

Plan Reviewer Evaluation Comments

- 3) **18.3.3*** The number and type of fire hydrants and connections to other approved water supplies shall be capable of delivering the required fire flow and shall be provided at approved locations.
- 4) **18.3.4** Fire hydrants and connections to other approved water supplies shall be accessible to the fire department.
- 5) **18.3.4.1** Hydrants – Clearances of seven and one half feet (7'6") in front of and to the sides of the fire hydrant, with a four feet (4') clearance to the rear of the hydrant. *Exception: These dimensions may be reduced by approval of the fire official.*
- 6) **18.3.4.2** Fire Protection Appliance – Clearances of seven and one half feet (7'6") in front of and to the sides of the appliances.
- 7) Provide detail for pavers from manufacturer indicating acceptable patterns and minimum thickness of pavers to insure that it will withstand 32 tons.

Traffic Concurrency

Reviewer: Tommy Brown @ 850-595-3434

- 1) See attached traffic worksheet.

Handicap Access

Reviewer: Ronny McGlothren @ 850-595-3588

- 1) No comment, ready for final comparison.

Please contact each reviewer to schedule an appointment.

INITIAL TEST FOR TRAFFIC CONCURRENCY WORKSHEETS

DEVELOPMENT REVIEW COMMENTS

_____ Approved By: Date: _____

_____ Additional information or analysis needed. Date: _____

Project should meet traffic concurrency. A final review for traffic concurrency will be conducted after all other sign-offs have been obtained on the final comparisons

Rev 01/28/03

Eng #:

Planning ID #: PSP090200009

Pre-App: _____ MP: _____ PP: _____ SP: X Mini: _____

Project Name & Address: Perdido Key Retail, 13585 Perdido Key Drive

Roadway Facility: Perdido Key Drive from River Road to Innerarity Point Road

Project Description: 15,000 sf Retail District: 2 TAZ: 234

Worksheet Prepared By: Thomas Brown, Jr Phone: (850) 595-3434 Date: 02/09/09

TRIP GENERATION

Source: latest edition of *Trip Generation*, ITE or data collected from related development may be accepted if sufficiently documented.

ITE Land Use: <u>Specialty Retail</u>	ITE Code: <u> 814 </u>	Page #: <u> 1388 </u>
Independent Variable: <u>1000 Sq Feet Gross Leasable Area</u>		
Size of Independent Variable:	15 [A]	
Average Rate for PH (4-6 P.M.) of Adjacent Street Traffic:	<u> 2.71 </u> [B]	
Driveway Trips (A*B), result from fitted curve equation or trips from locally collected data:	40.7 [C]	
Internal Capture Rate Percentage (if applicable):		0% [D]
Internal Trips (C*D):		0.0 [E]
Adjusted Driveway Trips (C-E):		40.7 [F]
Pass-By Trip Percentage (if applicable):		0% [G]
Pass-By Trips (F*G):		0.0 [H]
New Driveway Trips (F-H):		<u> 41 </u> [I]
New Total Driveway Trips (F-H):		<u> 41 </u>

AREA OF INFLUENCE FOR TRIP DISTRIBUTION / ASSIGNMENT

Is the number of New Driveway Trips [I], greater than 50 for commercial or greater than 5% of the Service Volume (column 22) for residential? NO [J]

_____ If "YES" to [J], applicant is required to submit trip distribution for the proposed development. Applicant is encouraged to discuss methodology prior to preparing trip distribution.

X If "NO" to [J], continue with PART I: *De Minimis* Determination on the following page.

If additional information or further discussion is needed, please call for an appointment.

ROADWAY IMPACT ANALYSIS

Complete an **Attachment** for *each* impacted roadway segment to determine if the traffic impact is *de minimis* (PART I).
If the impact is non *de minimis*, continue with PART II. Reference the latest edition of the *Traffic Volume and Level Of Service Report*.

Attachment 1 of 1

Project Name & Address: Perdido Key Retail, 13585 Perdido Key Drive
Roadway Facility: Perdido Key Drive from River Road to Innerarity Point Road

PART I: *De Minimis* Determination

Based on the LDC Section 5.12.03 adopted March 1, 2001. Reference the latest edition of the *Traffic Volume and LOS Report*.

New Driveway Trips (F-H):	41		[I]
Trip Distribution (% exiting):	56%		[K]
Allocated Trips (I*K):	23		[L]
2-Way PM PH Service Volume (column 18):	2,530		[M]
1% of Service Volume (column 21 or M*.01):	25		[N]
Are Allocated Trips greater than 1% of the Service Volume (is L > N)?	-2	NO	[O]
Existing Total Trips (column 16):	2,563		[P]
Proposed Total Trips (L+P):	2,586		[Q]
110% of Service Volume (column 23 or M*1.10):	2,783		[R]
Are Proposed Total Trips greater than 110% of the Service Volume (is Q > R)?	-197	NO	[S]
Is the roadway segment on a designated hurricane evacuation route (column 24)?		NO	[T]

- X If "NO" for [O], [S], and [T], traffic impact is *de minimis*. No further analysis is required.
- If "YES" for [O], [S], or [T], traffic impact is non *de minimis*. Continue with PART II.
- If "YES" to [T], continue with question [U] only, in PART II below; or
- If "YES" to [O] and/or [S] only and "NO" to [T], continue with question [V] only, in PART II below.

PART II: Non *De Minimis* Concurrency Determination

If "YES" to [T], is the number of Proposed Total Trips greater than the Service Volume (is Q > M)?	56	N/A	[U]
If "NO" to [T], is the number of Proposed Total Trips greater than 110% of the Service Volume (is Q > R)?	-197	N/A	[V]

- X If "NO," the roadway segment meets the test for concurrency. No further analysis required.
- If "YES," identify which method will be used to maintain the adopted Level of Service:
- applying applicable trip reduction methods for service or commercial developments,
 - conducting a Traffic Impact Analysis Report (TIAR),
 - reducing the scale or scope of the proposed project,
 - withdrawing the application, or
 - identifying the roadway facility as part of the Transportation Concurrency Exception Area (TCEA) in a designated redevelopment area.