

September 4, 2024

Mr. Prony Bonnaire Fils, Ph.D.  
Manatee County Development Services  
Transportation Planning Division  
1112 Manatee Avenue West, 4<sup>th</sup> Floor  
Bradenton, Florida 34205

Re: *48 Acre Multi-Family  
Manatee County, Florida  
Traffic Impact Statement  
PLN2405-0124 and PDR-24-14(Z)(G)*

Dear Mr. Bonnaire Fils:

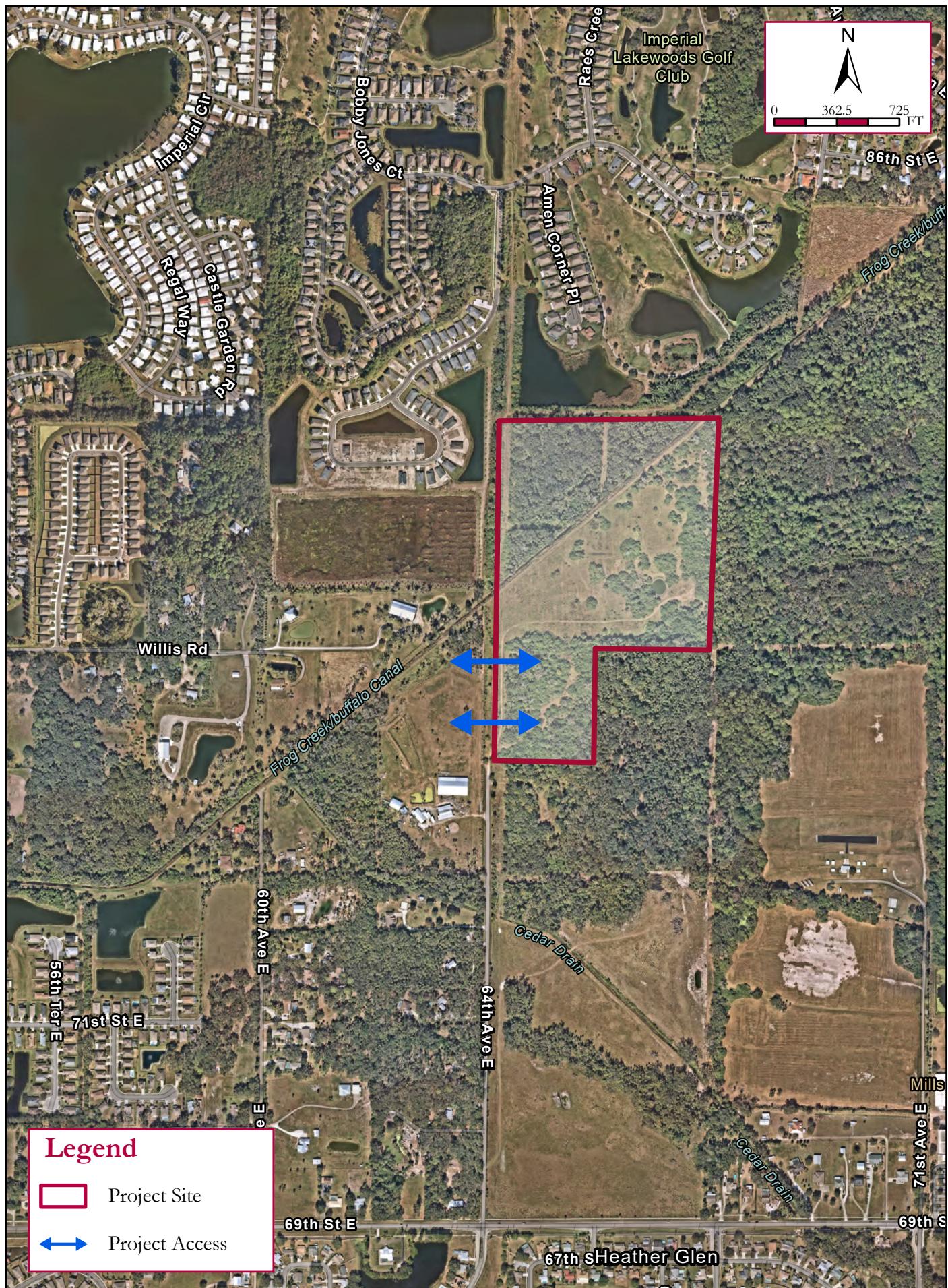
This Traffic Impact Statement (TIS) has been updated based on comments received from Manatee County, dated July 9, 2024, and is being used in support of General Development Plan (GDP) and Rezone petitions associated with the proposed 48 Acre Multi-Family site located along 64th Avenue East, on the north side of 69th Street East, east of I-75, in Manatee County, Florida. The project site is currently zoned as A-1 (Suburban Agriculture) and is being proposed to be rezoned to PDR (Planned Development Residential). The development proposes multi-family residential dwelling units on approximately 47.4 acres (Parcel 657800009). A GDP/Rezone methodology was submitted to Manatee County. The methodology letter and acceptance correspondence from Manatee County are attached in Appendix A.

Direct access to the site is proposed through two (2) driveways on 64th Avenue East via 69th Street East. Figure 1 illustrates the project location. An overall GDP layout is included in Appendix B.

Based upon Manatee County's *Traffic Study Guidelines* (March 2015), a transportation concurrency determination ("Traffic Impact Statement") is typically allowed if all the following criteria are met:

- (A) The gross p.m. peak-hour trip generation is 100 trips or less;
- (B) The net new p.m. peak-hour trips do not exceed five percent of the p.m. peak-hour, two-way maximum service volume of the adopted level of service (LOS) standard for the first accessed, designated thoroughfare; and
- (C) The first accessed, designated thoroughfare operate at or above the adopted LOS standard under total traffic conditions.

Although the development does not meet the first and second criteria above, this TIS is being provided because concurrency is being deferred as part of the GDP/Rezone process. The following analysis for the development includes a trip generation estimate, study impact area, and roadway LOS analysis.



Study Area Map

48 ACRE MULTI-FAMILY  
MANATEE COUNTY, FLORIDA

### Project Trip Generation and Distribution

Trip generation for the development was based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. The Applicant is proposing up to 563 multi-family (mid-rise type) dwelling units, which are expected to generate 220 (134 inbound/86 outbound) net, new trips in the p.m. peak hour. Due to the type of land use proposed, no internal or pass-by rates were considered in the analysis. The trip generation potential is identified in Table 1.

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

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS (NEW) PROJECT TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total
					In	Out			
Multi-Family Housing (Mid-Rise)	11	221	563	DU	61%	39%	134	86	220

Using the trip generation estimates in Table 1, project trips were distributed onto the public roadway system based on the FDOT District 1 Florida Standard Urban Transportation Model Structure (FSUTMS) program and the E + C roadway network, including consideration of the most current socio-economic and network data sets. As part of the roadway network, the Buffalo Road Extension from Mendoza Road northward and Carter Road/Sawgrass Road Extension were considered. The model output is included in Appendix C. Based on the model results, approximately 70 percent of net, new project trips are expected to arrive/depart in areas to the west along 69<sup>th</sup> Street East while the remaining approximately 30 percent of project trips are expected to arrive/depart in areas to the east along 69<sup>th</sup> Street East.

Changes made to socioeconomic (SE) data input in the planning model are as follows:

- Project TAZ #5680 was added along with inputs such as number of dwelling units and corresponding population.

### Study Area

Per Manatee County's *Traffic Study Guidelines*, the study area for a TIS is defined as the first accessed designated thoroughfare segment. Based on the Manatee County's *Concurrency Transportation Link Sheet* (May 2024), 69th Street East from 49th Avenue East to Erie Road (Link 2470) is the first accessed designated thoroughfare and is included in the analysis as identified in Table 2. As shown in Table 2, the project traffic does not meet the five (5%) percent threshold on any other roadway segment except Link 2470 (49<sup>th</sup> Avenue East to Erie Road). *Concurrency Transportation Link Sheet* (May 2024) is included in Appendix D.

Table 2: Study Area

LINK NO.	ROADWAY	FROM	TO	SERVICE VOLUMES		PROJECT TRAFFIC DISTRIBUTION %	PROJECT TRAFFIC VOLUME	PROJECT TRAFFIC AS % OF SERVICE VOLUME	WITHIN STUDY NETWORK?
				LANES	PEAK-HOUR LOS SERVICE VOLUME <sup>1</sup>				
2460	69 <sup>th</sup> Street East	Ellenton Gillette Road	49 <sup>th</sup> Avenue East	2U	2,270	35%	77	3.39%	N
2470	69 <sup>th</sup> Street East	49 <sup>th</sup> Avenue East	64 <sup>th</sup> Avenue East	2U	2,270	70%	154	6.78%	Y
		64 <sup>th</sup> Avenue East	Erie Road	2U	2,270	30%	66	2.91%	Y*
2230	Buffalo Road	69 <sup>th</sup> Street East	Moccasin Wallow Road	2U	1,250	18%	40	3.20%	N
2480	Erie Road	69 <sup>th</sup> Street East	Harrison Ranch Blvd.	2U	2,170	15%	33	1.52%	N
2490	Erie Road	69 <sup>th</sup> Street East	US 301	2U	2,270	10%	22	0.97%	N
3590	49 <sup>th</sup> Avenue East	Palmview Road	69 <sup>th</sup> Street East	2U	950	1%	2	0.21%	N

1. Manatee County *Concurrency Transportation Link Sheet*, May 2024

\*Although under the 5% threshold, this is part of the first accessed link (2470), and thus, was included in the study area.

### Scheduled Improvements

The current work program from Manatee County was reviewed for improvements that are scheduled for construction near the project site. Based upon this review, the extension of 60th Ave E (Buffalo Road) from Mendoza Road to Buffalo Road (project #6083160) was considered in this analysis. Additionally, the Carter Road/Sawgrass Road Extension to Erie Road, which will be constructed by the Parrish Lakes development, was also considered.

### Future Background LOS Analysis

A future background roadway LOS analysis was conducted for the two (2) links along the study roadway segment of 69<sup>th</sup> Street East (49<sup>th</sup> Avenue East to 64<sup>th</sup> Avenue East and 64<sup>th</sup> Avenue East to Erie Road). Existing and reserved volumes were considered for the analysis. Vehicle turning movement counts (TMCs) were conducted at the following intersections during the p.m. peak period (4:00 p.m. to 6:00 p.m.) to quantify existing p.m. peak-hour conditions within the study area:

- 69<sup>th</sup> Street East & Buffalo Road;
- 69<sup>th</sup> Street East & 64<sup>th</sup> Avenue East; and
- 69<sup>th</sup> Street East & Erie Road.

All collected counts were conducted in March 2024. The raw counts are provided in Appendix E. The vehicle counts at the study intersections were adjusted to reflect peak-season conditions. This modification was performed using FDOT PSCF for Manatee County. The seasonal factor report is included in Appendix E. The existing peak-season traffic volumes are shown in Figure 2. P.M. peak-hour peak-season volumes, as provided in Figure 2, were utilized for the existing two-way peak-hour volumes. These volumes provided more recent and up-to-date information when compared to the traffic volume (880 vehicles) identified for the same segment of 69<sup>th</sup> Street East (Link 2470) in the County's *Concurrency Transportation Link Sheets*, which was based upon a 2022 count.

The volume for each individual link was developed based upon the average approaching and departing volumes at each intersection end point of the link as shown in Figure 2. As part of this analysis, existing lane geometry was considered along this study segment.

To quantify background two-way peak-hour volumes, traffic volumes associated with reserved developments in the area were considered from Manatee County's *Concurrency Transportation Link Sheets* (May 2024). To obtain a more accurate representation of the reserved trips along this approximately 2.75-mile-long study segment, all approved developments which generated reserved trips along this area were further researched to determine current levels of development. A concurrency reservation report, which was run on April 24, 2024, was obtained (attached in Appendix F) to determine the approved developments and their associated trips during this timeframe. All of these developments listed in the report were researched to verify land use types and levels of development completed to date.

As part of this effort, a field visit was conducted to verify the development levels. For example, the report indicated approximately 970 cumulative reserved trips for the Trevesta development. However, this development is essentially built out with only approximately 80 single-family lots and six (6) townhouse buildings (at 6 units per building which is equivalent to 36 townhouses) remaining that are either vacant or under construction. Additionally, it was estimated that approximately 65,000 square feet of retail commercial has yet to be built and/or occupied to date.

Based upon this information, the trip generation potential for the remaining homes and retail commercial space was calculated using the ITE *Trip Generation Manual*, and considered internal and pass-by capture potential, and existing travel patterns, which resulted in approximately 310 p.m. peak-hour trips for the Trevesta development along the study segment of 69th Street East.

This method was undertaken for all reserved developments identified along the affected study roadway links. Thus, the appropriate and current development levels were determined, including if certain development were totally built out such as Parrish Charter School Phase 2. Documentation of all reserved developments along 69<sup>th</sup> Street East within the study area is provided in Appendix F.

The results of the future background roadway conditions analysis are summarized in Table 3 and indicated that that the future background traffic volumes for the study roadway segment are not anticipated to exceed the County's generalized LOS volumes for Manatee County (based upon LOS D standard).

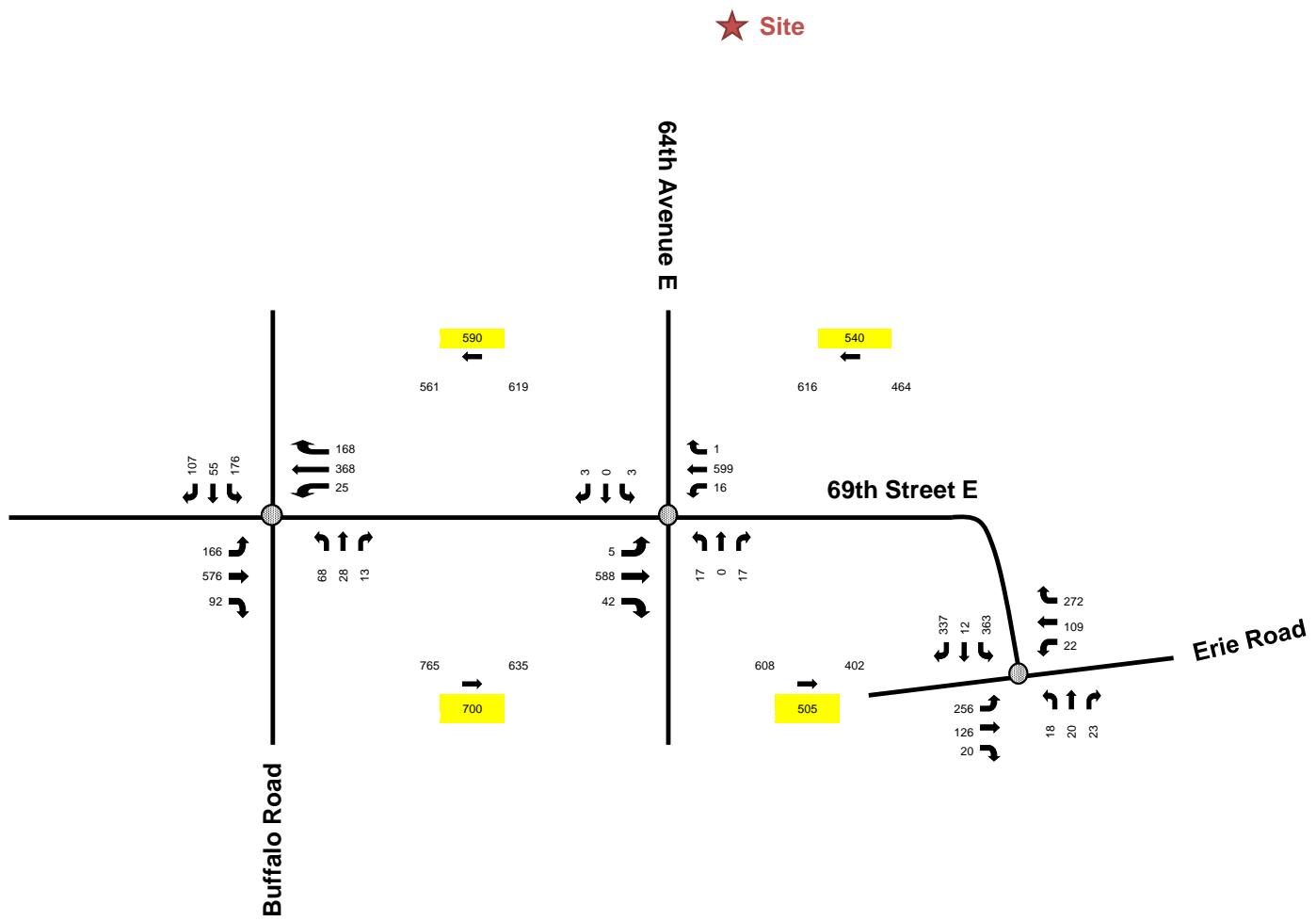
Table 3: Existing and Future Background Traffic Roadway Condition Analysis

LINK NO.	ROADWAY	FROM	TO	PEAK-HOUR LOS SERVICE VOLUME <sup>1</sup>	EXISTING VOLUME (2-WAY PEAK-HOUR) (VPH)	EXISTING VOLUME GREATER THAN LOS STANDARD?	RESERVED VOLUME (2-WAY PEAK-HOUR) (VPH)	BACKGROUND VOLUME (2-WAY PEAK-HOUR) (VPH)	BACKGROUND VOLUME GREATER THAN LOS STANDARD?
2470	69 <sup>th</sup> Street East	49 <sup>th</sup> Avenue East	64 <sup>th</sup> Avenue East	2,270	1,290	No	780	2,070	No
		64 <sup>th</sup> Avenue East	Erie Road	2,270	1,045	No	780	1,825	No

1. Manatee County *Concurrency Transportation Link Sheet*, May 2024

↑  
**N**  
NOT TO SCALE

**Legend**  
Roadway  
Study Intersection  
XX P.M. Peak-Hour Existing Peak-Season Traffic



### Future Total LOS Analysis

A future total roadway LOS analysis was conducted for the two (2) links along study roadway segment of 69<sup>th</sup> Street East. The analysis procedures for this evaluation were consistent with those used to evaluate the future background traffic conditions. Project traffic from Table 2 was added to background traffic volumes from Table 3 to develop total volumes, as shown in Table 4.

The results of the future total roadway conditions analysis are summarized in Table 4 and indicate that the future total traffic volumes for the study roadway segment are not anticipated to exceed the County's generalized LOS volumes for Manatee County (based upon LOS D standard).

Table 4: Future Total Traffic Roadway Condition Analysis

LINK NO.	ROADWAY	FROM	TO	PEAK-HOUR LOS SERVICE VOLUME <sup>1</sup>	BACKGROUND VOLUME (2-WAY PEAK-HOUR) (VPH)	PROJECT TRAFFIC DISTRIBUTION %	PROJECT TRAFFIC VOLUME	TOTAL VOLUME (2-WAY PEAK-HOUR) (VPH)	TOTAL VOLUME GREATER THAN LOS STANDARD?
2470	69 <sup>th</sup> Street East	49 <sup>th</sup> Avenue East	64 <sup>th</sup> Avenue East	2,270	2,070	70%	154	2,224	No
		64 <sup>th</sup> Avenue East	Erie Road	2,270	1,825	30%	66	1,891	No

1. Manatee County Concurrency Transportation Link Sheet, May 2024

### Multimodal Transportation Analysis

As part of the evaluation of the proposed project, multi-modal considerations were reviewed for this development. These considerations included existing facilities for pedestrians, bicyclists, and transit users.

Pedestrians: 64<sup>th</sup> Avenue East ends at the project site and, currently, there are no sidewalks present along 64<sup>th</sup> Avenue East.

Bicyclists: 64<sup>th</sup> Avenue East ends at the project site and, currently, there are no bike lanes present along 64<sup>th</sup> Avenue East.

Transit: According to the most recent Manatee County Area Transit (MCAT) System Map, there are no existing MCAT bus routes serving the 69<sup>th</sup> Street East area near the site.

### Conclusion

The proposed 48 Acre Multi-Family site was analyzed for potential traffic impacts as part of the GDP/Rezone approval process. Direct access to the site is proposed through two (2) driveways on 64th Avenue East via 69th Street East. Based upon the results of the analysis conducted for the Future Total Traffic Roadway Condition Analysis, the existing roadway network is expected to accommodate the p.m. peak-hour trips for the proposed project without any improvements.

We hope that this updated TIS satisfies the traffic-related issues associated with the proposed residential site. Upon your review of this document, please let us know if you have any questions or comments.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Robert (Bob) Agrusa, P.E., PTOE  
Senior Project Manager



Basit Ali, P.E.  
Transportation Engineer

## APPENDIX A: Transportation Methodology

# 64<sup>th</sup> Avenue East Residential Site

## Manatee County

### Traffic Study (TIA) Methodology Statement Data Summary

Submitted: April 3, 2024

Revised:

**Agent Name\*:** John Osborne, Green Street Associates, LLC

**Telephone:** (941) 724-6461 **Email Address\*** [johnposborne@outlook.com](mailto:johnposborne@outlook.com)

**Traffic Consultant\*:** Bob Agrusa/Basit Ali--Kimley-Horn and Associates

**Telephone:** (813) 620-1460 **Email Address\*:** [bob.agrusa@kimley-horn.com](mailto:bob.agrusa@kimley-horn.com)  
[basit.ali@kimley-horn.com](mailto:basit.ali@kimley-horn.com)

**Note** – 1. Include project owner or agent in all traffic study methodology related correspondence.

2. Include [transportation.planning@mymanatee.org](mailto:transportation.planning@mymanatee.org) and [traffic.review@mymanatee.org](mailto:traffic.review@mymanatee.org) in your correspondence with Manatee County staff.
3. A TIA or an operational analysis shall be signed and sealed by a Florida licensed professional engineer.

**Application Type:** GPD/Rezone (Will Defer Traffic Concurrency Approval—(Will Undertake TIS Instead)

**Pre-App Record Number (if applicable):** PLN2401-0080

#### Site Information and ITE LUC:

Street Address/Parcel Id/Description: 7900 64<sup>th</sup> Avenue E., Palmetto, FL 34221 – Approximately 48.5 acres

Proposed Land Use: 576 Apartment Dwelling Units (Mid-Rise)

ITE Land Use Code(s): LUC 221-ITE Trip Generation Manual, 11<sup>th</sup> Ed., 2021----Buildout in 2027

**Access:** Provide type and number of proposed project access location(s) (Attach Site Plan)

#### Note –

1. If the project has access to State FDOT facilities, attach access related correspondence from FDOT. Contact person for FDOT D1 is Kimberly Strickland 863-519-2236.
2. If the project has access to Manatee County facilities, ensure proposed access locations must comply with the Manatee County Land Development Code (LDC) and the Manatee County Public Works Standards Manual.

a. One (1) main full-movement access point onto 69<sup>th</sup> Street E. and potentially one (1) minor access point off of new extension of 64<sup>th</sup> Avenue E. (69<sup>th</sup> Street E. is a Manatee County thoroughfare)

**Study Area:** WE ACKNOWLEDGE that the study area includes first-impacted thoroughfares AND each thoroughfare roadway segment for which project traffic is estimated to equal or exceed five percent of the maximum service volume of the segment's adopted level of service standard. The test for this threshold shall be based on the PM peak-hour, two-way service volumes based on the roadway characteristics and the generalized service volume tables of the latest edition of the Florida Department of Transportation's (FDOT's) Quality/Level of Service Handbook.

#### Proposed Trip Distribution Method:

Existing Traffic Patterns  Include Traffic/AADT Counts in Study(Counts will supplement model op)

D1RPM Model  Include Model output and Input Files in Study

**The contents of this methodology are being submitted for informational purposes only. The proposed traffic study will begin prior to receiving methodology comments.**

**Disclaimer:** This summary is based only on the information provided by the Applicant at this time. In the event there is new information or significant changes prior to the formal project submission to Accela, please contact Transportation Planning to confirm if the changes require revision of the above assumptions.

Ali, Basit

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From: Prony BonnaireFils <prony.bonnairefils@mymanatee.org>  
Sent: Friday, April 5, 2024 11:44 AM  
To: Agrusa, Bob; Transportation Planning; traffic review  
Cc: Ali, Basit  
Subject: RE: PLN2401-0079/PLN2401-0080--64th Avenue East Residential Site

Hello Bob,

Please consider this email as acceptance of the methodology.

Submit with the GDP/Rezone application the following:

- The accepted methodology
- The Traffic Study
- D1RPM (network file, loaded network and SE data) input files used in the analysis
- Multimodal transportation analysis.
- Tables in excel format

Thanks,

Prony Bonnaire Fils, Ph.D./ Transportation Planning Section Manager

**Manatee County Government**

Development Services

1112 Manatee Avenue West, 4<sup>th</sup> Floor

Bradenton, FL 34205

(941)708-7450, ext.7226

Website:[mymanatee.org](http://mymanatee.org)



*"Building with the Community"*

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From: Agrusa, Bob <Bob.Agrusa@kimley-horn.com>  
Sent: Wednesday, April 3, 2024 1:20 PM  
To: Transportation Planning <transportation.planning@mymanatee.org>; traffic review  
<traffic.review@mymanatee.org>  
Cc: Prony BonnaireFils <prony.bonnairefils@mymanatee.org>; Ali, Basit <Basit.Ali@kimley-horn.com>  
Subject: PLN2401-0079/PLN2401-0080--64th Avenue East Residential Site

CAUTION: This email originated from an external source.

Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.

To Whom It May Concern,

Please see the attached traffic methodology, including concept plan, for the above project. A pre-app meeting was already held on March 15<sup>th</sup>.

Per the methodology, my team and I will be initiating the study prior to receiving any comments.

Please contact me if there are any questions.

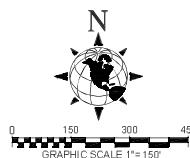
Thanks,

Bob

**Bob Agrusa, P.E., PTOE** | Senior Project Manager  
**Kimley-Horn** | 201 North Franklin Street, Suite 1400, Tampa, FL 33602  
Direct: 813-365-7204 | Mobile: 813-786-4366

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## APPENDIX B: General Development Plan



**SITE NOTES:**

1. ADDRESS: 7800 64TH AVENUE EAST, PALMETTO FLORIDA 34221
2. P.I.D. 65100009
3. AREA: 2.082234 S.F.  
47.342 AC
4. EXISTING ZONING: A-1, PDR  
PROPOSED ZONING: PDR
5. FLOOD ZONE: A, AE, AND X (12081C 0178E, DATED 3-17-2014)
6. A PORTION OF PROJECT IS LOCATED IN THE COASTAL PLANNING AREA (6.945 ACRES).
7. EXISTING LAND USE: A-1 (VACANT ACREAGE)
8. FUTURE LAND USE: RES-6 (PROPOSED FUTURE LAND USE MAP AMENDMENT TO RES-6)
9. PROPOSED LAND USE: RESIDENTIAL MULTI-FAMILY (576 UNITS)(25% AFFORDABLE HOUSING UNITS)
10. PROPOSED MAX BUILDING HEIGHT: FOUR (4) STORIES
11. DENSITY INTENSITY:

PROJECT SITE AREA = 47.342 AC.  
WETLAND ACREAGE = 5.839 AC.  
WETLAND ACREAGE NOT AVAILABLE FOR DENSITY CALCULATIONS DUE TO IMPACTS = 0.798 X 50% = 0.399 AC.  
PD-R REMAINING FOR DENSITY CALCULATIONS = 47.342 AC - 0.399 AC = 46.943 AC.  
12 DU (DWELLING UNITS) / GA (GROSS ACRE)  
10 F.A.R (FLOOR AREA RATIO)  
MAXIMUM RESIDENTIAL UNITS ALLOWED = 563 D.U.S (12 DU/AC X 46.943 ACRES)  
(25% AFFORDABLE HOUSING UNITS)  
MAXIMUM RESIDENTIAL UNITS PROPOSED= 563 D.U.S (11.99 DU/AC)

MAXIMUM NET DENSITY = 16 DU/AC.  
NET PROJECT ACREAGE = 46.943 AC. - 3.17 AC. (P.D.R.) = 43.773 NA  
PROPOSED NET DENSITY = 563 D.U.S / 43.773 NA = 12.87 DU/NA

**12. REQUIRED OPEN SPACE**

6.94 AC. IN COASTAL PLANNING AREA @ 35% = 2.43 AC.  
REMAINDER OF AC @ 25% = 1.10 AC.

TOTAL REQUIRED OPEN SPACE = 3.53 AC.

NOTE: OPEN SPACE MAY INCLUDE NATURAL OR ARTIFICIAL WATER BODIES,  
INCLUDING WET-AND-DRY RETENTION FACILITIES AND WETLANDS, UP TO  
75 PERCENT OF THE REQUIRED OPEN SPACE CALCULATION (LDC Sec. 804.1)

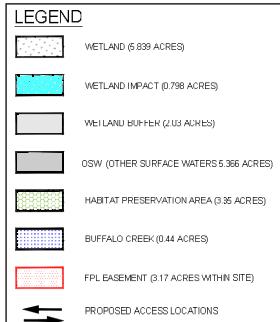
DESIGN STANDARDS				
TYPE	FRONT SETBACK (FT.)	SIDE SETBACK (FT.)	REAR SETBACK (FT.)	WETLAND BUFFER SETBACK (FT.)
MULTI-FAMILY	15'	15'/25' (1)	10'	15' (2)

1. THIS DISTANCE IS NOT A SIDE YARD SETBACK BUT THE MINIMUM DISTANCE BETWEEN BUILDINGS. A 15' SEPARATION IS REQUIRED BETWEEN ONE-STORY AND TWO-STORY BUILDINGS. A 25' SEPARATION IS REQUIRED BETWEEN TWO-STORY AND FOUR STORY BUILDINGS.

2. PER LDC SECTION 4.3(E) THE DEPARTMENT DIRECTOR MAY APPROVE A REDUCTION OF THIS SETBACK AT TIME OF THE FINAL SITE PLAN.

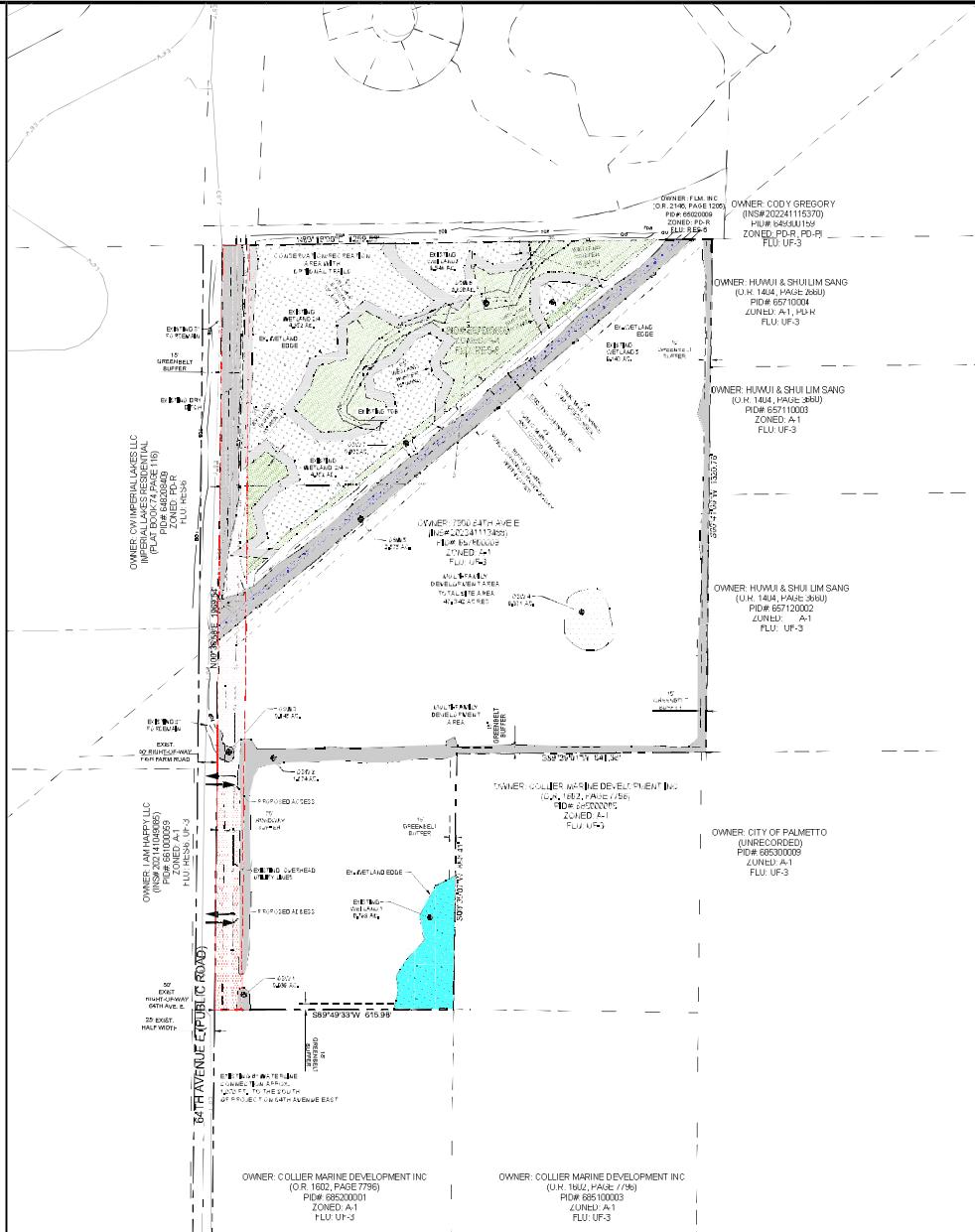
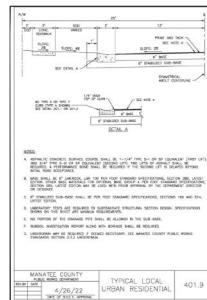
WETLAND	EXISTING WETLAND ACREAGE	WETLAND IMPACT ACREAGE	WETLAND BUFFER IMPACT ACREAGE	MITIGATION IMPACT ACREAGE	POST DEVELOPMENT WETLAND ACREAGE
1	0.798	0.789	0	0.789	0
28&4	4.352	0	0	0	4.352
5	0.546	0	0	0	0.546
6	0.143	0	0	0	0.143
TOTAL	5.839	0.789	0	0.789	5.041

OSW	EXISTING OSW ACREAGE	OSW IMPACT ACREAGE	POST DEVELOPMENT OSW ACREAGE
1	0.039	0.039	0
2	1.674	1.674	0
3	0.045	0.045	0
4	0.371	0.371	0
5	2.575	0	2.575
6	0.63	0	0.63
7	0.032	0	0.032
TOTAL	5.366	2.129	3.237



**SITE NOTES:**

1. PROPOSED POTABLE WATER AND WASTEWATER FACILITIES SHOWN ARE CONCEPTUAL ONLY AND DEMONSTRATE THE INTENT TO COMPLY WITH THE REQUIREMENTS OF SECTION 801 OF THE MANATEE COUNTY LDC. THE SIZE AND LOCATION OF THESE FACILITIES WILL BE FINALIZED DURING THE FINAL SITE/CONSTRUCTION PLAN REVIEW PROCESS.
2. THE PROPOSED ROADWAY SECTIONS, DESIGN AND DETAILS SHOWN ARE CONCEPTUAL ONLY AND ARE INCLUDED TO GRAPHICALLY DEMONSTRATE THE INTENT TO COMPLY WITH THE REQUIREMENTS OF SECTION 3 HIGHWAY & TRAFFIC STANDARDS. MANY OF THE DESIGN OF THESE FACILITIES WILL BE FINALIZED DURING THE FINAL SITE/CONSTRUCTION PLAN REVIEW PROCESS.
3. THE PROPOSED DRAINAGE EASMENTS AND STORMWATER FACILITIES SHOWN ARE CONCEPTUAL ONLY AND ARE INCLUDED TO GRAPHICALLY DEMONSTRATE THE INTENT TO COMPLY WITH THE REQUIREMENTS OF SECTION 801 OF THE MANATEE COUNTY LDC. THE REQUIREMENTS OF MANATEE COUNTY PUBLIC WORKS STANDARDS PART 2 STORMWATER MANAGEMENT ARE INCLUDED. THE SIZE AND LOCATION OF THESE FACILITIES WILL BE FINALIZED DURING THE FINAL SITE/CONSTRUCTION PLAN REVIEW PROCESS.



2024-08 NOTES, ROW, BUFFERS, WETLAND, CHARTS, KOM	DATE: 5/20/2024
REVISION: 082024HUN	PROJECT: 7800 64TH AVENUE E
NO. 0818	DRAWING: 08
BY: T. ROCKLEN P.E.	CHECKED: BR

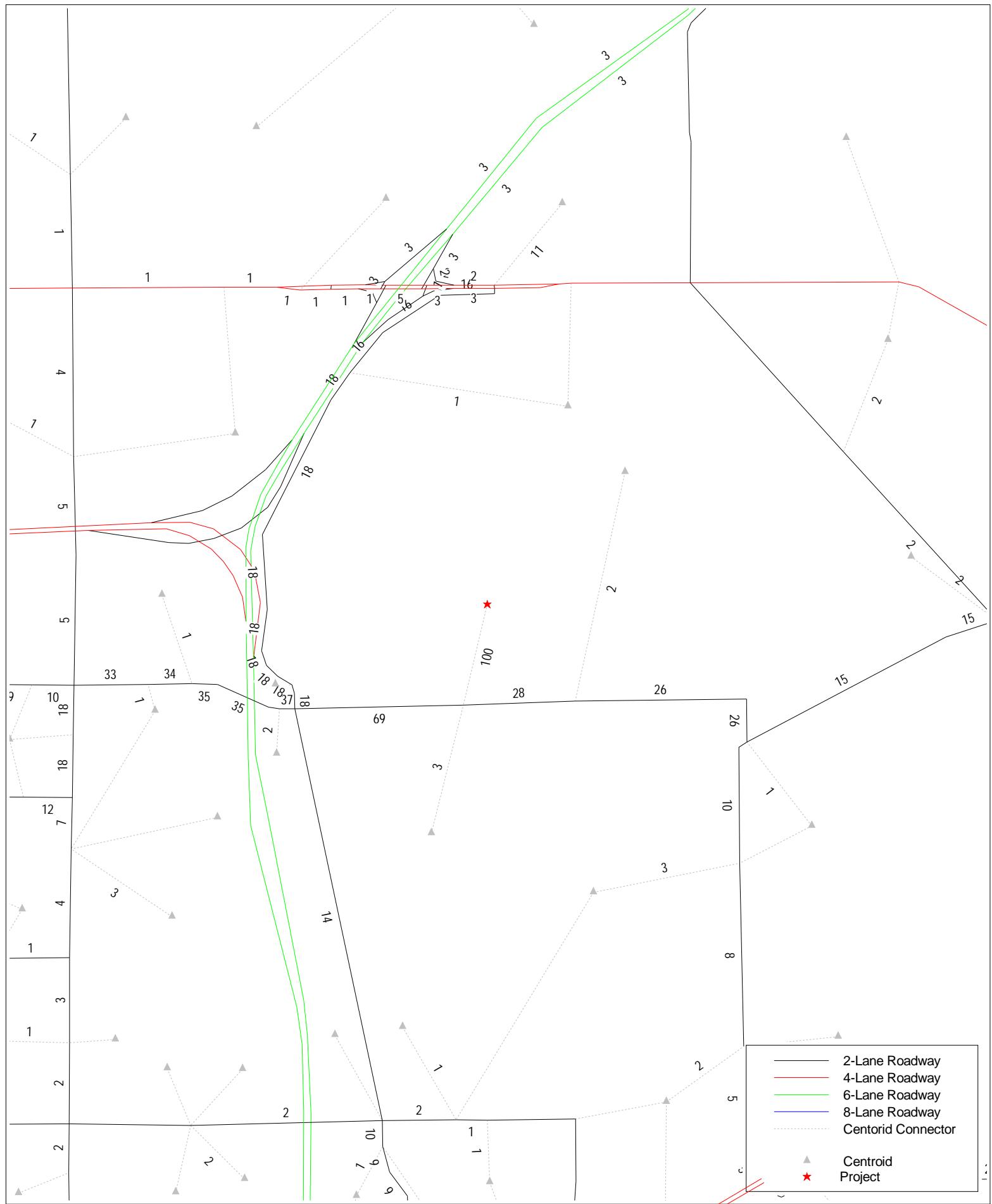
**MORRIS ENGINEERING AND CONSULTING, LLC.**  
Civil Engineering and Land Development Consulting  
5997 Professional Parkway East, Suite 5, Lakewood Ranch, Florida 34209 941-444-6644 [www.morrisengineering.net](http://www.morrisengineering.net)

OVERALL GENERAL DEVELOPMENT PLAN  
**48 ACRE MULTI-FAMILY**  
MANATEE COUNTY, FLORIDA

SCALE:  
1"=1-1/4"  
VERTICAL DATUM:  
MANAS

SECTION: 6 OF 8  
SHEET: 6 OF 8  
T. ROCKLEN P.E.  
LICENSURE NO. 89736

## APPENDIX C: FSUTMS Model Output



## APPENDIX D: Concurrency Transportation Link Sheet

# **MANATEE COUNTY**

Concurrency Transportation Link Sheet  
Level of Service Analysis  
Roadway Segments

**MAY 2024**

Manatee County Planning Department  
PO Box 1000  
Bradenton, Florida 34206  
(941) 749-3070

**Manatee County Planning Department  
Concurrency Transportation Link Sheet**

Report run on: May 1, 2024 9:47 AM

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Link No	Road Name	From Street	To Street	Jrs Dtn	Fnc Cls	U T R	(#1) Crs Sec	Sig/ Mile	Nu m Si	Cl ass Gr	Le ft Tu rns	5% Peak Hour LOS Vol	Los Std	Existed LOS	Proje Art Plan LOS	Trf Cnt Yr	Exist AADT	K100	O C S	Peak Hour			Peak Hr LOS Vol	Avail Peak Hour Cap	3 Yr Growth Rate	Cn Yr	Con Typ	De Im Rs	Stn Num
																				Base	Res	Pend							
2394	EL CONQUISTADOR PKY	66 ST W	53 AV W		MC	UC	U 2U	1.28 1	II	Y	65.5	D	D	F	22	9733	0.090		876	1,260	0	2,136	1,310	-826	0.000		03-09		
2400	MOCCASIN WALLO RD	US 41	ELLENTON-GILLETTE		MC	UC	U 2U	1.33 1	US	Y	79	D	C	F	22	8902	0.090	O	801	1,923	0	2,724	1,580	-1,144	0.000	OUT	0	10-08	
2410	ELLENTON GILLETTE RD	MOCASSIN WALLO	69 ST E		MC	UC	U 2U	0.56 1	US	Y	60	D	C	C	22	3655	0.090	O	329	591	7	927	1,200	273	0.000		0	10-05	
2420	ELLENTON GILLETTE RD	69 ST E	MENDOZA RD		MC	UC	U 2U	0.51 1	US	Y	79	D	C	F	22	8451	0.090	C	761	1,160	84	2,005	1,580	-425	0.000		0	09-53	
2435	ELLENTON GILLETTE RD	MENDOZA RD	MEMPHIS RD		MC	UC	U 2U	0.81 1		Y	75.5	D	C	C	22	9092	0.090	C	818	495	0	1,313	1,510	197	0.000		0	09-55	
2436	ELLENTON GILLETTE RD	MEMPHIS RD	US 301		MC	UC	U 2U	2.04 1		Y	75.5	D	C	C	22	10512	0.090		946	292	0	1,238	1,510	272	0.000		09-56		
2450	69 ST E	US 41	ELLENTON-GILLETTE		MC	UC	U 2U	1.08 1	US	Y	75.5	D	C	F	22	12450	0.090	C	1,121	689	44	1,854	1,510	-344	0.000		0	10-45	
2460	69 ST E	ELLENTON GILLETTE	49 AVE E		MC	UC	U 2U	1.25 1	US	Y	113.5	D	C	D	22	12715	0.090	O	1,144	908	0	2,052	2,270	218	0.000		0	10-04	
2470	69 ST E	49TH AV E	ERIE RD(CR 75)		MC	UC	U 2U	0.41 1	US	Y	113.5	D	C	E	22	9776	0.090	O	880	1,544	0	2,424	2,270	-154	0.000		0	10-03	
2480	ERIE RD/CR 10	69 ST E	HARRISON RANCH BLVD		MC	UC	U 2U	1.79 1	US	Y	108.5	D	B	D	22	7008	0.090	O	631	953	0	1,584	2,170	586	0.000		0	10-02	
2485	ERIE RD/CR 10	HARRISON RANCH BL	US 301 (PARRISH)		MC	UC	U 2U	0.36 1		Y	113.5	D	B	E	22	5880	0.090		529	2,390	0	2,919	2,270	-649	0.000		10-62		
2490	ERIE RD/CR 75	69 ST E	US 301(ELLENTON)		MC	UC	U 2U	0.49 1	US	Y	113.5	D	C	D	21	10319	0.090	O	929	1,056	0	1,985	2,270	285	0.000	OUT	0	10-01	
2500	FLORIDA BLVD	US 41	26 ST W		MC	UC	U 2U	1.33 1		Y	62.5	D	D	D	22	9187	0.090	O	827	239	0	1,066	1,250	184	0.000		0	03-12	
2510	FLORIDA BLVD	26 ST W	34 ST W		MC	UC	U 2U	1.82 1	US	N	47.5	D	D	D	22	6284	0.090	O	566	283	0	849	950	101	0.000		0	03-44	
2520	FT HAMER RD	US 301	GOLF COURSE RD		MC	MA	U 2U	1.27 1		Y	62.5	D	D	F	22	13484	0.090	O	1,214	2,088	0	3,302	1,250	-2,052	0.000		0	11-02	
2521	FT HAMER RD	GOLF COURSE RD	OLD TAMPA RD		MC	MA	U 2U	1.59 1		Y	75.5	D	C	F	22	13484	0.090		1,214	1,523	0	2,737	1,510	-1,227	0.000		11-02		
2522	FT HAMER RD	OLD TAMPA RD	UPPER MANATEE RV RD		MC	MA	U 2U	0.61 1		Y	79	D	C	D	22	13484	0.090		1,214	364	0	1,578	1,580	2	0.000		11-02		
2530	I-75	UNIVERSITY PKY	SR 70		ST	F/PA	U 6D	0.27 1	G1	Y	418.5	C	B	B	22	14000	0.090	O	1,260	773	0	2,033	8,370	6,337	0.000		0	0039	
2540	I-75	SR 70	SR 64		ST	F/PA	U 6D	0.28 1	G1	Y	418.5	C	F	F	22	133000	0.090	O	11,970	844	0	12,814	8,370	-4,444	0.000		0	0040	
2550	I-75	SR 64	US 301		ST	F/PA	U 6D	0.27 1	G1	Y	418.5	C	E	F	22	120500	0.090	O	10,845	1,306	0	12,151	8,370	-3,781	0.000		0	0041	

APPENDIX E:  
Existing Traffic Count Data  
& FDOT Seasonal Factor Report

## I-75 Frontage Rd/Buffalo Rd &amp; 69th St E

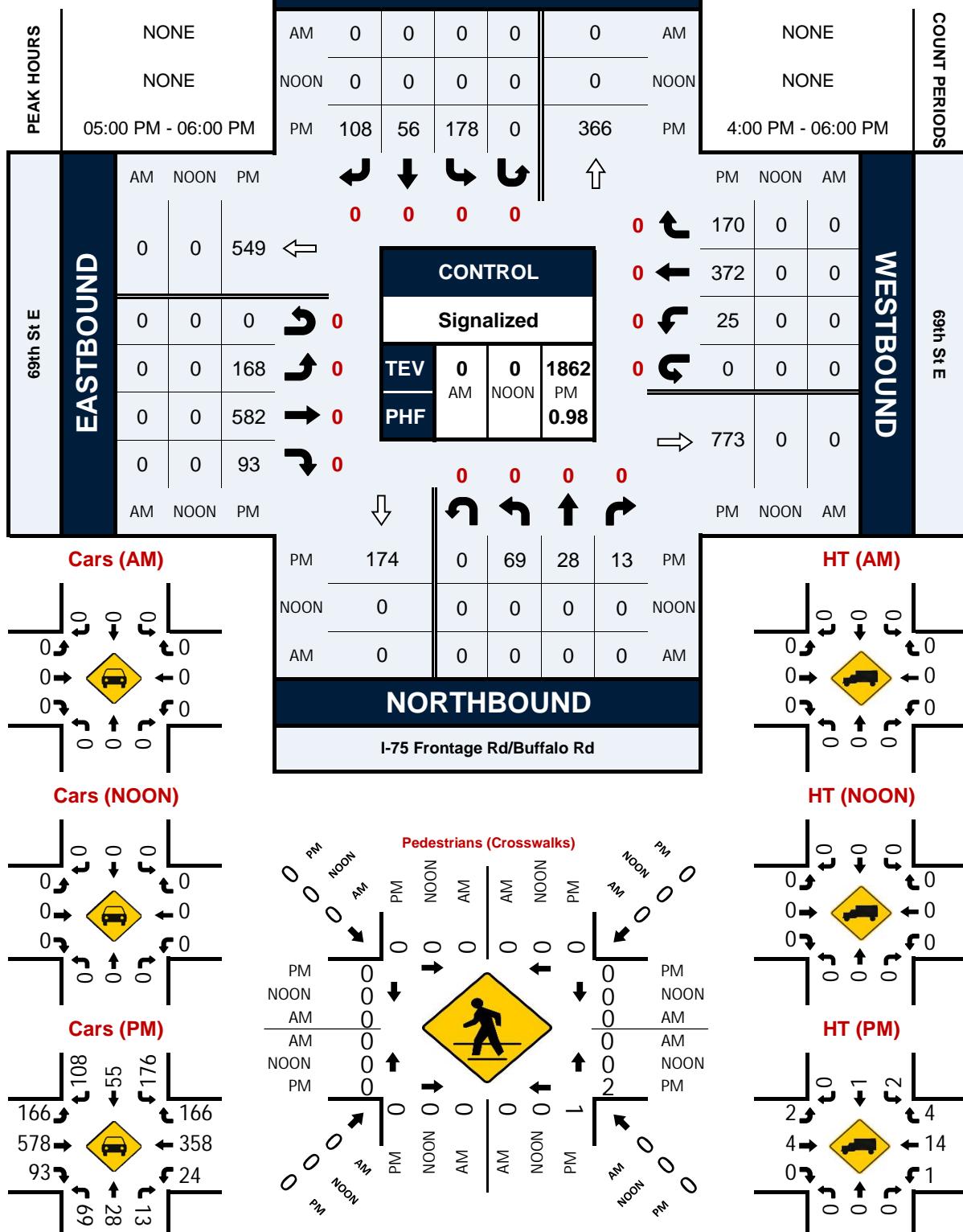
## Peak Hour Turning Movement Count

ID: 24-120137-002

City: Palmetto

Day: Wednesday

Date: 3/20/2024

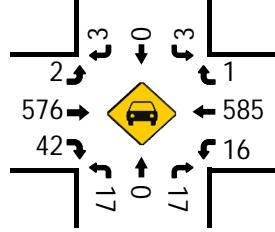
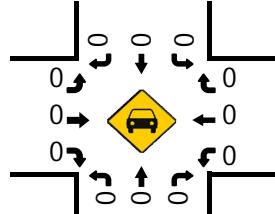
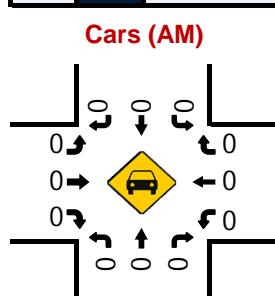


64th Ave E/63rd Ave E & 69th St E

## Peak Hour Turning Movement Count

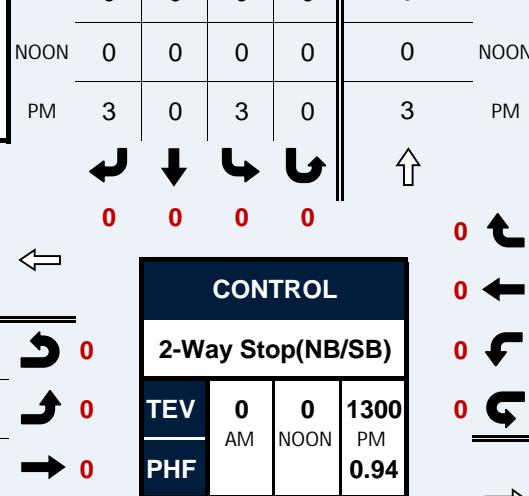
**ID:** 24-120137-003  
**City:** Palmetto

PEAK HOURS	
	NONE
	NONE
	04:00 PM - 05:00 PM

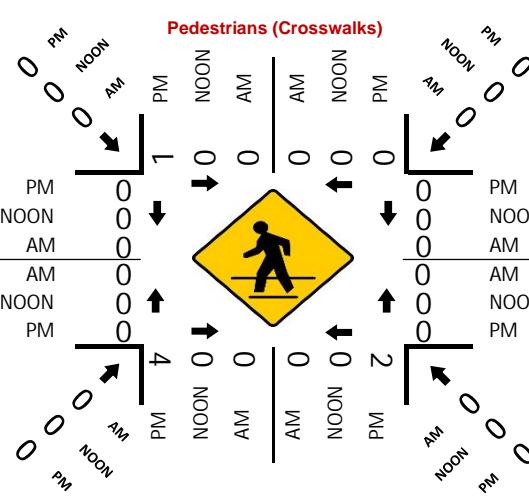


64th Ave E/63rd Ave E

**SOUTHBOUND**

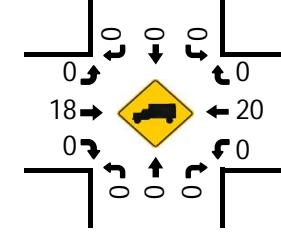
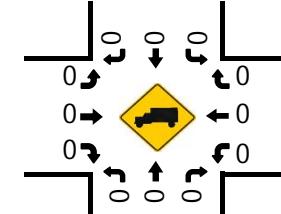
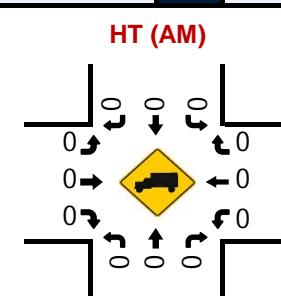


	0					
	0	0	0	0	0	
PM	58	0	17	0	17	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM



**Day:** Wednesday  
**Date:** 3/20/2024

NONE  
NONE  
4:00 PM - 06:00 PM



69th St E/Parrish Charter Academy Dwy & Erie Rd

## Peak Hour Turning Movement Count

**ID:** 24-120137-004  
**City:** Parrish

PEAK HOURS	NONE		
	NONE		
04:00 PM - 05:00 PM			
	AM	NOON	PM
Erie Rd	0	0	468
EASTBOUND	0	0	0
	0	0	259
	0	0	127
	0	0	20
	AM	NOON	PM

<b>69th St E/Parrish Charter Academy Dwy</b>						
<b>SOUTHBOUND</b>						
AM	0	0	0	0	0	AM

**Day:** Wednesday  
**Date:** 3/20/2024

			COUNT PERIODS
PM	NOON	AM	
4:00 PM - 06:00 PM			
275	0	0	
110	0	0	
22	0	0	
0	0	0	
517	0	0	
PM NOON AM			WESTBOUND
			Erie Rd

PM	54	0	18	20	23	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

## Cars (NOON)

## Cars (PM)

HT (NOON)

A diagram showing a 3x3 grid with a central yellow diamond containing a black car. Arrows point from the car to all four sides (up, down, left, right) and from each of those four sides to the corners of the grid. The corners are marked with '0' and arrows pointing towards the center. The grid lines are black and the central area is yellow.

HT (PM)

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1300 MANATEE COUNTYWIDE

MOCF: 0.93  
 PSCF

WEEK	DATES	SF	
=====			
1	01/01/2022 - 01/01/2022	1.03	1.11
2	01/02/2022 - 01/08/2022	1.02	1.10
3	01/09/2022 - 01/15/2022	1.01	1.09
4	01/16/2022 - 01/22/2022	1.00	1.08
5	01/23/2022 - 01/29/2022	0.98	1.05
* 6	01/30/2022 - 02/05/2022	0.96	1.03
* 7	02/06/2022 - 02/12/2022	0.94	1.01
* 8	02/13/2022 - 02/19/2022	0.92	0.99
* 9	02/20/2022 - 02/26/2022	0.92	0.99
*10	02/27/2022 - 03/05/2022	0.92	0.99
*11	03/06/2022 - 03/12/2022	0.91	0.98
*12	03/13/2022 - 03/19/2022	0.91	0.98
*13	03/20/2022 - 03/26/2022	0.92	0.99
*14	03/27/2022 - 04/02/2022	0.93	1.00
*15	04/03/2022 - 04/09/2022	0.93	1.00
*16	04/10/2022 - 04/16/2022	0.94	1.01
*17	04/17/2022 - 04/23/2022	0.95	1.02
*18	04/24/2022 - 04/30/2022	0.96	1.03
19	05/01/2022 - 05/07/2022	0.97	1.04
20	05/08/2022 - 05/14/2022	0.98	1.05
21	05/15/2022 - 05/21/2022	0.99	1.06
22	05/22/2022 - 05/28/2022	1.01	1.09
23	05/29/2022 - 06/04/2022	1.02	1.10
24	06/05/2022 - 06/11/2022	1.03	1.11
25	06/12/2022 - 06/18/2022	1.04	1.12
26	06/19/2022 - 06/25/2022	1.05	1.13
27	06/26/2022 - 07/02/2022	1.05	1.13
28	07/03/2022 - 07/09/2022	1.06	1.14
29	07/10/2022 - 07/16/2022	1.06	1.14
30	07/17/2022 - 07/23/2022	1.06	1.14
31	07/24/2022 - 07/30/2022	1.06	1.14
32	07/31/2022 - 08/06/2022	1.07	1.15
33	08/07/2022 - 08/13/2022	1.07	1.15
34	08/14/2022 - 08/20/2022	1.07	1.15
35	08/21/2022 - 08/27/2022	1.08	1.16
36	08/28/2022 - 09/03/2022	1.10	1.18
37	09/04/2022 - 09/10/2022	1.11	1.19
38	09/11/2022 - 09/17/2022	1.12	1.20
39	09/18/2022 - 09/24/2022	1.09	1.17
40	09/25/2022 - 10/01/2022	1.06	1.14
41	10/02/2022 - 10/08/2022	1.02	1.10
42	10/09/2022 - 10/15/2022	0.99	1.06
43	10/16/2022 - 10/22/2022	1.00	1.08
44	10/23/2022 - 10/29/2022	1.01	1.09
45	10/30/2022 - 11/05/2022	1.01	1.09
46	11/06/2022 - 11/12/2022	1.02	1.10
47	11/13/2022 - 11/19/2022	1.03	1.11
48	11/20/2022 - 11/26/2022	1.03	1.11
49	11/27/2022 - 12/03/2022	1.03	1.11
50	12/04/2022 - 12/10/2022	1.03	1.11
51	12/11/2022 - 12/17/2022	1.03	1.11
52	12/18/2022 - 12/24/2022	1.02	1.10
53	12/25/2022 - 12/31/2022	1.01	1.09

\* PEAK SEASON

23-FEB-2023 09:11:19

830UPD

1\_1300\_PKSEASON.TXT

APPENDIX F:  
Concurrency Reservation Report and  
Documentation of Reserved Trips

**Manatee County Planning Department**  
**Concurrency Reservations**  
**Project Transportation Links**

Report run on: April 24, 2024 2:01 PM

**Link No 2470 On 69 ST E from 49TH AV E to ERIE RD(CR 75)**

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
PARRISH LAKES DRI #28	ORD-17-36/PDMU-16-16(Z)(G)	05-APR-2010	Active	17-058	16-DEC-2039	139
PARRISH LAKES DRI #28	ORD-17-36/PDMU-16-16(Z)(G)	05-APR-2010	Active	17-058	16-DEC-2039	7
PARRISH LAKES DRI #28	ORD-17-36/PDMU-16-16(Z)(G)	05-APR-2010	Active	17-058	16-DEC-2039	88
ROBINSON GATEWAY DRI #29	ORD-15-14/PDMU-15-04(Z)(P)	16-MAY-2013	Active	15-041	16-FEB-2023	29
ROBINSON GATEWAY DRI #29	ORD-15-14/PDMU-15-04(Z)(P)	16-MAY-2013	Active	15-041	16-FEB-2023	5
ROBINSON GATEWAY DRI #29	ORD-15-14/PDMU-15-04(Z)(P)	16-MAY-2013	Active	15-041	16-FEB-2023	8
ROBINSON GATEWAY DRI #29	ORD-15-14/PDMU-15-04(Z)(P)	16-MAY-2013	Active	15-041	16-FEB-2023	97
TREVESTA FKA PENNINGTON	PDMU-14-22	01-JUL-2014	Active	15-001	22-JAN-2026	311 <del>447</del>
TREVESTA FKA PENNINGTON	PDMU-14-22	01-JUL-2014	Active	15-001	22-JAN-2026	0 <del>169</del>
TREVESTA FKA PENNINGTON	PDMU-14-22	01-JUL-2014	Active	15-001	22-JAN-2026	0 <del>353</del>
SILVERSTONE/ARMSTRONG, LEN TRAN INC, TURNER, CONE & GRAHAM	PDR-16-21(Z)(P)	24-JAN-2017	Active	17-056	29-OCT-2026	87 <del>116</del>
GCI IMPERIAL INVESTMENT LLC/IMPERIAL LAKES RESIDENTIAL	PDR-18-10/20-S-02(P)/FSP-20-05	22-MAY-2018	Active	20-080	17-DEC-2023	0
PARRISH CHARTER SCHOOL PHASE 2	SP-20-04/FSP-20-131	22-DEC-2020	Active	21-019	14-MAY-2024	0 <del>44</del>
WILLIS ROAD RESIDENTIAL	PDR-20-11(P)/21-S-09(P)/FSP-21-18	11-FEB-2021	Active	21-046	29-OCT-2024	0
BUFFALO CREEK MS - SCHOOL SITE PLAN	SSP-22-01	16-MAR-2022	Active	22-078	16-JUN-2025	0 <del>33</del>

Total Reservations:

780 ~~1544~~

Manatee County Planning Department  
Concurrency Reservations  
Project Transportation Links

Report run on: April 24, 2024 2:01 PM

**Report Totals**

Total Links Listed: 1 Total Trips for all Links: 1,544 - 780

**Report Parameters Chosen**

Project Status: Both Approved and Active (Active Projects with C.L.O.S. and without C.L.O.S.).

Link Number: 2470

# RESERVED TRAFFIC DEVELOPMENT

## Trevesta (FKA Pennington)

The development of reserved trips for the Trevesta development within the study area for this analysis was undertaken to provide a more reasonable and accurate portrayal of these trips and their patterns near the project site. The concurrency reservation report shows a total of 969 trips for the development (447 + 169 + 353= 969). However, based upon the available information and site visit, it was determined that a majority of those trips are already on the public roadway system since the project is nearing completion. Based upon the available information and site visit, approximately 65,000 SF of retail commercial, 80 single-family lots and 36 townhouse units (6 units per building for 6 buildings = 36 townhouses) are yet to be built and/or occupied. Trip generation and distribution were conducted for these remaining land uses to get a better estimate of the remaining trips associated with the development.

Trip generation for the remaining land uses was conducted using ITE *Trip Generation Manual*, 11<sup>th</sup> Edition. Land Use Code (LUC) 821 (Shopping Plaza (40-150k)) was utilized for the 65 KSF retail commercial space which yielded 587 trips in the p.m. peak hour (282 in, 305 out). LUC 210 (Single-Family Detached Housing) was utilized for the 80 single-family homes and yielded 81 trips in the p.m. peak hour (51 in, 30 out). LUC 215 (Single-Family Attached Housing) was utilized for the 36 townhouses and yielded 18 trips in the p.m. peak hour (10 in, 8 out). Thus, a total of 686 gross trips were calculated.

ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition, was utilized to determine internal capture of the entire Trevesta development upon buildout, and an internal capture of approximately 20% was calculated and applied to the trips calculated above which is consistent with the original traffic study. Based on that information, gross external trips were calculated to be 549 trips. Of these 549 external trips, 470 trips were associated with the retail component while 79 trips were associated with the residential portion of the development.

Further reductions were undertaken for the retail component to account for a pass-by capture of 34% (based upon the ITE *Trip Generation Handbook*, 3rd Edition) which resulted in a total retail estimate of 310 net, new external trips. This value was added to the 79 residential trips to obtain a grand total of 389 net, new external trips for the remaining portion of the Trevesta development.

However, since one of the two major access points of Trevesta development onto 69<sup>th</sup> Street East currently aligns with the Buffalo Road intersection, there is a great likelihood that some of these 389 trips will utilize Buffalo Road instead of the study roadway segment of 69<sup>th</sup> Street East (Link 2470). Based upon current traffic counts conducted at the 69<sup>th</sup> Street East & Buffalo Road intersection, it was determined that approximately 20% of the two-way traffic is to/from the north on Buffalo Road with the remaining 80% being attracted to/from the east and to/from the west on 69<sup>th</sup> Street East. Thus, 20% of the 389 project trips were estimated to travel to/from on Buffalo Road, leaving 311 trips as the reserved trips along study roadway segment of 69<sup>th</sup> Street East (Link 2470). Based upon this information, these calculated trips were incorporated into the analysis.

Notes: Trip Generation for LUC 821 (Shopping Plaza (40-150k)) based on an average rate of 9.03. Fitted curve formula was not used as the R<sup>2</sup> was less than 0.75.

Trip generation for LUC 210 (Single-Family Detached Housing) based on fitted curve equation  $\ln(T) = 0.94 \ln(X) + 0.27$

Trip generation for LUC 215 (Single-Family Attached Housing) based on fitted curve equation  $T = 0.60(X) - 3.93$

RESERVED TRAFFIC DEVELOPMENT  
Parrish Charter School (Phase 2),  
Buffalo Creek Middle School (School Site Plan), and  
Silverstone/Armstrong (Residential)

Parrish Charter School (Phase 2): Based upon field visit, Phase 2 has been built out and under use, thus, no reserved trips were considered.

Buffalo Creek Middle School (School Site Plan): The school website shows the project as completed; thus, no reserved trips were considered.

Silverstone/Armstrong (Residential): Based upon field visit, Phase 1A and 1B have been built out. The remaining phases to the north towards 69<sup>th</sup> Street East are under construction with at least 25% completion. Thus, 25% of the reserved trips were subtracted from the total of 116 to retain 87 reserved trips.