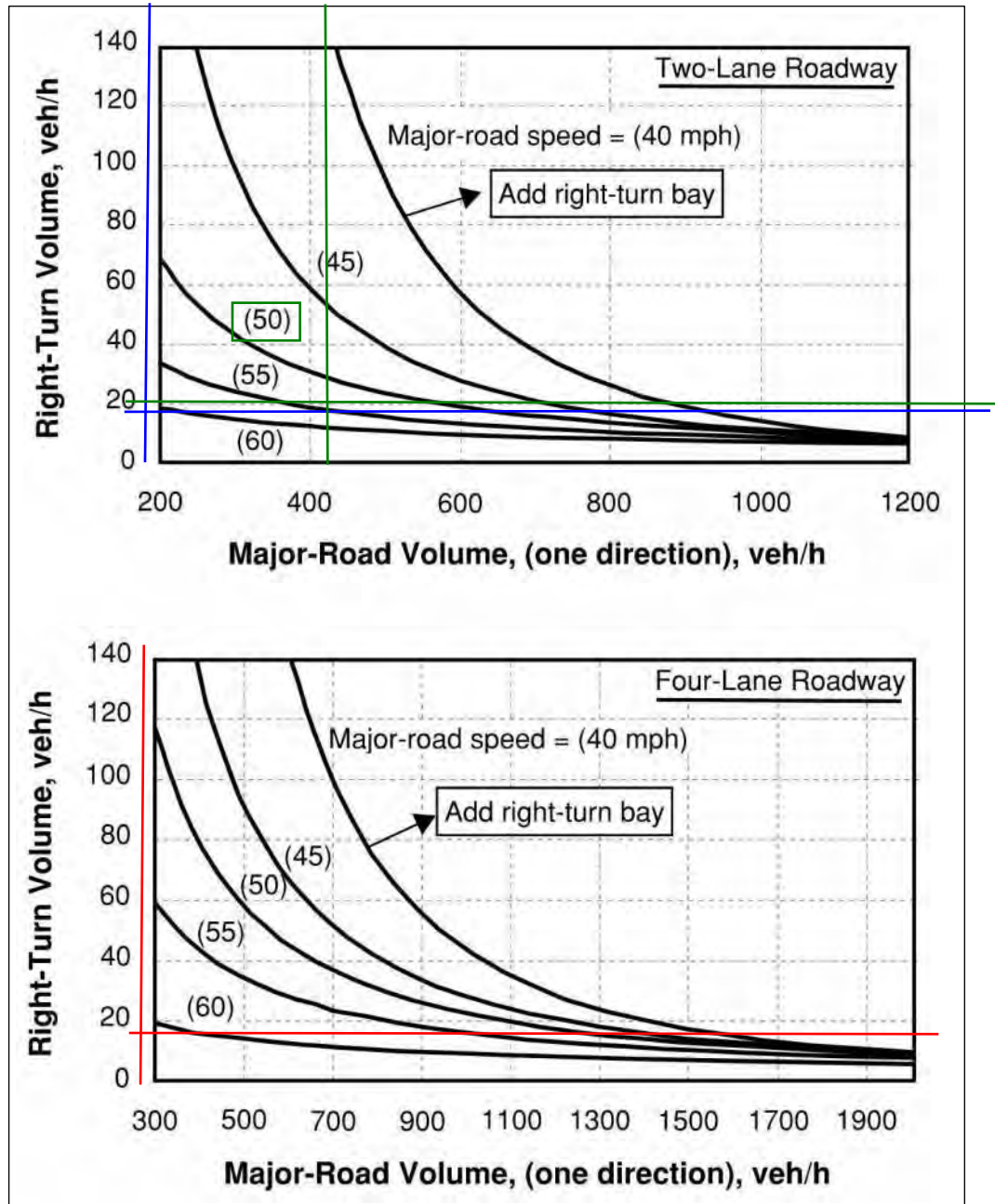
SITE: 0039 - SR 789, 0.1 MI N OF NORTH END OF CLUB RD, LONGBOAT

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2025	16400 C	N 8200	S 8200	9.00	53.90	5.30
2024	17900 S	N 8900	S 9000	9.00	53.30	4.30
2023	17700 F	N 8800	S 8900	9.00	51.70	4.30
2022	16900 C	N 8400	S 8500	9.00	52.40	4.30
2021	17300 C	N 8600	S 8700	9.00	52.30	3.80
2020	16400 C	N 8100	S 8300	9.00	51.80	3.50
2019	13600 C	N 6900	S 6700	9.00	52.00	5.10
2018	17500 C	N 8800	S 8700	9.00	52.30	3.50
2017	17000 C	N 8600	S 8400	9.00	52.30	3.20
2016	12800 C	N 6500	S 6300	9.00	52.60	7.50
2015	13100 C	N 6600	S 6500	9.00	52.30	4.60
2014	15100 C	N 7600	S 7500	9.00	52.10	3.00
2013	15400 F	N 7700	S 7700	9.00	52.00	3.70
2012	15400 C	N 7700	S 7700	9.00	51.80	3.70
2011	11800 F	N 5900	S 5900	9.00	52.30	4.50
2010	11800 C	N 5900	S 5900	10.80	51.78	4.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix H: Turn Lane Calculations

Figure 74 | Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway/Intersection



Source: [NCHRP Report 457](#), [TDOT Highway System Access Manual](#)

Bay Isles Road & Park Driveway

Weekday:
EBR - 19
EBT - 37
Weekend:
EBR - 10
EBT - 14

Bay Isles Road & Gulf of Mexico Drive

Weekday:
WBR - 20
WBT - 425
Weekend:
WBR - 7
WBT - 366

Bay Isles Parkway & Bay Isles Road

Weekday:
SBR - 14
SBT - 146
Weekend:
SBR - 8
SBT - 115

Tab 10 - 10 LBK Library Master Schedule for PUD

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LBK Library - Master Schedule for PUD

Task Name		Durati on	Start	Finish	2023				2024				2025				2026				2027				2028			
					Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1	Longboat Key Library																											
2	[-] OVERALL PROJECT	1932d	02/01/23	05/16/28																								
3	[+] DESIGN PROCUREMENT (Design and CM)	324d	02/01/23	12/21/23																								
18	[+] DESIGN CONTRACT	1065d	12/22/23	11/20/26																								
54	[-] PERMITTING	141d	06/19/26	11/06/26																								
55	LBK PUD Amendment	137d	06/19/26	11/02/26																								
56	SWFWMD	60d	06/19/26	08/17/26																								
57	LBK Site & Development	90d	06/19/26	09/16/26																								
58	Utility Permits	60d	09/08/26	11/06/26																								
59	Building Permit	60d	09/08/26	11/06/26																								
60	[+] CONSTRUCTION PROCURE/BID	134d	10/22/26	03/04/27																								
65	[+] CONSTRUCTION ADMINISTRATION	425d	03/19/27	05/16/28																								
67	[-] CONSTRUCTION CONTRACT	425d	03/18/27	05/16/28																								
68	Milestone-Notice to Proceed	0	03/18/27	03/18/27																								
69	Construction- NTP to Substantial	365d	03/19/27	03/17/28																								
70	Substantial to Final Completion	30d	03/18/28	04/16/28																								
71	Milestone-Final Completion	0	04/16/28	04/16/28																								
72	Occupancy	30d	04/17/28	05/16/28																								
73	[+] PROJECT CLOSEOUT	30d	04/17/28	05/16/28																								

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Tab 11 - 14 Request for Departure & Property Offset Sketch

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REQUEST FOR DEPARTURE

Amendment to Ordinance 2023-04 ODP/PUD for the Longboat Key Library

6/16/2026

Applicant is requesting a Departure from Site location and character of use requirements, Subsection 158.030 (A), specifically the building side yard setback. Subsection 158.075 identifies the minimum side yard setback for permitted non-residential structures of 30 ft. **Applicant is requesting a Departure to allow one side yard setback of 15.3 ft.** The other side is open to the Town Center Green. Please refer to attached PUD Property Offset Sketch EX2 dated 6/11/26.

Effect on Departure Criteria in Subsection 158.036 (D):

(D) *Standards for approval or disapproval of Departures.* Planned unit development applications may be accompanied by requests for Departures from specific standards of Article IV of this Chapter and from the standards of Section 158.030, whether the application for final Site Development Plan approval is concurrently filed or not. However, Departures may not be granted to add uses that are not listed in the Use Regulations tables in Article IV for the zoning district underlying the Planned Unit Development. Before approving a Departure, the Town Commission shall determine by competent, substantial evidence of record that each Departure is consistent with the Longboat Key Comprehensive Plan and shall decide whether each Departure either meets or has no material adverse effect on the following criteria, except where clearly inapplicable to the requested Departure:

(1) The Departure is no less consistent with the health, safety, and welfare of abutting landowners and the general public than the standard from which the Departure is being requested, and the Departure adequately protects against adverse impacts to adjacent parcels and the surrounding area.

RESPONSE:

Abutting uses include a bank with drive through facilities and a large parking lot associated with a Publix grocery store. All activity along the adjoining side yard is primarily vehicular. With the anticipated broad range of uses associated with the Town Center and the proposed library which are primarily civic and public, no adverse impacts are anticipated.

(2) The Departure preserves or enhances natural or scenic qualities, or preserves a larger percentage of open space than required by the Zoning Code, or preserves higher quality natural areas or more attractive and useful public spaces.

RESPONSE:

The need for the setback Departure is due to the available existing space provided in the original Town Center design versus the scope of the requirements of the proposed library. The Town coordinated with the County to expand the programmed square footage of the library through input from Public Workshops and private donations. Allowing this larger library footprint to encroach on the side yard setback maximizes preserves the primary public open space on the Town Center Green side. Please refer to attached PUD Property Offset Sketch EX2 dated 6/11/26.



(3) The Departure facilitates desirable infrastructure, stormwater retention, or parking facilities.

RESPONSE:

The Departure facilitates the enlarged library so it can include the Enhanced (enlarged) Community Room.

(4) The Departure reduces traffic impacts or improves traffic circulation.

RESPONSE:

Not applicable.

(5) The Departure enhances the project's character and compatibility within the development and with adjacent developments.

RESPONSE

The location of the proposed library does not afford for a "back" to the building. Therefore, the design provides design features that enhance the compatibility with surrounding uses on all sides including the side yard in question. It has a small outdoor deck for staff, and the adjoining mechanical (A/C) units are fully screened.

(6) The Departure allows the project to add or improve on-site amenities and recreational opportunities serving the development and the community.

RESPONSE

The requested setback departure allows for the larger interior space, but also for a large public Deck and Terrace opening onto the Town Center Green that was also developed through input in Public Workshops. This terrace would not fit if a 30ft side yard setback was maintained.

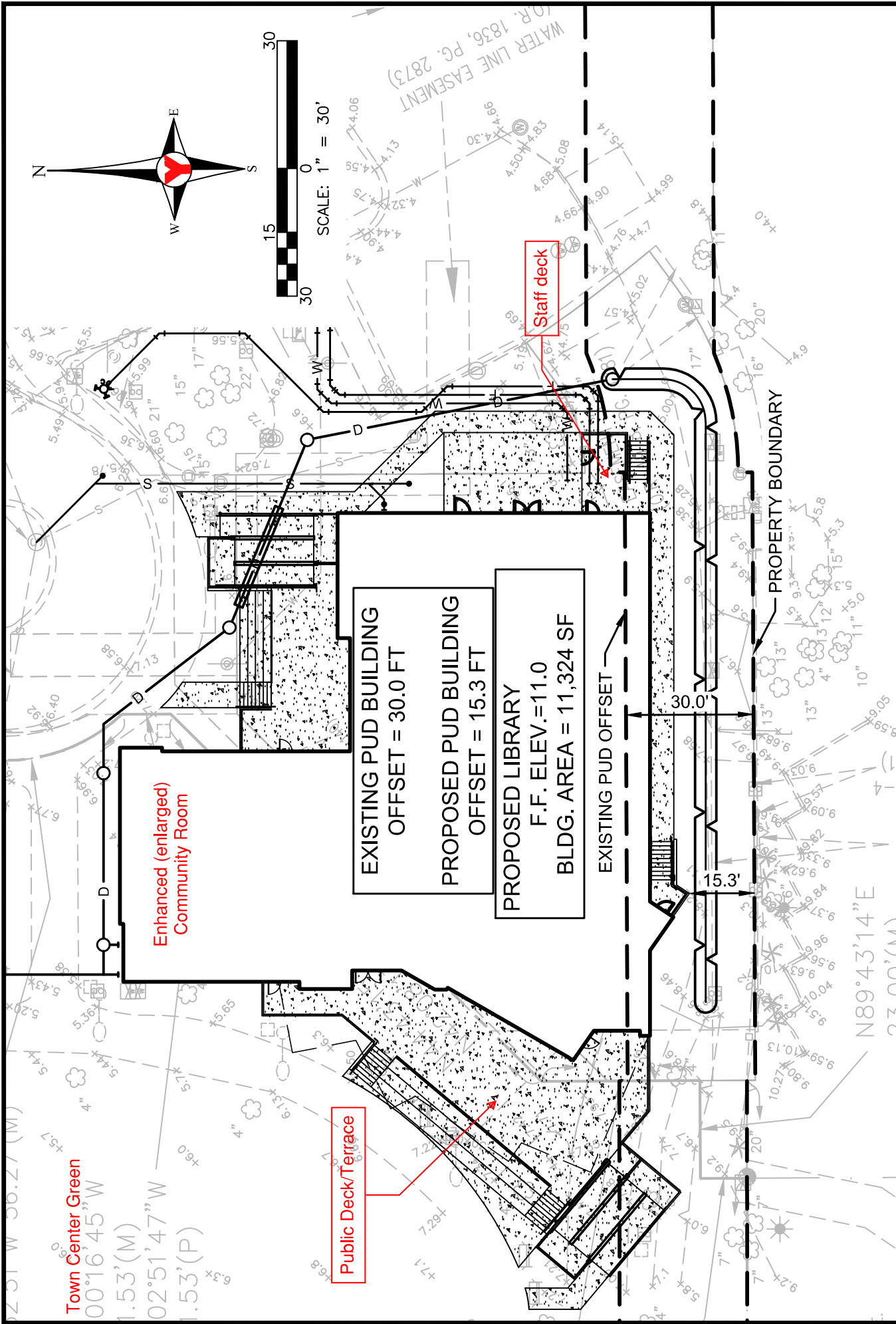
(7) The Departure helps the project promote walkability, offers multimodal transportation options, improves access to existing commercial or other amenities, or improves connections to beach or bay accesses.

RESPONSE

The Departure helps promote walkability by allowing a public library to be collocated with walkable community events and recreation.

Brad Gaubatz, AIA, LEED AP, PMP
Facilities/PRNR Operational Manager
Capital Projects, Sarasota County
941-861-0853
bgaubatz@scgov.net

Attachment: PUD Property Offset Sketch EX2 dated 6/11/26



DESIGN		INITIALS	DATE	JOB NO.	
DRAWN		JMB	01/06/25	23005301LC	
CHECKED		JMB	01/06/25	SHEET NO.	
QUALITY CHK		MAA	06/11/26	EX2	
SCALE		MAA	06/11/26		
MARK A. ADLER, PE				LBK LIBRARY	
No. 37799				PUD PROPERTY OFFSET SKETCH	
DATE				SECTION 08 TOWNSHIP 36S., RANGE 17E.	
				PREPARED FOR: SARASOTA COUNTY CAPITAL PROJECTS	
				1001 SARASOTA CENTER BOULEVARD	
				SARASOTA, FL 34240	

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Tab 12 - Authorized Agent Form

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**Town of Longboat Key
Planning, Zoning and Building Department**

501 Bay Isles Road
Longboat Key, Florida 34228
941-316-1966
941-316-1970 FAX

PROPERTY OWNER AFFIDAVIT – AUTHORIZED AGENT

(I), (We) Town of Longboat Key as owner(s) of the property whose
address and legal description is (enter legal address) 600 Bay Isles Road - Parcel "C" Bay Isles Unit 9 P.B 30, Page 47
hereby appoint Brad Gaubatz, Sarasota County Government Capital Projects Dept.
as our Authorized 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 Amendment to PUD/ODP Established through ToLBK Ordinances 2023-03
(Site Development Plan, ODP Amendment, Variance, Zoning Determination, Special Exception, Permitting, etc.)

**If this Affidavit is for an Association, please provide a copy of the Board Meeting minutes / authorization
allowing the work to be completed.**

SIGNATURE OF PROPERTY OWNER

Signature of Property Owner/Board Member

Printed/Typed Name of Property Owner/Board Member ISAAC BROWNMEN

Signature of Property Owner/Board Member

Printed/Typed Name of Property Owner/Board Member

Mailing Address of Property Owner(s) / Association: 501 Bay Isles Rd, Longboat Key, FL 34228

Telephone Number: 941-316-1999 Email Address: Commission@longboatkey.org

NOTARIZATION OF OWNER'S SIGNATURE

State of Florida

County of Sarasota

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this
18 day of June 2024 By Isaac Brownman

Signature of Notary Public Stephanie Garcia

Printed/Stamped Name of Notary Public

Personally known ☒ OR produced identification ☐ Type of ID.



AGENDA ITEM 8-B
6960 GULF OF MEXICO DRIVE
COMPREHENSIVE PLAN AMENDMENT

M E M O R A N D U M

TO: Planning and Zoning Board

From: Allen Parsons, AICP
Director, Planning, Zoning, and Building Department

Report Date: August 24, 2026

Meeting Date: September 15, 2026

Subject: Ordinance 2027-01, Amending the Comprehensive Plan Future Land Use Map for 6960 Gulf of Mexico Drive; and

Ordinance 2027-02, Amending the Zoning Map (Rezoning) for 6960 Gulf of Mexico Drive

Background

This request has two parts, it entails:

1. Amending the Comprehensive Plan Future Land Use Map (FLUM) designation, from the OI (Office Institutional) designation to the CH (Commercial Highway) designation¹, and
2. A Rezoning of the property from the O-I (Office–Institutional) district to the C-3 (Highway-Oriented Commercial) district².

These land use and zoning designation changes are intended to set the stage for an expansion of the existing Whitney's restaurant on the adjacent property at 6990 Gulf of Mexico Drive.

The subject property is located at 6960 Gulf of Mexico Drive, adjacent to Whitney's Restaurant, which is owned and operated by the Applicant. The subject property is currently designated and zoned for office/institutional use and contains a vacant former bank building.

The requested Future Land Use Map and Zoning Map amendments are being sought to allow the subject property to be integrated with the adjacent restaurant parcel to accommodate an expansion of the existing restaurant/commercial use, including proposed outdoor dining and associated site improvements.

Existing Conditions

The surrounding area includes a mix of office, commercial and residential land uses and zoning districts, including Office-Institutional (O-I), Commercial (C-2 and C-3), Residential Single-Family (R-6SF), and Low-Medium-Density Mixed Residential (R-3MX). The adjacent Whitney's Restaurant property is zoned

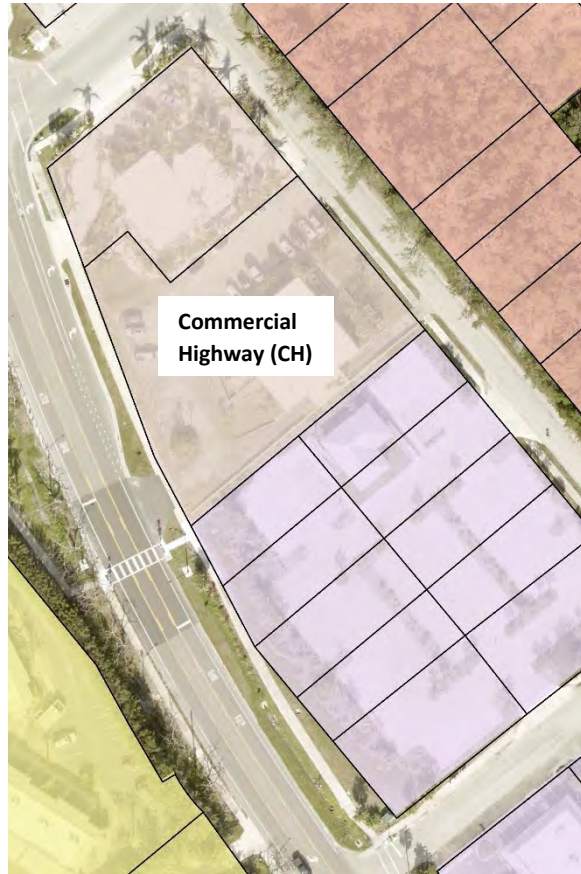
¹ The proposed amendments do not involve text changes to the Comprehensive Plan's Goals, Objectives, Policies or Strategies.

² Both of these Future Land Use Designations have zero (0) density under the 1984 Comprehensive plan. The proposed amendments do not trigger the referendum requirement, as there is no net change in density.

Highway-Oriented Commercial (C-3) and has a Future Land Use designation of Commercial Highway (CH). There are ten vacant, unimproved residential lots to the east of Palm Drive.

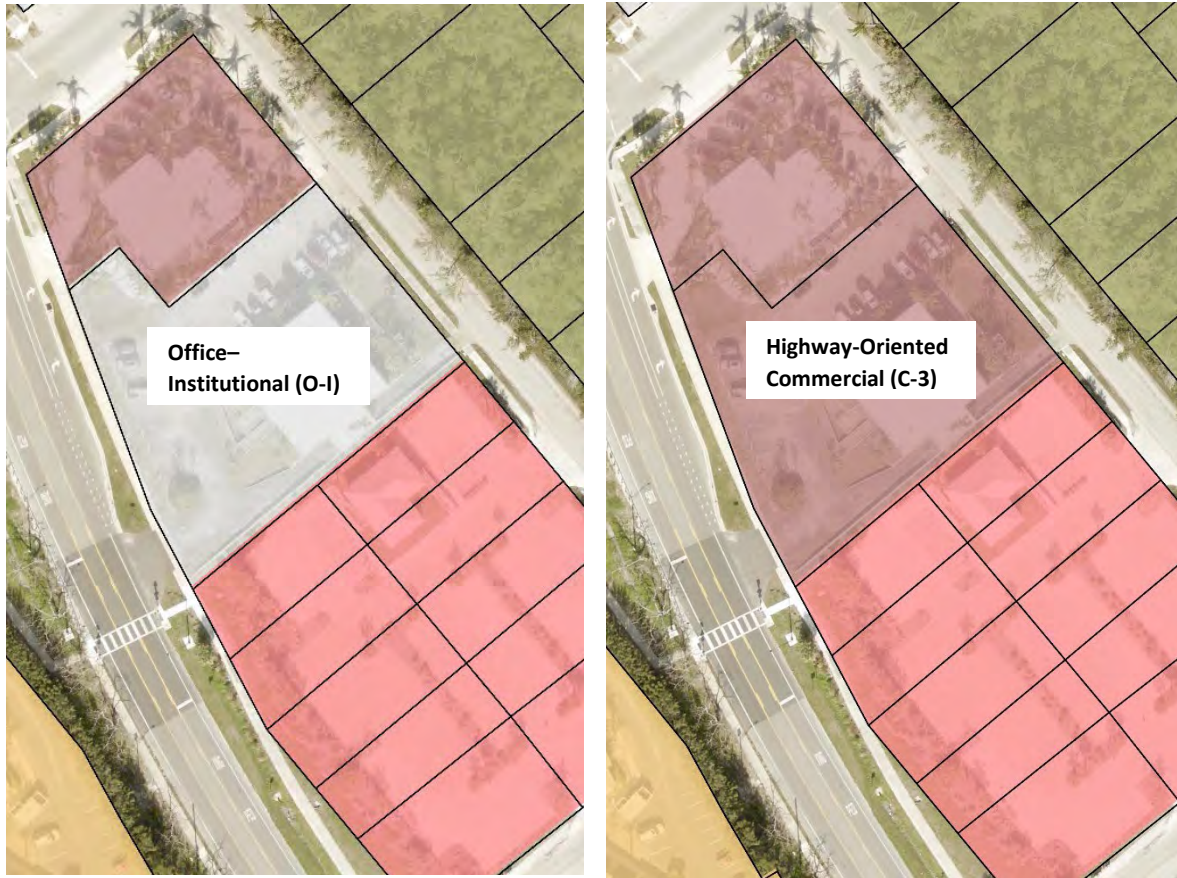


Existing Conditions



Comprehensive Plan Amendment and Rezone – 6960 Gulf of Mexico Drive

Current (left) and proposed (right) – Future Land Use



Current (left) and proposed (right) - Zoning

The subject property is 30,105 square feet in size and contains a vacant bank building, which will be demolished to accommodate the proposed redevelopment.



Previously vacant bank building

Proposed Dining Venue

For informational purposes³, the applicant has provided materials on the proposed expanded dining venue, which includes the construction of approximately 1,370

³ The applications under consideration are limited to the Comprehensive Plan, Future Land Use Map amendment (Ordinance 2027-01) and the rezoning (Ordinance 2027-02).

square feet of new building area to support the expansion of Whitney's Restaurant. The proposed future improvements include approximately 700 square feet of shared kitchen space, 280 square feet of storage and cooler space, and 390 square feet of restroom facilities.

The proposed dining venue will accommodate approximately 200 seats. In addition, the project proposes approximately 2,900 square feet of outdoor dining areas integrated with tropical landscaping and the existing restaurant facilities. Consideration of the Site Development Plan is proposed, by the applicant, to be submitted separately for consideration at a future quasi-judicial hearing. A Site Development Plan would be considered in a public hearing by the Planning & Zoning Board.



Applicant provided rendering of the new restaurant space

Staff Assessment

Consistency with the Comprehensive Plan

Amendments to the Comprehensive Plan may be approved, if they are found to be consistent with the Goals, Objectives, Policies and Strategies of the Plan and in the best interest of the health, safety, and welfare of the citizens of Longboat Key. To facilitate the Planning and Zoning Board's review and consideration of the impact of the proposed amendment on the Plan and on the health, safety, and welfare of the citizens of Longboat Key, staff provides the following assessment (in **bold**).

- **FLU GOAL 1**

To preserve and enhance the character of the Town of Longboat Key by the following: 1) ensuring that the location, density, intensity, and character of land uses are responsive to the social and economic needs of the

community and are consistent with the support capabilities of the natural and manmade systems; and 2) maintaining an environment that is conducive to the health, safety, welfare, and property values of the community.

Staff: The proposed land use would allow for a potentially more viable non-residential use type and would provide for the subject property's integration with the adjacent property to the north. The site has been vacant and for sale for an extended period of time and it appears that an office land use is not conducive to market conditions. The site is currently served by existing manmade systems of Town infrastructure such as roads, water, sewer service, and public safety.

- Future Land Use Element, Policy 1.1.7: *In development planning efforts, emphasis will be placed upon the protection of the visual and aesthetic character of neighborhoods, including open space.*

Staff: The primary existing land use of properties in the immediate area include a range of commercial intensities near residential properties. The subject property's location along Gulf of Mexico Drive, adjacent to commercial land uses, both north and south, are appropriate. The applicant has indicated that the intent of the land use change is to integrate the longstanding vacant property into an adjacent successful restaurant business.

- Future Land Use Element, Policy 1.3.1: *The development of land will be coordinated in conjunction with the provision of public facilities and services consistent with the Town's concurrency management system.*

Staff: Public Works Department has stated that there is adequate potable water capacity and sanitary sewer capacity to service this property and proposed future project. The proposed land use change will not affect the adopted Level of Service (LOS) standards of the Town.

- Future Land Use Element, Policy 1.5.2: *All proposed amendments to this Comprehensive Plan will comply procedurally with state laws, the Town's Charter, and land development regulations.*

Staff: The plan amendment has followed all applicable rules and procedures.

Rezone Consistency with the Comprehensive Plan

Changing the zoning of the subject property from the Office Institutional (OI) zoning district to the Highway-Oriented Commercial (C-3) would be consistent with the corresponding Commercial Highway (CH) Comprehensive Plan Future Land Use Map designation that is also owned by the Applicant and is intended to be subsequently jointly developed. The proposed amendment can be found to be compatible with adjacent uses and would enhance the established character of the

surrounding area. The amendment supports the continued presence of appropriately located commercial uses along this non-residential section of the Gulf of Mexico Drive corridor, reinforces the viability of longstanding local businesses, and encourages the redevelopment and productive reuse of vacant or underutilized properties. These outcomes are consistent with protecting and enhancing the visual and aesthetic character of the corridor and surrounding neighborhood. If the Future Land Use designation is changed, the proposed change in zoning may be found to be consistent with the Comprehensive Plan and would not be detrimental to the public health, safety, or welfare of the Town of Longboat Key.

Per Zoning Code Sec. 158.022(B), the Planning and Zoning Board's recommendation is required to be based on the following:

(1) Whether the proposed change would be consistent with the land use designation on the Town's Future Land Use Map or other provisions of the Town's Comprehensive Plan;

Staff: As noted above, if the Future Land Use Map designation of the subject property is changed, the proposed rezoning would be consistent with the Future Land Use Map and other provisions of the Town's Comprehensive Plan.

(2) Whether the proposed change would be consistent with the adopted goals, objectives, and policies contained in the Town's Comprehensive Plan;

Staff: The proposed change is consistent with the adopted goals, objectives, and policies contained in the Town's Comprehensive Plan (see Staff Analysis section above).

(3) Whether the proposed change would be compatible with the existing land use pattern and zoning categories of adjacent properties;

Staff: As noted above, the primary existing land use of properties in the immediate area include a range of commercial intensities near residential properties. The proposed change is compatible with the existing land use pattern and zoning categories of adjacent properties.

(4) Whether the proposed change would adversely impact the neighboring properties or the Town in general; and

Staff: Staff does not believe the proposed change would adversely affect or impact the neighboring properties or the Town in general. The rezoning would allow for a longstanding non-residentially zoned property to be developed with a similar use intensity as found in the vicinity.

(5) Whether the proposed change would cause the lot, structure, building, or use to become nonconforming.

Staff: The proposed change would not cause the lot, structure, building, or use to become nonconforming. If the proposed development were not to proceed, a bank or office use would still be allowable in the proposed C-3 zoning district.

Small-scale Development Activities

Staff determined that the proposed plan amendment meets the criteria to be approved as a “small-scale” development activity. Florida Statute 163.3187(1) requires that a proposed site-specific small-scale development plan amendment, not involve a text change to the goals, policies, and objectives of the local government’s Comp Plan, and may only propose a land use change to the future land use map. Small-scale amendments provide for a shorter, less involved process than a typical Comp Plan amendment. For example, there is no requirement for transmittal, review, and comment by the Florida Commerce Department and multiple other agencies and governments before adoption. Instead, the amendment and supporting documents are adopted and sent to the Florida Commerce Department and the local Regional Planning Council, (in this case the Tampa Bay Regional Planning Council), to provide those agencies with notice of the amendment. Florida Statutes 163.3187(1) provides the criteria for small-scale development plan amendments:

- a) *The proposed amendment involves 50 or fewer acres. Staff Note: The survey submitted showed that the subject properties are approximately 0.69 acres.*
 - b) *The proposed amendment does not involve a text change to the goals, policies, and objectives of the local government’s comprehensive plan, but only proposes a land use change to the future land use map for a site-specific small scale development activity. However, text changes that relate directly to, and are adopted simultaneously with, the small scale future land use map amendment shall be permissible under this section.*
 - c) *The property that is the subject of the proposed amendment is not located within an area of critical State concern.*
- **Staff finds that the proposed amendment meets the above criteria.**

Staff Recommendation

Based upon the above assessment, staff recommends that the Board recommend approval of Ordinance 2027-01 amending the Comprehensive Plan Future Land Use Map (FLUM) designation, from the OI (Office Institutional) designation to the CH (Commercial Highway) designation and Ordinance 2027-02 rezoning from the O-I (Office–Institutional) district to the C-3 (Highway-Oriented Commercial) district for property located 6960 Gulf of Mexico Drive.

Attachments

- A. Ordinance 2027-01, Comprehensive Plan Amendment
- B. Ordinance 2027-02, Rezoning
- C. Applicants' Applications

ORDINANCE 2027-01

AN ORDINANCE OF THE TOWN COMMISSION OF THE TOWN OF LONGBOAT KEY, FLORIDA, ADOPTING THE PROPOSED AMENDMENT TO THE COMPREHENSIVE PLAN OF THE TOWN OF LONGBOAT KEY, AS AMENDED, PROVIDING FOR A SMALL SCALE AMENDMENT TO CHANGE THE FUTURE LAND USE MAP FROM OFFICE INSTITUTIONAL (OI) TO COMMERCIAL HIGHWAY (CH) FOR PROPERTY CONSISTING OF APPROXIMATELY 0.6911 ACRES LOCATED AT 6960 GULF OF MEXICO DRIVE PURSUANT TO THE REQUIREMENTS OF SECTION 163.3187(1), FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT HEREWITH; PROVIDING FOR CODIFICATION; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR RECORDING IN THE OFFICIAL RECORDS.

WHEREAS, the Local Government Comprehensive Planning and Land Development Regulation Act (hereinafter the "Act") (Sections 163.3161 through 163.3215, Florida Statutes), authorizes and requires the Town of Longboat Key to adopt and maintain a Comprehensive Plan in accordance with the Act; and

WHEREAS, Sections 163.3184 and 163.3187, Florida Statutes, titled "Process for adoption of comprehensive plan or plan amendment," and "Amendment of adopted comprehensive plan," respectively, empowers the local government to develop and adopt comprehensive plan amendments; and

WHEREAS, Section 163.3187(2), Florida Statutes, requires one public hearing before the governing board, which shall be an adoption public hearing; and

WHEREAS, the applicant, Robert Rokop as agent for Whitney LBK, LLC, (hereinafter "Property Owner"), submitted an application for a comprehensive plan map amendment to change the future land use designation of real property located at 6960 Gulf of Mexico Drive (hereinafter collectively referred to as the "Property"); and

WHEREAS, the applicant requests approval of its application to change the future land use designation of said Property within the Town's comprehensive plan from Office Institutional (OI) to Commercial Highway (CH); and

WHEREAS, pursuant to the Act, Chapter 33 of the Town of Longboat Key Code designates the Town of Longboat Key Planning and Zoning Board as the local planning agency, responsible for the preparation of the local Comprehensive Plan and amendments thereto; and

WHEREAS, the Town of Longboat Key Planning and Zoning Board, at a duly noticed public hearing on September 15, 2026, considered the proposed comprehensive plan amendment relating to the above referenced Property; and

WHEREAS, the Planning and Zoning Board voted to recommend approval of the proposed comprehensive plan amendment relating to the above referenced Property, forwarding the same to the Town Commission for their review and approval; and

WHEREAS, the Town Commission of the Town of Longboat Key, at a duly noticed public hearing on _____, 2026, considered the proposed comprehensive plan amendment relating to the above referenced Property; and

WHEREAS, the Town Commission finds that the proposed comprehensive plan amendment for the Property meets all criteria for adoption as a small-scale development plan amendment under Section 163.3187(1), Florida Statutes; and

WHEREAS, the Town Commission of the Town of Longboat Key finds that the proposed comprehensive plan amendment is consistent with the Town's Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED, BY THE TOWN COMMISSION OF THE TOWN OF LONGBOAT KEY, FLORIDA, THAT:

SECTION 1. The Whereas clauses set forth above are hereby adopted as findings by the Town Commission for the adoption of this Ordinance.

SECTION 2. The Town of Longboat Key Future Land Use Map is hereby amended for approximately 0.6911 acres located at 6960 Gulf of Mexico Drive, Longboat Key, Florida 34228 from Office Institutional (OI) to Commercial Highway (CH).

SECTION 3. If any section, subsection, sentence, clause or provision of this Ordinance is held to be invalid or ineffective, except for the recording requirement in Section 6, the validity of the remaining portions of this Ordinance shall not be affected.

SECTION 4. All ordinances and parts of ordinances in conflict herewith shall be and the same are hereby repealed.

SECTION 5. This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Longboat Key.

SECTION 6. This Ordinance shall take effect upon first reading in accordance with applicable Florida law and the Charter of the Town of Longboat Key.

SECTION 7. This Ordinance shall be recorded in the Official Records of Manatee County, at the expense of the applicant.

Adopted on first reading and public hearing the ____ day of _____, 2026.

Debra Williams, Mayor

ATTEST:

Celine Kidwell, Town Clerk

APPLICANT'S APPLICATION PACKAGE



Town of Longboat Key
Planning, Zoning and Building Department
501 Bay Isles Road
Longboat Key, Florida 34228
941-316-1966
941-316-1970 FAX

APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT

Application must be completed in its entirety, and owner's signature notarized.

APPLICANT IS REQUIRED TO INITIALLY SUBMIT FIVE (5) INDIVIDUAL, COLLATED SETS OF THIS APPLICATION, SUPPORTING PLANS AND DOCUMENTS ALONG WITH ONE (1) DIGITAL COPY OF ALL MATERIALS FOR THE DEVELOPMENT REVIEW COMMITTEE MEETING. ONCE APPLICATION DEEMED COMPLETE, ADDITIONAL COPIES WILL BE REQUESTED.

COMPREHENSIVE PLAN AMENDMENT APPLICATION FEE: \$3,000 deposit
IF PAYING BY CREDIT CARD, PLEASE COMPLETE A CREDIT CARD AUTHORIZATION FORM

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.

Date Filed: _____

Name of Development: Whitney's Restaurant Outdoor Dining Expansion

Site Address: 6960 Gulf of Mexico Drive, Longboat Key, FL 34228-1108

Legal Description: Lot 4 Block: 24 Subdivision or Plat: Longbeach

PROPERTY OWNER

Name: Joseph V. Chillura

Company/Firm: Whitney LBI

Phone: (813) 610-4000

Fax: _____

Email: Jchillura@valley.com

Mailing Address: 113 East Whiting Street

City: Tampa

State: FL

Zip: 33602

APPLICANT/AGENT

Name: Robert Rokop

Company/Firm: Robert Rokop Architect, LLC

Phone: 941.961.2043

Fax: _____

Email: robertrokop@gmail.com

Mailing Address: 333 Tamiami Trail S., Suite 293

City: Venice

State: FL

Zip: 34285-2415

EXISTING SITE INFORMATION:

Zoning District: C-3 **Square Footage of Site:** 30,105sf (0.6911ac)

Please provide a brief description of the proposed amendment (including whether the proposed amendment is a text, map, or text/map amendment: Rezone of property from O-I to C-3 to allow for the expansion of an existing restaurant.

Is this amendment being filed as a proposed 'small scale' development activity pursuant to Section 163.3187(1)(c), Florida Statutes? Yes X No

ATTACHMENTS CHECKLIST:

- A. A proposed amendment involving text changes should include a copy of the currently adopted text with proposed additions underlined and proposed deletions struck through with description as to how the amendment is consistent with relevant goals, objectives and policies or the Comprehensive Plan (and skip to 'Q' below). N/A X Attached
- B. A proposed map amendment shall include a 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. **If applicant is a contract purchaser, provide a copy of contract.** Attached
- C. Current land survey with a complete legal description prepared and certified by a registered surveyor, **provided at a readable scale.** Attached X
- D. Map or maps showing: (Map/s must be at a readable scale, be legible, show a North arrow and include a scale.) Attached X
- Proposed Future Land Use Map designation of the subject parcel.
 - Current Future Land Use Map designation of the subject property and all abutting properties.
 - Existing land use (e.g., house, commercial, vacant) of subject parcel and all abutting properties within 500' radius of subject parcel.
 - Existing Zoning Districts for the subject parcel and all abutting properties.
 - Proposed Zoning District for the subject parcel.
 - Relation of the subject property to the surrounding area. Indicate a 500' radius from property boundary out. Label all roads, streets, alleys, neighborhoods, and other identifiable landmarks.
 - Show all existing and proposed curb cuts (driveways).
 - Most recent aerial photograph of the site showing boundaries, adjacent existing land uses, roads, streets, alleys, neighborhoods, and other identifiable landmarks.
- E. 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. Additional related information should include the extent and type of wetlands in accordance with the town's Comprehensive Plan. N/A X Attached
- F. Describe the property and its characteristics. Attached X
- G. Provide an assessment for the subject parcel containing any plant or animal species with special status, or rare, threatened or endangered spaces of special concern? (e.g., Mangrove, Gopher Tortoise, Scrub Jay, Indigo Snake, Bald Eagle, Florida Coontie.) N/A X Attached
- H. Environment. Please provide an assessment of ALL habitats found on the property.

Please provide an assessment of how all species (G above) and habitats (H above) will be protected or managed. N/A X Attached

APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT

Page 3

- I. Concurrency. An analysis of all applicable Level of Service (LOS) elements in the Town's Comprehensive Plan. Analysis shall indicate how the proposed development will impact the Town's infrastructure. Analysis shall include, but not be limited to: Transportation, Potable Water, Sanitary Sewer, Solid Waste, Recreation and Open Space and Drainage. **Attached** X
- J. Identification of any capital improvements necessary to maintain the adopted LOS. **Attached** X
- K. Utilities.
- Provide a letter from the Town's Public Works Department stating that there is adequate potable water capacity to serve the proposed development or describe how adequate capacity will be provided. **N/A** **Attached** X
 - Provide a letter from the Town's Public Works Department stating that there is adequate sanitary sewer service capacity to serve the proposed development or describe how adequate capacity will be provided. **N/A** **Attached** X
 - Nearest Fire hydrant location (distance in feet) from the property. **N/A** **Attached** X
- L. Historical or Archaeological sites on the property? **N/A** X **Attached**
- M. Provide which FEMA flood zone is the property located? **Attached** X
- N. If the property is subject to localized flooding or standing water, please describe the on-site and off-site impacts. **N/A** **Attached** X
- O. Provide the Hurricane Storm Surge Category for the property. **Attached** X
- P. Provide evacuation information based on the proposed amendment, considering the number of persons requiring evacuation, availability of hurricane shelter spaces and evacuation routes. **N/A** X **Attached**
- Q. Provide a narrative describing why the change is needed or warranted. **Attached** X
- R. Provide a narrative describing consistency with the all-applicable policies of the Town's Comprehensive Plan goals, objectives and policies elements and sub-elements. **Attached** X
- S. Provide consistency with Article II, Section 22, Town Charter. **N/A** X **Attached**
- T. Attach any supporting documents not included in the requirements, but contribute to making the request clear. **Attached** X

REVIEW CRITERIA FOR COMPREHENSIVE PLAN AMENDMENTS

The Planning and Zoning Board may recommend to the Town Commission an amendment to any provision of the comprehensive plan, in accordance with the following standards. Provide how the amendment is consistent with these standards.

- Whether the proposed amendment maintains the unique island character of the Town;
- Whether the proposed amendment protects, promotes and improves public health, safety, comfort, order, appearance, convenience, morals, and general welfare of the people;
- Whether the proposed amendment strengthens the Town's role in establishing and implementing the comprehensive planning process in order to protect natural and man-made resources;
- Whether the proposed amendment maintains, through orderly growth and development, the character and stability of present and future land use and community development.
- Whether the proposed amendment is in harmony with the Town's Codes, including, but not limited to Article II Section 22, *Comprehensive Plan. For Town.*

CERTIFICATION

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. Furthermore, I acknowledge that the Town of Longboat Key has the right to inspect the subject property in conjunction with this Comprehensive Land Use Plan amendment application. (Please advise the Town of any restrictions or limitations on the inspections.)

(I) (WE) understand that this application becomes a part of the permanent records of the Planning, Zoning and Building Department. (I) (WE) hereby certify that the above statements and the statements or showings made in any paper or plans submitted herein are true to the best of (my) (our) knowledge and belief.

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: _____

Date: 2/17/26

(If applicant is not the property owner, a property owner affidavit will be required)

NOTARIZATION OF SIGNATURE

State of Florida

County of Hillsborough

The foregoing instrument was acknowledged before me by means of physical presence ☒ or online notarization ☐,
this 17th day of February 20 26 By Joseph Chillum

Signature of Notary Public _____

Printed/Stamped Name of Notary Public _____

Personally known ☒ OR produced identification ☐



TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN AMENDMENT PROCESSING

Development Review Committee Meeting	The need for holding an in-person DRC meeting will be based on the application/request. Staff will notify the applicant.
Neighborhood Meeting	Required for site specific Comprehensive Plan Amendments. The Town will provide a list of names and addresses of all owners of property within a distance of 500 feet from the outside edges of the property and will provide a list of all community and resident associations whose address the Town has. The petitioner will mail notices to each address inviting neighboring residents to a meeting. Information to be included in the invitation must include: date, time, location and a brief description of the proposed comprehensive plan amendment(s). The purpose of the neighborhood meeting is to review proposed plans with the neighborhood and to make adjustments suggested by neighbors prior to formal submittal.
Staff Review	A staff report will include recommendations and conditions as appropriate for Planning & Zoning Board (PZB) and Town Commission (TC) public hearings.
Notification of Public Hearings	The applicant will mail notices to the names and addresses of all owners of property within a distance of 500 feet from the outside edges of the subject property(ies). The costs of the mailing shall be the responsibility of the petitioner.
PZB & TC Public Hearings	The PZB and TC will consider the data, analysis, recommendations and public input during the transmittal and adoption public hearings.
Transmittal	If approved, the Town will transmit the adopted comprehensive plan amendment(s) to the Department of Commerce (DOC) and other required agencies.
Effective Date	The adopted comprehensive plans are effective 30 days after adoption, if they are not challenged.

TOWN OF LONGBOAT KEY SMALL-SCALE* COMPREHENSIVE PLAN AMENDMENT TIMELINE

ACTION	STATUS	CUMULATIVE DAYS
DRC Meeting	Required	0 Days
Neighborhood Meeting	Required for all Site Specific Land Use Changes – To be scheduled at least 7 days prior to filing	Variable
Petition Filed	Required	Variable
Application Completeness	21 days**	21 days
PZB Adoption Public Hearing	Next regularly scheduled meeting if application is deemed complete	42 days (approximate)
TC Adoption Public Hearing	Next regularly scheduled meeting after adoption by PZB (approximately 30 days)	70 days (approximate)
Transmit adopted amendments to DOC (note- DOC does not review small scale development amendments)	Transmit adopted amendments within 5 days	75 days
Affected persons challenge window	30 days after adoption	105 days
Effective date	31 days after adoption if no challenges are filed	136 days

APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT

Page 6

* Large-Scale Comprehensive Plan amendments are applicable to text amendments and land use amendments larger than 50 acres in size. Large-Scale Comprehensive Plan amendments require review by State and Regional agencies and an additional Adoption public hearing following receipt of Transmittal comments.

**Review timing is dependent upon complexity and staffing availability.

THIS INSTRUMENT PREPARED BY
AND RETURN TO:

Tyler J. Hudson, Esquire
Gardner Brewer Hudson, P.A.
400 N. Ashley Drive, Suite 1100
Tampa, FL 33602

Folio: 7804300159

SPECIAL WARRANTY DEED

THIS INDENTURE, made on November 19, 2025, by **Anthony J. Marterie and Roxanne Marterie**, individually and as Trustees of the Marterie Family Trust u/t/d March 15, 2010, whose address is 405 Inness Dr., Tarpon Springs, FL 34689 ("**Grantor**"), in favor **THE WHITNEY LBK LLC**, a Florida limited liability company, whose address 6990 Gulf of Mexico Dr., Longboat Key, FL 34228 ("**Grantee**").

W I T N E S S E T H :

That the Grantor, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, to it in hand paid, the receipt whereof is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the Grantee, its successors and assigns forever, all of that certain parcel of land lying and being in the County of Manatee, State of Florida, as more particularly described on Exhibit A attached hereto (the "**Property**"). The Property is not homestead property.

TOGETHER WITH all the tenements, hereditaments, and appurtenances thereto belonging or in anywise appertaining.

SUBJECT TO real estate taxes for 2025 and all subsequent years, and all easements, restrictions, and reservations of record: provided, however, that reference to such matters of record shall not serve to reimpose, ratify, or extend the same.

TO HAVE AND TO HOLD the above described Property, with the appurtenances, unto the said Grantee, its successors and assigns, in fee simple forever.

AND GRANTOR HEREBY COVENANTS with Grantee that Grantor is lawfully seized of the Property in fee simple, that Grantor has good right and lawful authority to sell and convey the Property and that Grantor hereby specially warrants the title to said Property subject to the matters referred to above and will defend the same against the lawful claims and demands of all persons claiming by, through, or under Grantor, but not otherwise.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the Grantor has caused these presents to be duly authorized in its name and by those thereunto duly authorized, the day and year first above written.

WITNESSES:

Patricia A. Blair
Print Name: Patricia A. Blair
Address: 50 Central Avenue
8th Floor
Sarasota, FL 34236

P.T.C.
Print Name: PETER T. CURRIN
Address: 50 Central Avenue
8th Floor
Sarasota, FL 34236

GRANTOR:

By: Anthony J. Marterie
Anthony J. Marterie, individually and as
Trustee of the Marterie Family Trust UTD
March 15, 2010

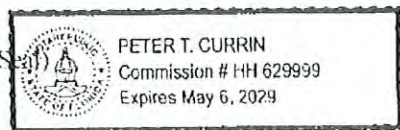
By: Roxanne Marterie
Roxanne Marterie, individually and as
Trustee of the Marterie Family Trust UTD
March 15, 2010

STATE OF FLORIDA

COUNTY OF SARASOTA

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 16 day of October, 2025, by Anthony J. Marterie, individually and as Trustee of the Marterie Family Trust UTD March 15, 2010, and who is ☐ personally known to me or has ☒ produced FL D.C. as identification.

(Notary Seal)



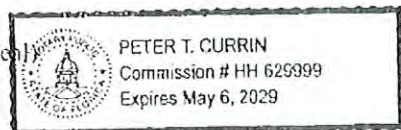
P.T.C.
Notary Public
Printed Name:
My Commission Expires:

STATE OF FLORIDA

COUNTY OF SARASOTA

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 16 day of October, 2025, by Roxanne Marterie, individually and as Trustee of the Marterie Family Trust UTD March 15, 2010, and who is ☒ personally known to me or has ☒ produced FL D.C. as identification.

(Notary Seal)



P.T.C.
Notary Public
Printed Name:
My Commission Expires:

Signature Page to Special Warranty Deed
Purchase of 6960 Gulf of Mexico Drive

EXHIBIT A

Legal Description

Lots 4, 5, 6, 7, 18, 19 and 20, Block 24, Longbeach on Longboat Key, a subdivision according to the plat thereof recorded at Plat Book 6, Page 66, in the Public Records of Manatee County, Florida. Less right-of-way for Gulf of Mexico Drive.

SCALE 1" = 30 FEET



Curve Number 1
Radius= 1657.08'(M)
Delta= 62°47'51"(M)
Arc= 80.90'(M)
Chord= 80.90'(M)
Ch. Brg.= S17°57'14"E(M)

Curve Number 2
Radius= 1657.08'(M)
Delta= 07°14'09"(M)
Arc= 209.27'(M)
Chord= 209.13'(M)
Ch. Brg.= S 22°58'13"E (M)

Curve Number 3
Radius= 1657.08'(M)
Delta= 04°49'13"(M)
Arc= 139.41'(M)
Chord= 139.37'(M)
Ch. Brg.= S.26°59'54"E (M)

CERTIFIED TO:

ANTHONY J. MARGERIE AND ROXANNE MARGERIE
TRUSTEES OF THE MARGERIE FAMILY TRUST, 3/15/2010
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
PETITT WORRELL CRAINE WOLFE, LLC

NOTE: PLEASE NOTE THAT THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THIS PARTY OR PARTIES WHOM IT HAS BEEN CERTIFIED TO, AND NO OTHER PARTY MAY RELY UPON IT. RED STAKE SURVEYORS, INC. SHALL HAVE NO RESPONSIBILITY OR LIABILITY FOR THIS SURVEY TO ANY PARTY NOT NAMED IN THE CERTIFICATION ON THIS SURVEY.

NOTE: THIS SURVEY MADE WITHOUT THE BENEFIT OF A TITLE SEARCH. THERE MAY BE ITEMS IN THE PUBLIC RECORDS THAT ARE NOT REFLECTED ON THIS SURVEY PLAT.

FLOOD DATA:
COMMUNITY NO. 12081C
PANEL NO. 0291 E
FLOOD ZONE: AE (EL= 10)
REVISED: 3/17/2014
FLOOD DATA TO BE VERIFIED
AT COUNTY P.E.M.A. FLOOD
CONTROL OFFICE.

ABBREVIATIONS:

C	CALCULATED
CE	CAFFED FROM BOD
CM	CONCRETE MOUNTMENT
D	DEED OR DESCRIPTION
D/H	DELL HELL
FD	FOOD
EE	EEON BOD
SP	SHON PURE
LB	LACKED FOR THINNESS
M	MEASURED
X/D	XAC & DECK
F	FLAT
PC	POOD OF CUPRIATIVES
N/V	NUST OF FAT

LEGAL DESCRIPTION:

LOTS 4, 5, 6, 7, 18, 19 AND 20, BLOCK 24, REVISED PLAT OF LONGBEACH, AS PER PLAT THEREOF, RECORDED IN PLAT BOOK 6, PAGE 66, OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA LESS RIGHT OF WAY FOR GULF OF MEXICO DRIVE.

CLIENT: ANTHONY & ROXANNE MARTERIE

DATE OF SURVEY: 6/30/2002
FILE NUMBER: 02040459
DRAWN BY: TMG/GWH
REVISIONS: RECERT: 8/28/2004
RESURVEY: 3/10/2011

NOTES

"SET C/R" IS 3/8" DIAMETER IRON ROD WITH RED PLASTIC SURVEYORS CAP. DISTANCES FROM HOUSE CORNERS TO PROPERTY LINE ARE AT RIGHT ANGLES TO THE PROPERTY LINE. UNDERGROUND UTILITIES AND THEIR ENCROACHMENTS HAVE NOT BEEN LOCATED EXCEPT AS SHOWN.

* RED STAKE SURVEYORS *

7123 PROCTOR RD. - SARASOTA, FL - 34241
PHONE (941) 923-9997 FAX (941) 925-8684

CERTIFICATE OF SURVEYOR: I hereby certify that this record of survey represents a Boundary Survey of the property as shown and described hereon, and that the survey was recently performed under my direction and that it is in accordance with the provisions of my state's law. I also certify that it meets the Standards of Practice for Land Surveying in the State of Florida, as described in Chapter 47.027, Florida Statutes. This survey not valid without the surveyor's original signature and raised seal.

ROBERT O. DRAKE, PSM #5965 LR #5929 DATE 4/21/2015

Application for Comprehensive Plan Amendment

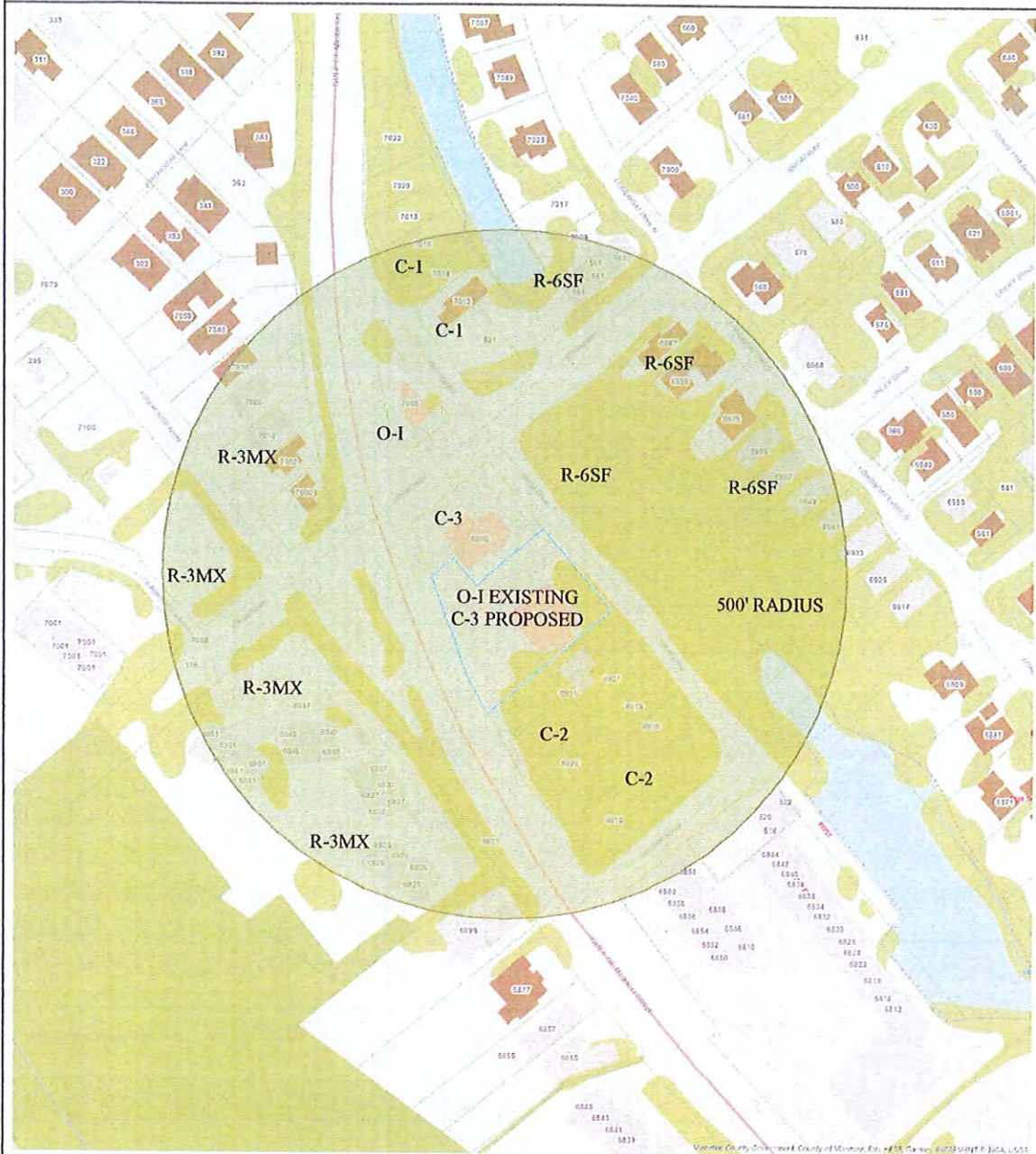
- A) The proposed amendment does not involve text changes.
- B) The proposed map amendment consists of a requested rezoning of the subject property from O-I (Office – Institutional) to C-3 (Commercial General) to be incorporated into and expand the adjacent Whitney’s Restaurant, which is also zoned C-3, by providing space for an additional outdoor dining venue.
- C) A current comprehensive land survey with a complete legal description is included as an attachment to this application.
- D) The accompanying Zoning/Land Use Map illustrates the existing zoning classifications of all properties abutting the subject property and those located within a **500-foot radius** of the subject property, providing context for the requested amendment. Additionally, a current survey with legal description is attached.

The surrounding area within the 500-foot radius includes a mix of residential and commercial zoning districts, including:

- C-1 and C-2 commercial districts
- R-6SF residential districts
- R-3MX mixed residential districts

Whitney’s Restaurant, immediately adjacent to the property, operates successfully as a neighborhood dining destination and is zoned **C-3**, the same classification proposed for the subject site.

ZONING MAP



User Notes: ZONING OF PROPERTIES WITHIN 500' OF SUBJECT PROPERTY (6960 & 6990 GMD)



This map was developed using the Manatee County Geographic Information System. It is provided for general reference, is subject to change, and is not warranted for any particular use or purpose. The information contained within is derived from several sources of varying quality and accuracy. Errors from non-coincidence of features from different sources may be present. The Manatee County Geographic Information Systems and the Manatee County BOCC do not warrant and are not liable for inappropriate or unintended uses of the information.

- E) This site contains no wetlands. There are two stormwater detention areas that will be reconfigured as part of this project.
- F) The subject property contains a former bank building and parking areas that are no longer active and has limited functional utility under its current zoning designation. The structure represents a legacy institutional use that is no longer aligned with surrounding development patterns along Gulf of Mexico Drive.
- G) The parcel contains no plant or animal species with special status or rare, threatened or endangered species of special concern.
- H) The existing environment of the site consists of an abandoned building, impervious parking and driveways, some turf grass and minimal landscaping. This project will replace these with outdoor dining areas with improved, pervious ground service areas, pervious parking surfaces and lush natural landscaping.
- I) The development of this project will be coordinated in conjunction with the provision of public facilities and services consistent with the Town's concurrency management system in accordance with the Town's Comprehensive Plan.
- J) The owners will coordinate with the Town's Public Works Department to ensure adequacy of the project's utility infrastructure. Furthermore, the project will be designed to coordinate with the proposed roundabout.
- K) A letter from the Town's Public Works Department stating that there is adequate potable water capacity and sanitary sewer capacity to service this project is attached as an exhibit. The nearest fire hydrant to the property is shown on the proposed Site Plan.
- L) There are no historical or archaeological sites on this property.
- M) The FEMA flood zone is AE 8' & AE 9' lying in the Coastal Floodplain.
- N) The subject property is not subject to localized flooding. During the 2024 hurricanes, the existing restaurant sustained approximately 2-3" of water on its floor.
- O) The subject property lies in the Zone 1 Category 1 on the National Hurricane Center Storm Surge Risk Map (v4).
- P) The subject property lies in Manatee County Emergency Management Division

Evacuation Level A.

- Q) The change is warranted because the parcel has remained undeveloped and will now become an addition to an existing successful and well loved restaurant on Longboat Key.
- R) Consistency with the Town's Comprehensive Plan Goals: This project will preserve and enhance the character of the Town of Longboat Key by ensuring that the location, density, intensity and character of the land uses are responsive to the social and economic needs of the community and are consistent with the support capabilities of the natural and man made systems along with the maintenance of an environment conducive to the health, safety, welfare and property values of the community.
- S) Consistent with Article II, Section 22, Town Charter of Longboat Key, this project is fully in consideration of "the health, safety, morals, environmental protection, aesthetics, convenience, and general welfare of the town and its residents." Furthermore, this project does not increase the density of the Town.
- T) Additionally, the Outdoor Dining component of the plan will be in compliance with 158.110 Outdoor dining for restaurants as follows:
 - 1. The principal use of the property shall include additional outdoor dining component, additional kitchen & storage facilities, and additional toilet facilities for an existing restaurant providing both indoor and outdoor dining.
 - 2. The outdoor dining area shall be used only for food service, drink service, waiting area and casual seating.
 - 3. All food and drink preparation shall take place within the restaurant building.
 - 4. The outdoor dining area shall be an expansion of the restaurant.
 - 5. The outdoor dining shall be located in accordance with all setback regulations.
 - 6. Parking shall be provided in accordance with 158.100 Off-Street Parking.
 - 7. The entire ground service area of the outdoor dining area shall have an improved walking surface to consist of pervious pavers, or similar materials consistent with the existing outdoor dining area.
 - 8. The perimeter of the outdoor dining area shall be delineated to clarify its function, with continuous improved walking surface, landscaping and other approved means.

9. The outdoor dining area hours of operation shall be consistent with the requirements of the code, i.e. 8:00am to 10:00pm due to its proximity of less than 250 feet from residential property.
10. There shall be no music or amplifies voices in the outdoor dining area.
11. Lighting will be designed to be minimal.
12. The outdoor dining area will be screened by landscaping in accordance with the Town's regulations and as indicated on the site plan.
13. All furniture in the outdoor dining area will be portable.
14. The outdoor dining area will not be located in a waterfront yard.
15. There will be no new signage for the outdoor dining area.
16. The new outdoor dining area will comprise 2,927sf.

Project Description

For reference, Whitney's Restaurant in its current state as a well loved local dining establishment. Prior to its development, the building consisted of an abandoned gas station which sat empty for years.



Existing Whitney's Restaurant



Existing Abandoned Former Bank Building (to be demolished)



Conceptual Imagery of the New Whitney's Outdoor Dining Venue

The Applicant has purchased the neighboring abandoned bank site at 6960 Gulf of Mexico Drive and intends to demolish the existing building and expand Whitney's by adding a lush, tropical outdoor dining component. The bank building to be demolished is approximately 5,401sf (see Manatee County Property Appraiser) and new construction will be composed of approximately 1,370sf of building area and tropical dining gardens. There will be new

additional parking in accordance with TLBK zoning, additional toilet facilities in accordance with the State of FL Plumbing Code as well as additional kitchen facilities to support the increase in diners.

The existing Whitney's indoor and outdoor dining was based on zoning calculations that have since been revised in the code, but was originally permitted for 70 seats based on the amount of parking. Using the current calculations, the venue is now planned for a total of 225 total seats. Parking required and provided in accordance with the code will be 51 spaces (refer to calculations on Site Plan). The plan includes the existing building, existing outdoor dining areas, a new 700sf commissary kitchen, 280sf of new additional storage and coolers, 390sf of new toilet facilities and 2,900sf of new outdoor dining areas.

Environmental impacts will be a benefit to the local area in that an unsightly, long vacant and incompatible structure will be removed and replaced with beautiful, natural environment for dining and gathering. It is anticipated that this will be a memorable dining venue, with the natural outdoor environment at Mar Vista and The Shore serving in a similar capacity. This facility will not have any coastal impacts due to the fact that it is entirely landward of the State of Florida DEP Coastal Construction Control Line and is in the FEMA AE (EI 8') & AE (EI 9') zones.

Parking will be predominantly permeable as with the existing restaurant and the site will be heavily landscaped with native and Florida friendly plantings, chosen for their drought, wind and salt tolerance.

The Whitney's restaurant expansion represents a strong consistency with the local environment. It will hold firmly to what makes the north end of Longboat Key, and especially the Village, a special place where people aspire to reside or visit for a day at the beach, or a meal at a wonderful restaurant. This project will carefully respect the area's history, its neighbors, the informal ambiance, the relaxed natural tropical environment and the values of the residents of

Longboat Key.

Traffic impact (from POS receipts) was analyzed as follows. Based on actual POS system records for the 2025 year at the existing restaurant (01/01/25 – 12/31/25), Whitney's restaurant served 67,817 diners (185.8 diners/day x 365). The receipts indicate that there were 2.4 diners/trip (185.8 diners/77.5 receipts). Total annual trips were 28,257 (67,817 diners / 2.4 diners/trip) or 77 trips/day (28,257 trips per day / 365 days). The existing building and outdoor dining represents approximately 3,400sf. From this we determined that the facility generates 22.64 trips/day/1,000sf (77/3.4). The new additional restaurant area represents 780sf indoor area (kitchen expansion and toilet rooms) and 3,470sf outdoor dining for total or 4,250sf new area. Therefore, it is estimated that the new trips per day generated by this project will be $4.25 \times 22.64 = 96.22$ trips/day. Pass-by traffic reduction and pedestrian and bicycle access for a sit-down restaurant might very conservatively be 10% - 20% but would already have been a part of the actual existing trip count. Never-the-less this is below the 100 threshold of trips/day generation in 158.030(D) which would require a full traffic impact analysis.

The completed project (new and existing) will represent 7,650sf of interior restaurant area and outdoor dining space. Parking will be in accordance with the zoning code at $7,650\text{sf}/150 = 51$ spaces. Included will be the required number of spaces for persons with disabilities will be in accordance with the code. There will also be racks for bicycle parking.

Conclusion

The proposed Comprehensive Plan Amendment and Zoning Map Amendment should be approved because it represents a **logical, context-sensitive extension of existing commercial zoning** that enables the productive reuse of a long-vacant and underutilized property. By incorporating the former bank site into the adjacent **Whitney's Restaurant**, the project eliminates an isolated and incompatible zoning designation while reinforcing an established and successful hospitality use. The redevelopment will replace an obsolete structure with a thoughtfully designed, low-intensity outdoor dining environment that enhances the visual

character of the area, incorporates native landscaping, and maintains compatibility with surrounding uses. In addition, the project complies with current parking, infrastructure, and environmental regulations, generates minimal additional impacts, and supports the Town's objectives for economic vitality, reinvestment, and preservation of the Village's unique coastal character. Accordingly, the request is consistent with sound planning principles and advances the long-term interests of the **Town of Longboat Key**.

Attachments:

Proposed Site Plan

AGENDA ITEM 8-C
6960 GULF OF MEXICO DRIVE
ZONING MAP AMENDMENT

PLEASE SEE THE COMBINED STAFF
REPORT FROM ITEM 8-B WHICH
INCLUDES INFORMATION FOR ITEM 8-C

ORDINANCE 2027-02

AN ORDINANCE OF THE TOWN COMMISSION OF THE TOWN OF LONGBOAT KEY, FLORIDA, ADOPTING A CHANGE OF ZONING FROM OFFICE INSTITUTIONAL (O-I) TO HIGHWAY-ORIENTED COMMERCIAL (C-3) ZONING DISTRICT FOR PROPERTY CONSISTING OF APPROXIMATELY 0.6911 ACRES LOCATED AT 6960 GULF OF MEXICO DRIVE; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT HERewith; PROVIDING FOR CODIFICATION; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR RECORDING IN THE OFFICIAL RECORDS.

WHEREAS, the applicant, Robert Rokop, as agent for Whitney LBK, LLC (hereinafter "Property Owner"), submitted an application to change the zoning of certain real properties located at 6960 Gulf of Mexico Drive (hereinafter collectively referred to as the "Property"); and

WHEREAS, the applicant also submitted a concurrent application for a small-scale comprehensive plan map amendment associated with the Property; and

WHEREAS, the Town has approved the Property Owner's map amendment and amended the Comprehensive Plan to designate the future land use of the Property as Commercial Highway (CH); and

WHEREAS, the Property Owner requests approval of its application to change the zoning districts of its Property from Office-Institutional (OI) to Highway-Oriented Commercial (C-3); and

WHEREAS, the Planning and Zoning Director has, in a timely fashion, accepted the rezoning application and referred the same to the Planning and Zoning Board along with the required documentation and staff recommendations; and

WHEREAS, the Town of Longboat Key Planning and Zoning Board, after due public notice, held a public hearing on September 15, 2026, concerning the requested change of zoning; and

WHEREAS, following the public hearing before the Planning and Zoning Board, the Planning and Zoning Board recommended approval of the requested change of zoning for said Property, and recommended forwarding the same to the Town Commission for their review and approval; and

WHEREAS, the Town Commission of the Town of Longboat Key, after due public notice, held a first public hearing on _____, 2026, on the proposed change of zoning of the Property as recommended by the Planning and Zoning Board; and

WHEREAS, the Town Commission of the Town of Longboat Key, at a duly noticed second public hearing on _____, 2026, considered the proposed change of zoning relating to the above referenced Property; and

WHEREAS, the Town Commission finds that the proposed zoning of the Property to Highway-Oriented Commercial (C-3) is consistent with the Town's Comprehensive Plan, Future Land Use Map, and Town Zoning Code; and

WHEREAS, the Town Commission of the Town of Longboat Key finds that the proposed change of zoning for the Property is in the best interest of the Town.

NOW, THEREFORE, BE IT RESOLVED, BY THE TOWN COMMISSION OF THE TOWN OF LONGBOAT KEY, FLORIDA, THAT:

SECTION 1. The Whereas clauses set forth above are hereby adopted as findings by the Town Commission for the adoption of this Ordinance.

SECTION 2. The zoning district for 6960 Gulf of Mexico Drive, Longboat Key, Florida, 34228, is hereby amended and such properties are rezoned from Office-Institutional (OI) to Highway-Oriented Commercial (C-3). The rezoning approved herein is contingent upon the Town's approval of the Property Owner's comprehensive plan map amendment filed concurrently with the rezoning application.

SECTION 3. If any section, subsection, sentence, clause or provision of this Ordinance is held to be invalid or ineffective, except for the recording requirement in Section 7, the validity of the remaining portions of this Ordinance shall not be affected.

SECTION 4. All ordinances and parts of ordinances in conflict herewith shall be and the same are hereby repealed.

SECTION 5. This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Longboat Key.

SECTION 6. This Ordinance shall take effect upon second reading in accordance with applicable Florida law and the Charter of the Town of Longboat Key.

SECTION 7. This Ordinance shall be recorded in the Official Records of Manatee County, at the expense of the applicant.

Passed on first reading and public hearing the ____ day of ____, 2026.

Adopted on second reading and public hearing the ____ day of ____, 2027.

Debra Williams, Mayor

ATTEST:

Celine Kidwell, Town Clerk

APPLICANT'S APPLICATION PACKAGE



Town of Longboat Key
Planning, Zoning and Building Department
501 Bay Isles Road
Longboat Key, Florida 34228
941-316-1966
941-316-1970 FAX

APPLICATION FOR ZONING MAP AMENDMENT (including CORD)

Application must be completed in its entirety, and owner's signature notarized.

APPLICANT IS REQUIRED TO INITIALLY SUBMIT TWO (2) INDIVIDUAL, COLLATED SETS OF THIS APPLICATION, SUPPORTING PLANS AND DOCUMENTS ALONG WITH ONE (1) DIGITAL COPY OF ALL MATERIALS. ADDITIONAL COPIES MAY BE REQUESTED AT THE TIME OF DISTRIBUTION TO THE TOWN'S PLANNING & ZONING BOARD AND/OR TOWN COMMISSION.

CHANGE OF ZONING FEE: \$3,000.00 deposit
(Application fee of \$900.00 will be deducted from deposit)

IF PAYING BY CREDIT CARD, PLEASE COMPLETE A CREDIT CARD AUTHORIZATION FORM

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.

Property Information

Property Legal Description: LOTS 4,5,6,7,18,19,20, BLK 24, REVISED LONG BEACH; LESS H/W R/W PI#78043.0015/9
Section: 15 Township: 35S Range: 16E
Subdivision Name: Longbeach Lot: 4 Block: 24
Site Address: 6960 Gulf of Mexico Drive, Longboat Key, FL 34228-1108
Present Zoning Classification: O-I Present Future Land Use Classification: OI
Proposed Zoning Classification: C-3 Proposed Future Land Use Classification: CH
Property Size (to the nearest tenth of acre or square foot): 30,105sf (0.6911ac)
Existing Use(s) of Subject Property (i.e.: vacant, residence, commercial, etc.): Vacant Bank

Surrounding Land Use(s) (i.e.: vacant, residence, commercial, etc.):

a. North: Commercial c. East: Vacant Single Family Residential
b. South: Vacant Commercial d. West: Vacant/Mult-Family Residential

At minimum all application submittals shall include the following supplemental materials and information (Please refer to Section 158.022 of the Longboat Key Zoning Code for additional information):

- Description of the proposed activity or use and square footages shall be included with the application form.
- Analysis to substantiate the potential coastal/environmental impacts and constraints.
- Analysis of the consistency of the proposed zoning classification with the surrounding area and land uses.
- Description and itemization of existing non-conformities on the subject property.

Names/Addresses (List all person(s) having ownership in subject property)

1. **Name of Property Owner:** Whitney L BK LLC

Address: 113 East Whiting Street

City, State & Zip: Tampa, FL 33602

Telephone: (813) 610-4000 **Fax:** _____

Email: Jchillura @ Valley.com **Mobile:** (813) 610-4000

2. **Name of Property Owner:** _____

Address: _____

City, State & Zip: _____

Telephone: _____ **Fax:** _____

Email: _____ **Mobile:** _____

3. **Name of Property Owner:** _____

Address: _____

City, State & Zip: _____

Telephone: _____ **Fax:** _____

Email: _____ **Mobile:** _____

4. **Name of Agent:** Robert Rokop

Name of Company: Robert Rokop Architect, LLC

Address: 333 Tamiami Trail S., Suite 293

City, State & Zip: Venice, FL 34285-2415

Telephone: 941.961.2043 **Fax:** _____

Email: robertrokop@gmail.com **Mobile:** _____

5. **Name of Engineer:** _____

Name of Company: _____

Address: _____

City, State & Zip: _____

Telephone: _____ Fax: _____

Email: _____ Mobile: _____

6. Name of Architect: Robert Rokop

Name of Company: Robert Rokop Architect, LLC

Address: 333 Tamiami Trail S., Suite 293

City, State & Zip: Venice, FL 34285-2415

Telephone: 941.961.2043 **Fax:** _____

Email: robertrokop@gmail.com **Mobile:** _____

7. Name of Landscape Architect: _____

Name of Company: _____

Address: _____

City, State & Zip: _____

Telephone: _____ **Fax:** _____

Email: _____ **Mobile:** _____

NOTE: UNLESS OTHERWISE NOTED, ALL WRITTEN CORRESPONDENCE WILL BE MAILED TO THE AGENT. IF THERE IS NO AGENT, COMMENTS WILL BE SENT TO THE PROPERTY OWNER(S).

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.

Signature of applicant: 

Printed/Typed Name: Robert Rokop

(if applicant is not the property owner, a property owner affidavit will be required and submitted with your application)

NOTARIZATION OF SIGNATURE

State of Florida

County of Hillsborough

The foregoing instrument was acknowledged before me by means of physical presence ☒ or online notarization ☐.

this 17th day of February 2026 By Joseph Chellura

Signature of Notary Public

Constance Cacciatore Van Horn

Printed/Stamped Name of Notary Public

Personally known ☒ OR produced identification



OFFICE USE ONLY:

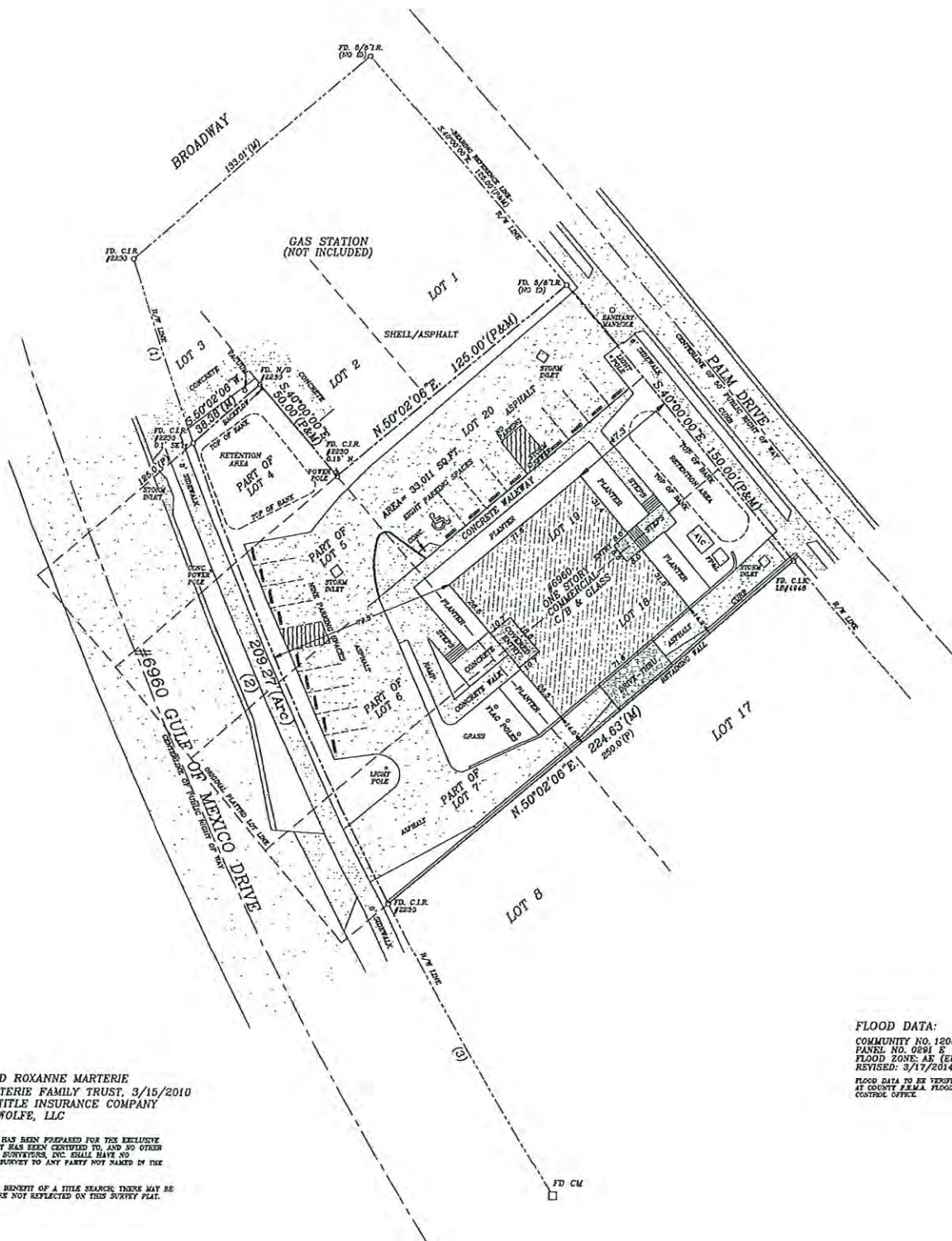
Date Filed: _____ Receipt No. _____ Application# _____

Application and Plans Accepted By: _____ Date: _____



BOUNDARY SURVEY

IN SECTION 15, TOWNSHIP 35 SOUTH, RANGE 16 EAST
LONGBOAT KEY, MANATEE COUNTY, FLORIDA



Curve Number 1
Radius= 1657.08'(M)
Delta= 02°47'51"(M)
Arc= 80.90'(M)
Chord= 80.90'(M)
Ch. Brg.= S17°57'14"E.(M)

Curve Number 2
Radius= 1657.08'(M)
Delta= 07°14'09"(M)
Arc= 209.27'(M)
Chord= 209.13'(M)
Ch. Brg.= S22°58'13"E.(M)

Curve Number 3
Radius= 1657.08'(M)
Delta= 04°49'13"(M)
Arc= 139.41'(M)
Chord= 139.37'(M)
Ch. Brg.= S28°59'54"E.(M)

CERTIFIED TO:

ANTHONY J. MARGERIE AND ROXANNE MARGERIE
TRUSTEES OF THE MARGERIE FAMILY TRUST, 3/15/2010
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
PETITT WORRELL CRAINE WOLFE, LLC

NOTE: PLEASE NOTE THAT THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE PARTY OR PARTIES WHOM IT HAS BEEN CERTIFIED TO, AND NO OTHER PARTY MAY RELY UPON IT. RED STAKE SURVEYORS, INC. SHALL HAVE NO RESPONSIBILITY OR LIABILITY FOR THIS SURVEY TO ANY PARTY NOT NAMED IN THE CERTIFICATION ON THIS SURVEY.

NOTE: THIS SURVEY MADE WITHOUT THE BENEFIT OF A TITLE SEARCH THEREIN MAY BE ITEMS IN THE PUBLIC RECORDS THAT ARE NOT REFLECTED ON THIS SURVEY PLAT.

FLOOD DATA:

COMMUNITY NO. 12081C
PARCEL NO. 0691 8
FLOOD ZONE: AE (EL= 10)
REVISED: 3/17/2014
FLOOD DATA TO BE VERIFIED
AT COUNTY I.E.A. FLOOD
CONTROL OFFICE

ABBREVIATIONS:

C CALCULATED
CAVED SPIN AND
CONCRETE MOUNTED
END OF PRECISION
BELL RING
RIPED
RIPED
RIPED FOR SURVEY
RIPED
RIPED
RIPED

LEGAL DESCRIPTION:

LOTS 4, 5, 6, 7, 18, 19 AND 20, BLOCK 24, REVISED PLAT OF LONGBEACH, AS PER PLAT THEREOF, RECORDED IN PLAT BOOK 6, PAGE 66, OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA. LESS RIGHT OF WAY FOR GULF OF MEXICO DRIVE.

CLIENT: ANTHONY & ROXANNE MARGERIE

DATE OF SURVEY: 6/30/2002

FILE NUMBER: 02040459

DRAWN BY: TMG/GWH

REVISIONS: RECERT: 8/28/2004

RESURVEY, 3/10/2015

NOTES:

"E"Y CIR" IS 1/2" DIAMETER IRON ROD WITH RED PLASTIC SURVEYORS CAP. DISTANCES FROM
ROD TO CORNER TO PROPERTY LINE ARE AT RIGHT ANGLES TO THE PROPERTY LINE.
UNDERGROUND UTILITIES AND THEIR ENCLOSURES HAVE NOT BEEN LOCATED EXCEPT AS SHOWN.

* RED STAKE SURVEYORS *

7123 PROCTOR RD. - SARASOTA, FL - 34241

PHONE (941) 923-9997 FAX (941) 925-8684

CERTIFICATE OF SURVEYOR: I hereby certify that this record of survey represents a Boundary Survey of the property as shown and described herein. Also that the survey was recently performed under my direction and that it is true and correct to the best of my knowledge and belief. I also certify that it meets the Standards of Practice for Land Surveying in the State of Florida, as described in Chapter 492.027, Florida Statutes. This survey not valid without the surveyor's original signature and related seal.

Robert O. Drake 4/21/2016
ROBERT O. DRAKE, PSM #5965 LB #5929 DATE

Application for Zoning Map Amendment Narrative

Introduction

The Applicant, through his authorized Agent as identified in the attached application materials, respectfully requests approval of a **Zoning Map Amendment pursuant to the Town of Longboat Key Zoning Code**.

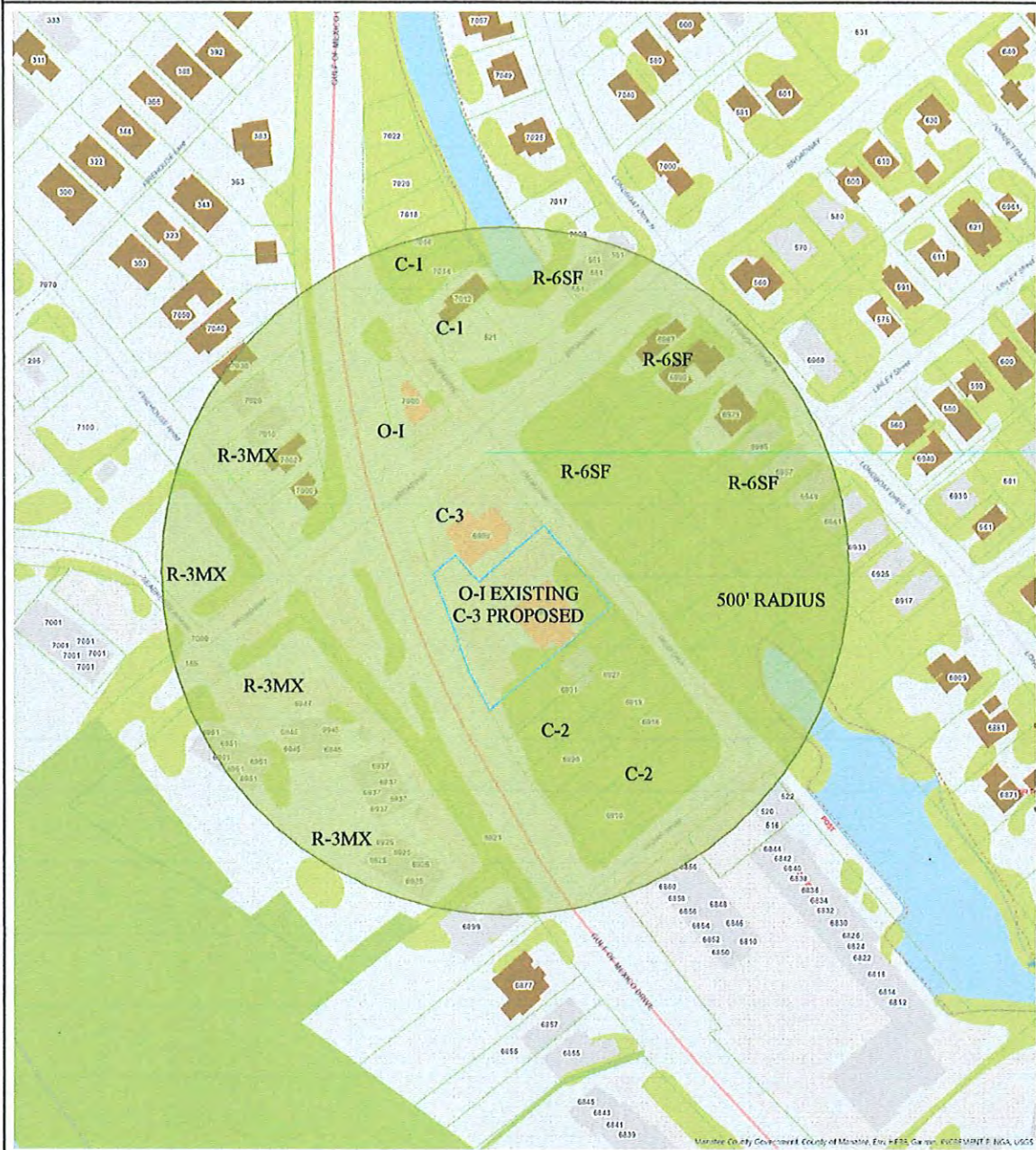
The subject property located at 6960 Gulf of Mexico Drive, a closed banking building that has been unused since approximately 2010, is currently zoned **Office-Institutional (O-I)**.

The Applicant proposes an amendment to zoning classification **Commercial General (C-3)**.

The requested rezoning will allow the subject property to be incorporated into and expand the adjacent **Whitney's Restaurant**, which is also zoned **C-3**, by providing space for an **additional outdoor dining venue**.

The accompanying **Zoning Map** illustrates the existing zoning classifications of properties located within a **500-foot radius** of the subject property and provides context for the requested amendment.

ZONING MAP



User Notes: ZONING OF PROPERTIES WITHIN 500' OF SUBJECT PROPERTY (6960 & 6990 GMD)



This map was developed using the Manatee County Geographic Information System. It is provided for general reference, is subject to change, and is not warranted for any particular use or purpose. The information contained within is derived from several sources of varying quality and accuracy. Errors from non-coincidence of features from different sources may be present. The Manatee County Geographic Information Systems and the Manatee County BOCC do not warrant and are not liable for inappropriate or unintended uses of the information.

Description of Whitney's Restaurant



Whitney's Restaurant

Whitney's Restaurant has become a **well-loved local dining establishment** serving residents and visitors to Longboat Key.

Prior to the redevelopment of the property as Whitney's Restaurant, the site consisted of an **abandoned gasoline station that had remained vacant for many years**. The redevelopment of that former gas station transformed a blighted and underutilized parcel into a vibrant hospitality destination that contributes positively to the character and economy of the surrounding community. The conceptual design of the project was to develop an informal contemporary design suggesting a sophisticated retro and inviting theme, incorporating lush tropical landscaping. The restaurant has become equally successful for its casual and easy

ambiance as it has for its delicious food offerings. The success of Whitney's demonstrates how thoughtful redevelopment can **revitalize aging properties while maintaining the relaxed and informal character of the Village area of Longboat Key.**

Former Bank Site Redevelopment



Existing Abandoned Former Bank Building (to be demolished)



Conceptual New Whitney's Outdoor Dining Venue

The Applicant has acquired the neighboring **former bank property located at 6960 Gulf of Mexico Drive**. The existing building, which has remained vacant and underutilized, will be **demolished** as part of the proposed redevelopment.

The existing bank building contains approximately **5,401 square feet** of building area (per the Manatee County Property Appraiser).

The proposed redevelopment includes:

- demolition of the existing bank structure
- construction of approximately 1,370 square feet of new building area
- creation of lush tropical outdoor dining gardens integrated with Whitney's existing facilities

The new structures and outdoor facilities will include:

- approximately **700 square feet of commissary kitchen space**
- approximately **280 square feet of storage and cooler space**
- approximately **390 square feet of restroom facilities**
- approximately **2,900 square feet of outdoor dining areas**

These improvements will support the operational needs of the expanded restaurant while maintaining the open-air character of the site.

Seating and Parking

The existing Whitney's indoor and outdoor dining areas were originally permitted for **70 seats**, based on parking requirements in effect at the time of approval.

Since that time, **zoning code calculations have been revised**, and the proposed redevelopment has been planned in accordance with the **current Town of Longboat Key zoning requirements**.

Under the updated calculations, the expanded facility will accommodate **approximately 200 total seats**.

Parking required and provided for the development will total **51 spaces**, in accordance with Town zoning requirements (see detailed calculations included on the Site Plan).

The redevelopment will also include:

- additional parking areas
- expanded restroom facilities compliant with the **State of Florida Plumbing Code**
- expanded kitchen facilities to support the increased number of diners and events.

Environmental and Site Design Considerations

The redevelopment of the former bank site will provide **significant environmental and visual benefits** to the surrounding area.

The project will remove a **long-vacant and visually incompatible structure** and replace it with a landscaped outdoor environment designed for dining and gathering.

The site design emphasizes:

- natural landscaping
- pedestrian-friendly spaces
- outdoor dining integrated with tropical gardens

Parking areas will utilize **predominantly permeable surfaces**, consistent with the existing Whitney's parking design, helping to reduce stormwater runoff.

Landscaping will consist of **native and Florida-friendly plant species** selected for their:

- drought tolerance
- wind resistance
- salt tolerance

The project site lies **entirely landward of the State of Florida Department of Environmental Protection Coastal Construction Control Line** and therefore will have **no impact on coastal resources**.

The property is located within **FEMA flood zones AE (Elevation 8') and AE (Elevation 9')**, and all improvements will comply with applicable floodplain regulations.

Community Character and Compatibility

The Whitney's expansion represents a project that is **highly consistent with the character of**

the north end of Longboat Key, particularly the Village area.

The project will reinforce many of the qualities that make the area special:

- relaxed coastal atmosphere
- small-scale hospitality venues
- tropical landscape environment
- pedestrian-friendly gathering places

The design carefully respects:

- the history of the site
- surrounding neighboring properties
- the informal ambiance of the Village district
- the natural tropical setting valued by Longboat Key residents

The proposed outdoor dining area will incorporate:

- Tropical landscaping
- Open-air seating areas
- Architectural shade structures
- Pedestrian-friendly design

Comparable outdoor dining environments can be found at respected local establishments such as:

- **Mar Vista Dockside Restaurant & Pub**
- **The Shore Longboat Key**

These establishments demonstrate how **outdoor dining venues can become memorable destinations that complement the natural beauty of Longboat Key.**

These design elements will create a setting that reflects the relaxed coastal atmosphere that defines Longboat Key.

Transportation and Infrastructure

The proposed rezoning will not create significant additional traffic impacts beyond those

already associated with the existing restaurant use, and it is anticipated that a good portion of the diners will be either pedestrians or bicyclists. The project represents an expansion of an established dining establishment rather than the introduction of a new commercial use.

All infrastructure required to support the development—including roadway access, utilities, and public services—already exists within the corridor.

Request for Planning Staff Review

The Applicant respectfully requests that the **Town Planning Staff review this application** and assist in guiding the Applicant through the process required to obtain approval for the requested **Comprehensive Plan Amendment and Zoning Map Amendment**.

The Applicant believes the proposed redevelopment will:

- revitalize a vacant property
- enhance the local dining experience
- support the economic vitality of Longboat Key
- preserve and celebrate the character of the Village area

The Applicant looks forward to working collaboratively with the Town throughout the review process.

Planning Justification Statement

The Applicant requests approval of a Zoning Map Amendment for the property located at **6960 Gulf of Mexico Drive**. The subject property is currently zoned **Office–Institutional (O-I)** and the Applicant seeks to rezone the property to **Commercial General (C-3)**.

The proposed amendment will allow the property to be incorporated into the adjoining Whitney’s Restaurant property, which is already zoned C-3. The rezoning will facilitate redevelopment of the former bank site and allow for the creation of a landscaped outdoor dining venue that complements the existing restaurant.

The request represents a modest and logical extension of an existing commercial use and will replace an underutilized institutional structure with a vibrant dining and gathering space that contributes to the character and economic vitality of the community.

Existing Conditions

The subject property contains a former bank building that is no longer active and has limited functional utility under its current zoning designation. The structure represents a legacy institutional use that is no longer aligned with surrounding development patterns along Gulf of Mexico Drive.

The surrounding area within the 500-foot radius includes a mix of residential and commercial zoning districts, including:

- C-1 and C-2 commercial districts
- R-6SF residential districts
- R-3MX mixed residential districts

Whitney's Restaurant, immediately adjacent to the property, operates successfully as a neighborhood dining destination and is zoned **C-3**, the same classification proposed for the subject site.

Consistency with Surrounding Development

Rezoning the subject parcel to C-3 will align the property with the zoning classification of the adjacent restaurant parcel and establish a cohesive commercial node along this portion of Gulf of Mexico Drive.

The proposed use—outdoor dining associated with an existing restaurant—is compatible with surrounding land uses because:

- The site is located along the primary commercial corridor of the island.
- Dining establishments already serve both residents and visitors in the surrounding area.
- The expansion will occur within an existing developed site rather than introducing new commercial activity into a previously undeveloped area.

The request therefore represents **an incremental and context-sensitive expansion of an existing use**, rather than the introduction of an incompatible land use.

Conclusion

The requested zoning amendment from **O-I to C-3** is appropriate and justified for the following reasons:

1. The rezoning aligns the subject parcel with the zoning classification of the adjoining Whitney's Restaurant property.
2. The proposal replaces an obsolete bank building with an active, community-oriented use.
3. The expansion represents a modest and compatible extension of an existing restaurant use.
4. The project enhances the visual character and economic vitality of the corridor.
5. The site is located within an established commercial corridor with existing infrastructure.

For these reasons, the proposed zoning map amendment is consistent with sound planning principles and is in the public interest. The Applicant respectfully requests approval of the rezoning in order to facilitate redevelopment of the property and expansion of Whitney's Restaurant.

Attachments:

Proposed Site Plan

LLC Certificate of Approval

Warranty Deed

AGENDA ITEM 9

DISCUSSION ON ELEVATING NON-CONFORMING STRUCTURES

MEMORANDUM

To: Planning and Zoning Board

From: Allen Parsons, AICP
Director, Planning, Zoning & Building Department

Report date: August 12, 2026

Meeting date: September 15, 2026

Subject: Home Elevation Issues on Small Lots

Background

As part of the Town's ongoing efforts to improve resilience and reduce flood risk, staff have been evaluating how existing zoning and development regulations affect homeowners who choose to elevate their homes to meet or exceed Federal Emergency Management Agency (FEMA) flood zone requirements. While elevation is encouraged from a life-safety and resilience standpoint, on smaller, non-conforming lots, staff have found that property owners can experience development challenges associated with meeting current Zoning standards. These can include a loss or reduction of usable site features following elevation, including some ingress and egress features, walkways, and access to decks, patios, and pool access features.

During recent internal discussions with staff, contractors, and residents, staff identified and presented a range of potential policy options for consideration by the Town Commission that could provide limited, targeted relief. The options were presented to the Town Commission at its June 22, 2026 Regular Meeting. Following the presentation, the Commission provided direction that the matter be referred to the Planning and Zoning Board (P&Z Board) for review and the development of recommendations for future consideration by the Town Commission.

This memorandum is intended to introduce the policy options previously presented to the Town Commission and provide a framework for further discussion and review by the P&Z Board, beginning in October 2026.

Problem Identification: Regulatory Constraints Affecting Elevation

Residents who elevate their homes are often attempting to re-establish features that previously existed at grade but may no longer be compliant once elevation occurs. Several zoning regulations can compound this issue, even when there is no increase in habitable space. Key constraints on smaller, non-conforming properties identified include:

A. Setbacks

Elevating a structure can trigger noncompliance with existing setback requirements when stairs, walkways, decks, or access elements are either constructed or reconstructed at a higher elevation where an existing at-grade structure is either non-conforming or at the setback required distance(s). These types of building access features are allowed, but only to the extent that they provide minimum means of access per the Florida Building Code.

B. Lot/Building Coverage

Elevated decks, stairs, and access features count toward lot/building coverage¹, which can limit the ability to reconstruct functional outdoor space. This is particularly challenging on smaller or nonconforming lots.

C. Daylight Plane

The application of daylight plane regulations to elevated structures may further constrain design flexibility, especially when homeowners are attempting to reconfigure access elements rather than expand living area.

D. Utility and Mechanical Equipment Elevation

Elevating a structure often introduces challenges beyond zoning requirements, particularly related to utilities and mechanical equipment. Elevated meters and associated equipment typically require access stairs and equipment pads that must also comply with setback standards, and coordination with utility providers is often necessary to align zoning relief with utility specifications.

A consistent theme emerging from both staff review and resident experience is that hardships arise when homeowners are not seeking additional entitlement but rather attempting to regain what was lost as a direct result of elevating structures. Without an additional form of relief that addresses needs, other than variance hardships, the current regulatory framework may unintentionally discourage voluntary structure elevation, create inequitable outcomes between properties, or lead to piecemeal variance requests without standards that take into account challenges on smaller, low-lying or oddly shaped properties.

Potential Policy Options for Commission Consideration

The following options are presented for discussion and refinement. They are not specific recommendations, but rather a menu of approaches that staff is recommending to be pursued further individually or in combination.

Alternative Administrative Relief Mechanisms

1. Administrative “Adjustment”/Variance or Special Exception

- Establish a limited, case-by-case administrative process for relief related specifically to elevation.
- Relief could be capped (e.g., 40–50% encroachment into required setbacks).
- Intended to reduce reliance on full variance hearings for predictable scenarios.
- Such administrative authority would likely need eligibility criteria, identifying which standards were not eligible (e.g. allowed uses, residential densities, maximum height) and would likely need criteria to assess requests.

¹ Per Town Code Section 158.144 – Definitions, lot coverage is defined as the following: "That percentage of the lot area covered or occupied by principal and accessory buildings, excluding roof overhangs not to exceed two feet, as verified by a licensed design professional. Lot coverage has the same meaning as building coverage and land coverage." 30% maximum lot coverage is most common.

Standards-Based Encroachment Allowances

1. Minimum Standards for Encroachments
 - Allow reconstruction of elements that previously existed, but at a higher elevation.
 - Focus on access and circulation features rather than habitable space.
 - Acknowledge that different neighborhoods (e.g., St. Judes, Tarrawitt, Jungle Queen) have distinct setback patterns that may warrant tailored standards.
2. Village Overlay or Targeted District Approach
 - Consider whether relief should be:
 - o added to the Village Overlay District,
 - o applied to nonconforming lots, or
 - o implemented town wide.

Decks, Access, and Non-Habitable Structures

1. Uncovered, Permeable Decks
 - Allow limited encroachments for uncovered (no roof) decks used solely for access and circulation.
 - Potential standards to consider:
 - o maximum width (e.g., 3 feet for walkways),
 - o maximum depth (e.g., 4-foot decks),
 - o minimum or maximum square footage thresholds.
2. Coverage and Screening
 - Determine whether such decks:
 - o may be covered,
 - o may be screened, or
 - o must remain open and unenclosed.
 - Stairs should remain open and unenclosed to minimize visual and bulk impacts.

Lot Coverage Flexibility for Elevated Homes

- Explore allowing lot coverage to exceed current limits when home elevation is the primary driver of noncompliance.
- Relief could be conditioned on:
 - o no increase in habitable floor area,
 - o preservation of permeable surfaces where feasible, or
 - o documentation of pre-elevation conditions.

Next Steps

Staff will schedule a discussion item with the P&Z Board in October 2026 to facilitate further review of the policy options identified for consideration. As part of this discussion, staff will present site-specific examples of properties experiencing potential hardships, provide examples of approaches implemented in other jurisdictions, and facilitate discussion regarding the applicability and potential effectiveness of the identified options.

The P&Z Board will have an opportunity to provide feedback, identify additional considerations, and develop recommendations for staff and the Town Commission. Following the review, staff will bring forward the P&Z Board's recommendations and any additional analysis for consideration by the Town Commission.