MANATEE COUNTY GOVERNMENT
AGENDA MEMORANDUM

SUBJECT	Ordinance 13-15 – Land Development Code Amendment regarding Chickens	**TYPE AGENDA ITEM**	Advertised Public Hearing – Consent
DATE REQUESTED	04/11/13 PC	**DATE SUBMITTED/REVISED**	04/03/13
BRIEFINGS? Who?	No	**CONSEQUENCES IF DEFERRED**	N/A
DEPARTMENT/DIVISION	Building & Development Services Department/Comprehensive Planning and Public Hearings	**AUTHORIZED BY TITLE**	Lisa Barrett, Planning Division Manager
CONTACT PERSON TELEPHONE/EXTENSION	Kathleen Thompson, AICP / 748-4501 ext. 6841	**PRESENTER/TITLE TELEPHONE/EXTENSION**	Kathleen Thompson, AICP / Planning Manager / 941-748-4501 ext. 6841
ADMINISTRATIVE APPROVAL			

ACTION DESIRED
INDICATE WHETHER 1) REPORT; 2) DISCUSSION; 3) FORM OF MOTION; OR 4) OTHER ACTION REQUIRED

Based upon the staff report, evidence presented, comments made at the Public Hearing, and finding the request to be CONSISTENT with the Manatee County Comprehensive Plan, I move to recommend ADOPTION of Manatee County Ordinance 13-15, amending the Manatee County Land Development Code, (Ordinance 90-01, as amended), as recommended by staff.

ENABLING/REGULATING AUTHORITY
Federal/State law(s), administrative ruling(s), Manatee County Comp Plan/Land Development Code, ordinances, resolutions, policy

Manatee County Comprehensive Plan and Manatee County Land Development Code.

BACKGROUND/DISCUSSION

- This ordinance is to amend the definitions relative to "Farm Animal" so as to delete the regulation of chickens from the regulations applicable to farm animals; adding a cross reference to the location of regulations applicable to chickens in the Manatee Code of Ordinances.
- The Board has directed staff to draft a separate ordinance pertaining to the regulation of chickens in urban areas. This is a separate item that will be brought before the Board of County Commissioners at a future date.

COUNTY ATTORNEY REVIEW

Check appropriate box	
☒	**REVIEWED** **Written Comments:** ☐ **Attached** ☒ **Available from Attorney (Attorney's initials:** SAS)
☐	**NOT REVIEWED (No apparent legal issues.)**
☐	**NOT REVIEWED (Utilizes exact form or procedure previously approved by CAO.)**
☐	**OTHER**

ATTACHMENTS: (List in order as attached)		**INSTRUCTIONS TO BOARD RECORDS:**	
Ordinance		n/a	
COST:	n/a	**SOURCE (ACCT # & NAME):**	n/a
COMMENTS:		**AMT./FREQ. OF RECURRING COSTS: (ATTACH FISCAL IMPACT STATEMENT)**	

DRAFT
03/27/13

ORDINANCE NO. 13-15

AN ORDINANCE OF MANATEE COUNTY, FLORIDA, REGARDING LAND DEVELOPMENT; AMENDING SECTION 201, LAND DEVELOPMENT CODE, TO AMEND THE DEFINITIONS RELATED TO "FARM ANIMAL" SO AS TO DELETE THE REGULATION OF CHICKENS FROM THE REGULATIONS APPLICABLE TO FARM ANIMALS; ADDING A CROSS REFERENCE TO THE LOCATION OF REGULATIONS APPLICABLE TO CHICKENS IN THE MANATEE COUNTY CODE OF ORDINANCES; PROVIDING FOR A PURPOSE AND INTENT; AMENDING OTHER SECTIONS OF THE LAND DEVELOPMENT CODE FOR INTERNAL CONSISTENCY; REPEALING ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED by the Board of County Commissioners of Manatee County, Florida:

Section 1. Purpose and Intent. This ordinance is enacted to carry out the purpose and intent of and exercise the authority set out in the Local Government Comprehensive Planning and Land Development Regulation Act, Part II of Chapter 163, Florida Statutes, as amended and retitled the Community Planning Act in House Bill 7207 and Chapter 125, Florida Statutes, as amended.

Section 2. Findings. The Board of County Commissioners relies upon the following findings in the adoption of this ordinance:

1. Section 704, of the Manatee County Land Development Code (the "Land Development Code" or "the Code"), and Definitions, in Section 201 of the Code, along with other code provisions, establish regulations regarding farm animals, including chickens, within the unincorporated area of Manatee County.

2. Chapter 2-4 of the Manatee County Code of Ordinances (the "County Code") establishes regulations regarding animals in the unincorporated area of Manatee County.

3. It is in the interest of the public health, safety and welfare of the citizens of the County to amend Section 201, Definitions of the Land

Development Code so as to delete regulations regarding chickens to the extent they are more appropriately regulated in the County Code.

4. The Manatee County Planning Commission held a duly noticed and advertised public hearing on April 11, 2013, received public comment, the staff report, and has reviewed the amendments set forth in this ordinance and has found these amendments to the Land Development Code to be consistent with the Manatee County Comprehensive Plan and recommended their adoption to the Board.

5. The Board of County Commissioners held two duly noticed advertised public hearings on May 2, 2013, and _____, 2013, received public comments, the staff recommendation and report of the Planning Commission and has found this ordinance would serve to streamline regulations within the County and thus serve a valid public purpose.

Section 3. Amendment of Chapter 2, Definitions and Rules of Construction, Land Development Code.

Chapter 2 of the Code is hereby amended in Section 201, Definitions, to amend the definitions related to "farm animals." Said definitions are amended and restated in their entirety, a copy which is attached hereto, labeled Exhibit A to this ordinance, and made a part hereof by reference.

Section 4. Severability.

If any section, sentence, clause or other provision of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining sections, sentences, clauses or provisions of this Ordinance.

Section 5. Codification.

The publisher of the County's Land Development Code, the Municipal Code Corporation, is directed to codify the amendments in Section 3 of this ordinance into the Land Development Code, but shall not codify the remaining Sections.

Section 6. Applicability.

The amendments set forth in this ordinance shall apply to all applications, decisions or controversies pending before the County upon the effective date hereof or filed or initiated thereafter.

Section 7. Repealing Ordinances in Conflict.

Ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 8. Effective Date.

This ordinance shall become effective upon the immediate filing of this ordinance with the Secretary of State.

PASSED AND DULY ADOPTED with a quorum present and voting, by the Board of County Commissioners of Manatee County, Florida, this _____ day of _____, 2013.

BOARD OF COUNTY COMMISSIONERS
OF MANATEE COUNTY, FLORIDA

By: _____
Larry Bustle, Chairman

ATTEST: R. B. SHORE
Clerk of the Circuit Court

By: _____
Deputy Clerk

DRAFT
03/27/13
EXHIBIT A

Sec. 201, Definitions

SIGN RELATED DEFINITIONS

* * *

Farm Animal shall mean those animals commonly raised, bred or used for agricultural or livestock purposes, including, but not limited to: cattle, sheep, poultry, swine (including miniature pot-bellied pigs), horses, emus, rheas, goats and other livestock. Farm animals shall not be deemed to include common household pets, pot-belly pigs, maintained in compliance with Section 704.2.2 hereof or chickens maintained in compliance with Chapter 2-4 of the Manatee County Code.

* * *

Copy of Newspaper Advertising

Bradenton Herald

NOTICE OF LAND DEVELOPMENT CODE CHANGES IN UNINCORPORATED MANATEE COUNTY

The Manatee County Planning Commission will hold a public hearing to consider amendments to certain provisions of the Manatee County Land Development Code (Ordinance 90-01, as amended) and make a recommendation to the Board of County Commissioners as to the consistency of the proposed Ordinances with the Comprehensive Plan and as to whether the proposed ordinance should be adopted, adopted with modifications, or denied.

Date: Thursday, April 11, 2013
Time: 9:00 AM or soon thereafter
Place: Manatee County Government Administrative Center
1112 Manatee Avenue West,
1st Floor Chambers

ORDINANCE NO. 13-15

AN ORDINANCE OF MANATEE COUNTY, FLORIDA, REGARDING LAND DEVELOPMENT; AMENDING SECTION 201, LAND DEVELOPMENT CODE, TO AMEND THE DEFINITIONS RELATED TO "FARM ANIMAL" SO AS TO DELETE THE REGULATION OF CHICKENS FROM THE REGULATIONS APPLICABLE TO FARM ANIMALS; ADDING A CROSS REFERENCE TO THE LOCATION OF REGULATIONS APPLICABLE TO CHICKENS IN THE MANATEE COUNTY CODE OF ORDINANCES; PROVIDING FOR A PURPOSE AND INTENT; AMENDING OTHER SECTIONS OF THE LAND DEVELOPMENT CODE FOR INTERNAL CONSISTENCY; REPEALING ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

The public is invited to speak at this hearing, subject to proper rules of conduct. The hearing may be continued from time to time to a date and time certain. The public may also provide written comments for the Planning Commission to consider.

Interested parties may examine the proposed Ordinances and related documents and may obtain assistance regarding these matters from the Manatee County Building and Development Services Department, 1112 Manatee Avenue West, 2nd Floor, Bradenton, Florida; telephone number (941) 748-4501 EXT. 6878; e-mail to: planning.agenda@mymanatee.org

Rules of procedure for this public hearing are in effect pursuant to Resolution 05-239(PC). A copy of this Resolution is available for review or purchase from the Building and Development Services Department (see address below).

Please send comments to: Manatee County Building and
Development Services Department
Attn: Project Coordinator
1112 Manatee Ave. West 2nd Floor
Bradenton, FL 34205

All written comments will be entered into the record.

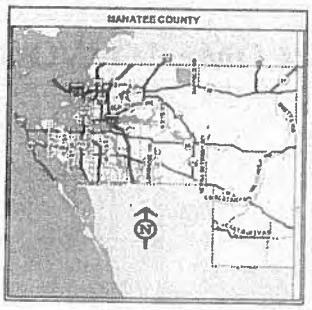
For More Information: Copies of the proposed amendment will be available for review and copying at cost approximately ten (10) days prior to the public hearing. Information may also be obtained by calling 748-4501 x 6878, between 8:00 AM - 5:00 PM.

Americans With Disabilities: The Board of County Commissioners of Manatee County does not discriminate upon the basis of any individual's disability status. This non-discrimination policy involves every aspect of the Board's functions including one's access to and participation in public hearings. Anyone requiring reasonable accommodation for this meeting as provided for in the ADA, should contact Kaycee Ellis at 742-5800; TDD ONLY 742-5802 and wait 60 seconds, FAX 745-3790.

According to Section 286.0105, Florida Statutes, if a person decides to appeal any decision made with respect to any matters considered at such meetings or hearings, he/she will need a record of the proceedings, and for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record would include any testimony or evidence upon which the appeal is to be based.

SAID HEARING MAY BE CONTINUED FROM TIME TO TIME PENDING ADJOURNMENTS.

MANATEE COUNTY PLANNING COMMISSION
Manatee County Building and Development Services Department
Manatee County, Florida



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Copy of Newspaper Advertising

Sarasota Herald Tribune

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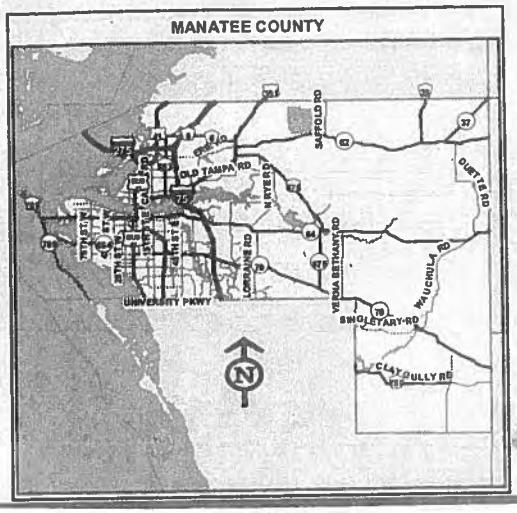
MANATEE COUNTY PLANNING COMMISSION
Manatee County Building and Development Services Department
Manatee County, Florida



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MANATEE COUNTY GOVERNMENT
AGENDA MEMORANDUM

SUBJECT	PA-13-02/Ordinance 13-06 – University Village, LLC	**TYPE AGENDA ITEM**	Advertised Public Hearing – Consent
DATE REQUESTED	04/11/13 PC	**DATE SUBMITTED/REVISED**	04/04/13
BRIEFINGS? Who?	No	**CONSEQUENCES IF DEFERRED**	N/A
DEPARTMENT/DIVISION	Building & Development Services Department/Comprehensive Planning and Public Hearings	**AUTHORIZED BY TITLE**	Lisa Barrett, Planning Division Manager
CONTACT PERSON TELEPHONE/EXTENSION	Kathleen Thompson, AICP / 941-748-4501 ext. 6841	**PRESENTER/TITLE TELEPHONE/EXTENSION**	Kathleen Thompson, AICP / Planning Manager / 941-748-4501 ext. 6841
ADMINISTRATIVE APPROVAL			

ACTION DESIRED
INDICATE WHETHER 1) REPORT; 2) DISCUSSION; 3) FORM OF MOTION; OR 4) OTHER ACTION REQUIRED

I move to recommend approval of PA-13-02/Ordinance 13-06 per the recommended motion in the staff report attached to this memo.

ENABLING/REGULATING AUTHORITY
Federal/State law(s), administrative ruling(s), Manatee County Comp Plan/Land Development Code, ordinances, resolutions, policy

Manatee County Comprehensive Plan and Manatee County Land Development Code.

BACKGROUND/DISCUSSION

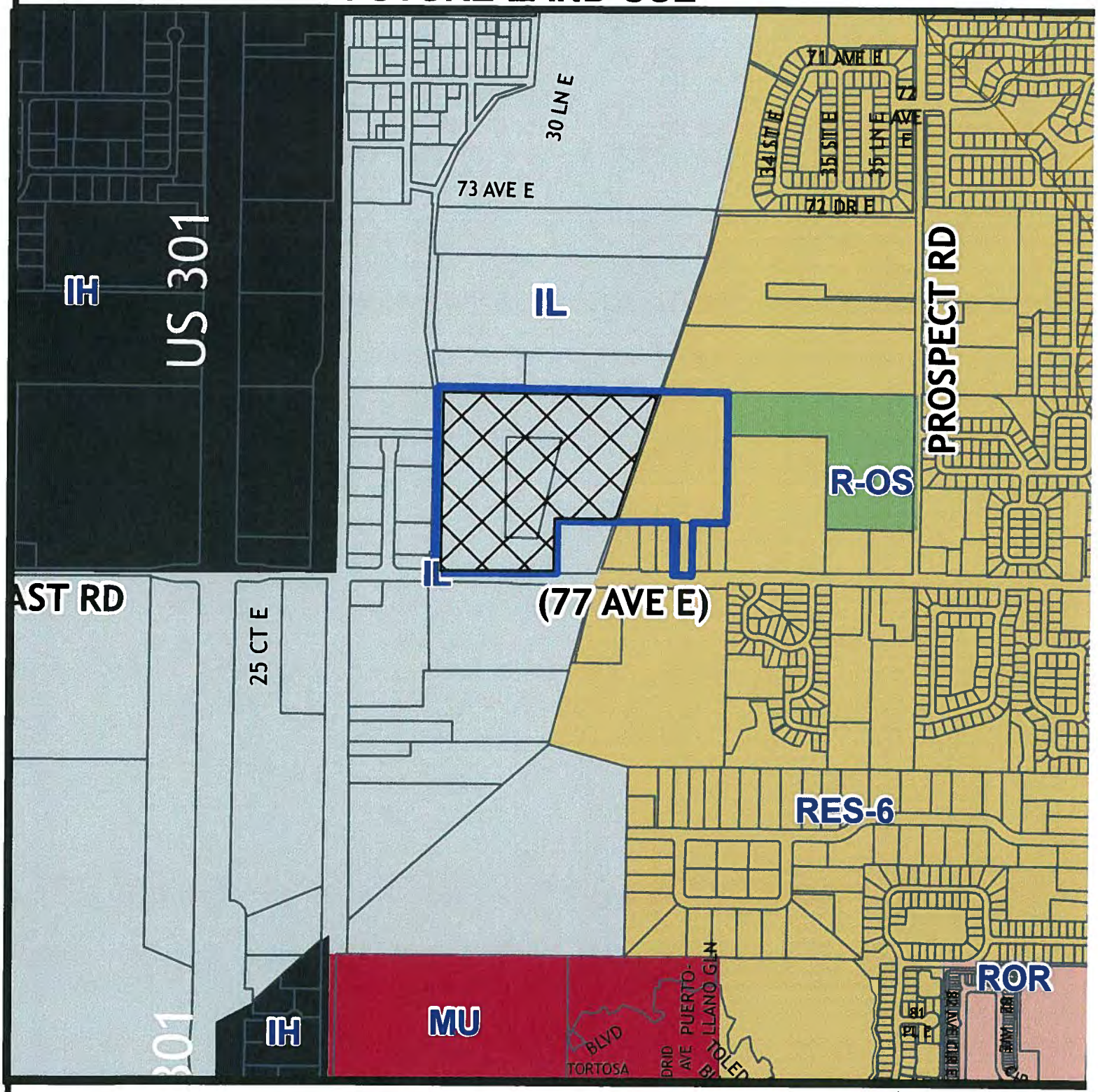
- The parent site consists of two parcels. One parcel, east of Pierce drain (15.08± acres) has a RES-6 future land use designation. However, the parcel west of the Pierce drain at 3005 Tallevast Road has an IL (Light Industrial) future land use designation (36.42± acres).
- The applicant is requesting a Comprehensive Plan Future Land Use Map amendment for the 36.42+/- acre parcel (west side of Pierce drain) from the existing future land use category of IL (Light Industrial) to RES-6 (Residential – 6 dwelling units/gross acre).
- The site is approximately 1,500± east of US 301. 28th St Court East is adjacent along the western boundary and Tallevast Industrial Park is located on the west side of 28th St Ct E.
- Kinnan Elementary School and a vacant parcel owned by Manatee County are to the east of this site.
- There are numerous residential subdivisions within a half mile of the proposed project.
- The development trend along this section of Tallevast Road has been residential and residential support uses with light industrial facilities generally located at the intersection of US 301 and Tallevast Road.
- The area is served by utilities, county schools, roadway network, libraries, fire and public safety.
- Staff recommends approval.

COUNTY ATTORNEY REVIEW

Check appropriate box	
☒	**REVIEWED** **Written Comments:** ☐ **Attached** ☒ **Available from Attorney (Attorney's initials:** SAS)
☐	**NOT REVIEWED (No apparent legal issues.)**
☐	**NOT REVIEWED (Utilizes exact form or procedure previously approved by CAO.)**
☐	**OTHER**

ATTACHMENTS: (List in order as attached)		**INSTRUCTIONS TO BOARD RECORDS:**	
Staff Report		n/a	
COST:	n/a	**SOURCE (ACCT # & NAME):**	n/a
COMMENTS:		**AMT./FREQ. OF RECURRING COSTS: (ATTACH FISCAL IMPACT STATEMENT)**	

FUTURE LAND USE



Parcel ID #(s) 1964100000,1965801009,1965800059,1963200009

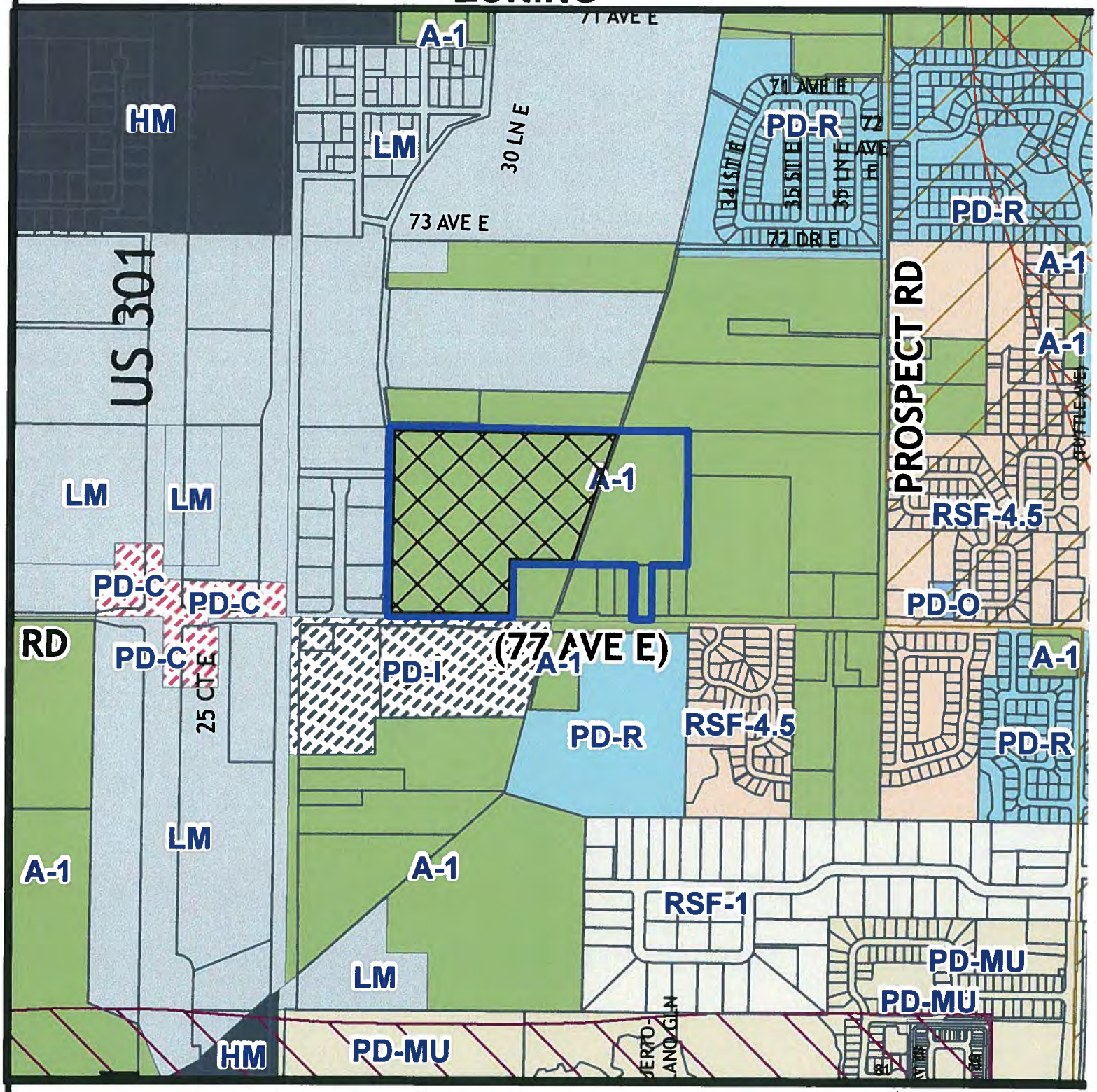
Manatee County
Staff Report Map

Map Prepared 1/25/2013
1 inch = 953 feet

Project Name:	University Village
Project #:	PA-13-02 / ORD-13-06
DTS#:	20120509
Proposed Use:	Residential
S/T/R:	Sec 29 Twn 35 Rng 18
Acreage:	± 36.42
Existing Zoning:	A-1
Existing FLU:	IL
Overlays:	NONE
Special Areas:	NONE
CHH:	NONE
Watershed:	NONE
Drainage Basin:	GAP CREEK
Commissioner:	Robin DiSabatino

PLAN AMENDMENT SITE

ZONING



Parcel ID #(s) 1964100000, 1965800159, 1963200009

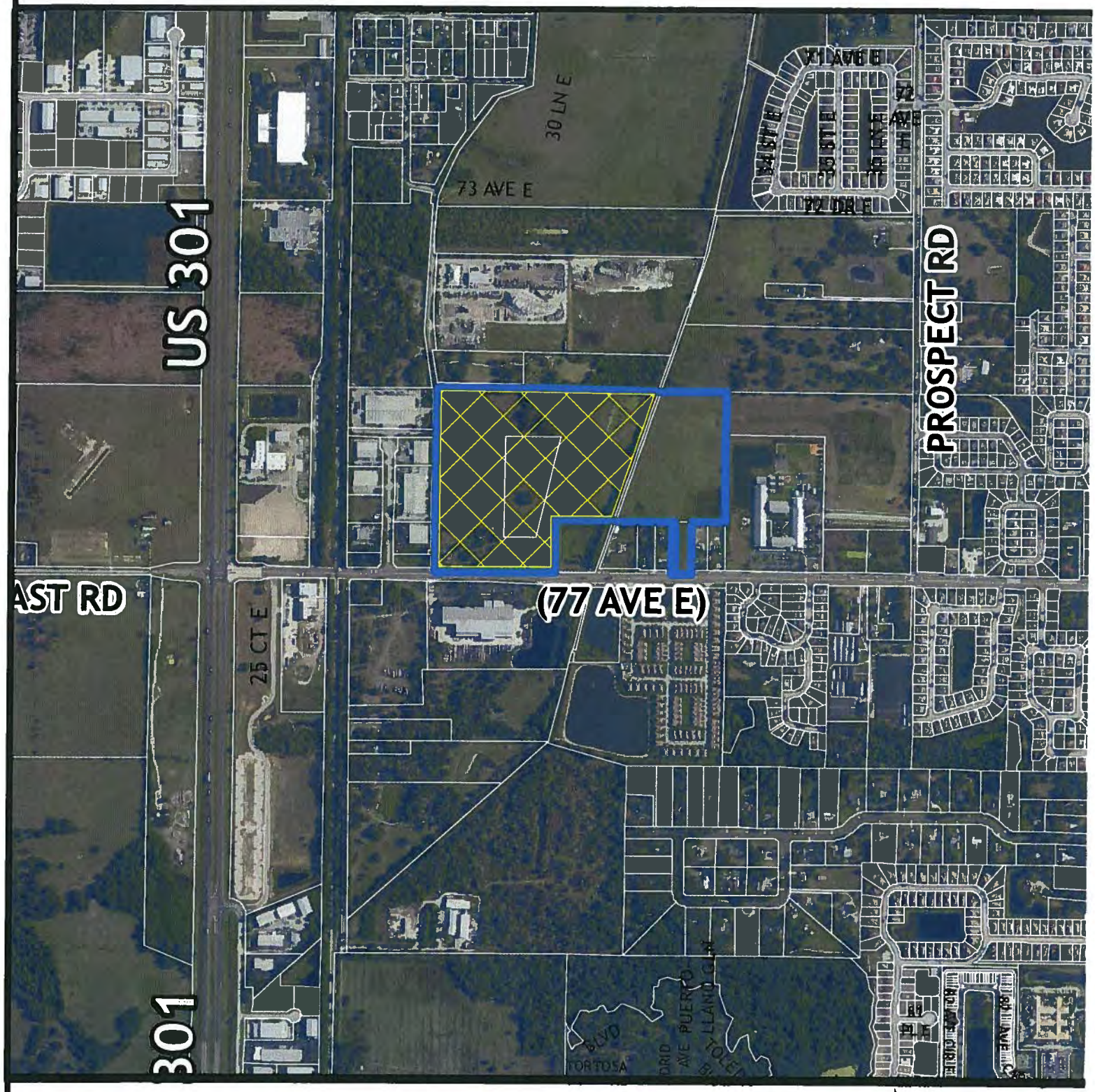
Manatee County
Staff Report Map

Map Prepared 1/25/2013
1 inch = 926 feet

Project Name:	University Village
Project #:	PA-13-02 / ORD-13-06
DTS#:	20120509
Proposed Use:	Residential
S/T/R:	Sec 29 Twn 35 Rng 18
Acreage:	± 36.42 (PA acres)
Existing Zoning:	A-1
Existing FLU:	IL
Overlays:	NONE
Special Areas:	NONE
CHH:	NONE
Watershed:	NONE
Drainage Basin:	GAP CREEK
Commissioner:	Robin DiSabatino

PLAN AMENDMENT SITE

AERIAL



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Staff Report Map

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Commissioner:	Robin DiSabatino

PLAN AMENDMENT SITE

P.C. 04/11/13

PA-13-02 / ORDINANCE 13-06
UNIVERSITY VILLAGE, LLC

Transmittal of a Plan Amendment of Manatee County, Florida, regarding Comprehensive Planning, amending Manatee County Ordinance No. 89-01, as amended (the Manatee County Comprehensive Plan); providing a purpose and intent; providing findings; providing for an amendment to the Future Land Use Map of the Future Land Use Element to designate specific real property from the IL (Light Industrial) Future Land Use Classification to RES-6 (Residential - 6 dwelling units per gross acre) Future Land Use Classification; approximately 36.42 acres, said property being located at 3005 Tallevast Road, Sarasota, FL (Manatee County), providing for severability and providing for an effective date.

P.C.:	**04/11/13**	**B.O.C.C.:**	**05/02/13**
App. Rec'd:		**Type of Amendment:**	**Large Scale Map**

RECOMMENDED MOTION:

Based upon the evidence presented, comments made at the Public Hearing, the technical support documents and finding the request to be CONSISTENT with the Community Planning Act as codified in applicable portions of Chapter 163, Part II, Florida Statutes and the Manatee County Comprehensive Plan, I move to TRANSMIT Plan Amendment PA-13-02, as recommended by staff.

PLAN AMENDMENT SUMMARY SHEET

Name/Applicant:	**University Village, LLC**
Case Numbers:	**PA-13-02 / Ordinance 13-06 (DS# 20120509)**
Request:	**Amendment to the Future Land Use Map of the Future Land Use Element to designate specific real property from the IL (Light Industrial) future land use classification to RES-6 (Residential / 6 du/ga) future land use classification (36.42± acres)**
Location:	**Located at 3005 Tallevast Road, Sarasota, FL (Manatee County)**
Type:	**Large Scale Map Amendment**
Recommendation:	**Transmittal**

Requested Plan Amendment

The applicant is proposing a residential subdivision on two parcels located at 3005 and 3211Tallevast Road, totaling approximately 51.50± acres. Pierce drain run north and south between the parcels. The parcel east of Pierce drain (15.08± acres) at 3211 Tallevast Road, has the correct future land use designation of RES-6. However, the parcel west of the Pierce drain at 3005 Tallevast Road has an IL (Light Industrial) future land use designation (36.42± acres)

The applicant is requesting a Comprehensive Plan Future Land Use Map amendment from the existing future land use category of IL (Light Industrial) to RES-6 (Residential – 6 dwelling units/gross acre) for the parcels west of the drain so the entire site would have a RES-6 future land use The applicant has also submitted an application to rezone the entire parcel (51.34± acres) from A1 to PDR (Planned Development – Residential) [(PDR-13-02(Z)(P)].

The entire site, located on the north side of Tallevast Road, is vacant and used as grazing land. The site is approximately 1,500± east of US 301. 28th St Court East is adjacent along the western boundary and Tallevast Industrial Park is located on the west side of 28th St Ct E. Kinnan Elementary School and a vacant parcel owned by Manatee County is adjacent along the eastern boundary of the property. Two single family homes are north of the property and several one acre parcels with residential units are south of the property. Trident Properties, a light industrial use, and Palm Lakes Condominiums, is on the south side of Tallevast Road.

There are numerous residential subdivisions east and south of the proposed project. Palm Lakes Condominium and Maple Lakes, Country Palms and Hunters Grove subdivisions are

located on the south side of Tallevast Road. Crescent Lakes subdivision is approximately one half mile to the east of the project.

The development trend along this section of Tallevast Road has been residential and residential support uses with light industrial facilities generally located at the intersection of US 301 and Tallevast Road.

In the past, the county was hesitant about removing "industrial" designations from the future land use maps in hopes of attracting manufacturing businesses. This area was given the IL (Industrial Light) future land use designation with the adoption of the Comprehensive Plan in 1989. This subject property and several adjacent parcels have remained vacant. The industrial development in this area has been slow to develop.

Industrial Development in Manatee County:

Port Manatee and the surrounding Encouragement Zone areas have taken a very proactive approach in attracting businesses. This area provides expedited site plan and building permit reviews, DRI exemption within three miles of Port Manatee and is within a TIF (Tax Increment Financing) District. The industrial land located along Lakewood Ranch Blvd, south of SR 64, has also been attractive for new industrial users. The Lakewood Ranch area has convenient access to I-75 and provides a true mixed use master planned community. These two industrial areas, Port Manatee and Lakewood Ranch offer amenities and incentives that are not available to industrial businesses in the Tallevast area.

Plan Amendment Justification

The proposed plan amendment regarding the Future Land Use Map Amendment for approximately 36.42± acres from IL (light industrial) to RES-6 (Residential – 6) meets the Comprehensive Plan provisions regarding justification as a change in circumstances. The area has been a mix of agricultural, light industrial and residential uses throughout the years. However, this area has been transitioning to mainly residential and residential support uses. Kinnan Elementary School and vacant county property reserved for a county park are east of the proposed property. The elementary school is accessed from Tallevast Road less than a quarter mile by automobile. Residents of the proposed project could access the school property through a pedestrian access within the subdivision. Schools located within residential areas serve as a natural gathering point/an anchor of the neighborhood. There are numerous residential subdivisions existing within a half mile of the proposed site. Residential expansion is a logical step in this area. This comprehensive plan amendment will allow a new residential development to occur in an area where there have been great investments in public facilities and where there is already a strong residential presence. Maximizing existing infrastructure and services is economically efficient for the County. The area is already served by utilities, county schools, roadway network, libraries, fire and public safety.

Land Use Characteristics and Development Trends

Category/Zoning/Land Use Summary Table

	Existing FLUC	Zoning	Present Land Use
Site	IL	A-1	Residential unit, Grazing, Pasture property
North	IL	A-1 and LM	2 residential units immediately north Pierce Farms north of the residential units
South	IL	PDI	south side of Tallevast Road - Trident Properties
East	RES-6	A-1	Grazing, Pasture property and residential units
West	IL	LM	Tallevast Industrial Park

Summary

Positive Aspects

- There are numerous residential subdivisions in the immediate area.
- Surrounding area is currently developed with residential and residential support uses to the south and east.
- Roadway networks, utilities and other services are existing and will support the development of this site.
- Site has direct access to Tallevast Road, a newly redesigned 4 lane roadway. US 301 access is less than one half mile to the west.
- This request discourages "leap frog" development by concentrating development at locations adjacent to existing urban development.

Negative Aspects

- The north and western boundary of the property is adjacent to a light industrial future land use designation.
- The project is situated between the Pierce drain.

Mitigating Factors

- The site will have significant buffers that will provide screening from the light industrial properties to the west.
- The industrial use is separated from the proposed site by a roadway.
- The Pierce drain channel will be widened to provide compensatory floodplain storage.
- Proposed future development of the site will be required to comply with the Manatee County Land Development Code.

Development History

1981 Comprehensive Zoning and Land Development Code Zoning Designation
A -1 Suburban Agriculture

1990 Land Development Code Zoning Designation
A-1 Suburban Agriculture

1989 Comprehensive Plan Future Land Use Designation
IL – Light Industrial

Plan Amendment Detailed Review Land Planning Analysis

SERVICES

Roadways

Roadway Name (Link #)	Description	Adopted Level of Service	Operating Level of Service
Tallevast Road	US 301 to Lockwood Road	D	C

If the property were developed today with light industrial uses at the maximum floor area ratio of 0.75, the traffic impact would far exceed traffic impact if the site was residentially developed at the proposed maximum 6 dwelling units per acre.

A change in future land use from IL to RES-6 has the potential to decrease traffic impacts. A more detailed traffic analysis may be required prior to issuance of a Certificate of Level of Service for transportation.

FLU	Max sf /du potential	FAR	Trips per sf/du	Number of potential pm-peak hour trips
IL	36.42 x 43,560 = 1,586,455sf	.75 = 1,189,841	1.18 trips per 1000sf	1403
RES-6	36.42 x 6 = 219	N/A	1 trip per du	219

Utilities

EXISTING LAND USE (POTENTIAL USES BASED ON IL FLUC)	Acres	Max FAR	Max. Intensity FAR	PPH	Total Capita	GPD Potable Water	**TOTAL GPD Potable Water**	GDP Sanitary Sewer	**TOTAL GPD S/S**	**TOTAL CYPD Solid Waste**
Manufac/Whs (IL)	36.42	.75	1,189,841			.12	142,781	.40	475,936	19.83
TOTAL EXISTING GPD/CYPD BASED ON HIGHEST POTENTIAL							**142,781**		**475,936**	**19.83**
PROPOSED LAND USE	Acres	Dwelling units GA	Max. Intensity/ FAR	PPH	Total Capita	GPD Potable Water	**TOTAL GPD Potable Water**	GDP Sanitary Sewer	**TOTAL GPD S/S**	**TOTAL CYPD Solid Waste**
Residential - 6 (RES-6)	36.42	219		3	657	65	42,705	65	42,705	2.46
TOTAL	36.42	6			657		42,705		42,705	2.46
TOTAL POTENTIAL GPD/CYPD							**42,705**		**42,705**	**2.46**
TOTAL **PROPOSED** GPD/CYPD							**42,705**		**42,705**	**2.46**
TOTAL **EXISTING** GPD/CYPD BASED ON HIGHEST POTENTIAL							**142,781**		**475,936**	**19.83**
POTENTIAL **DECREASE**							**100,076**		**433,231**	**17.37**

Capacity	Solid Waste	Waste Water – SE Plant	Potable Water
Permitted Capacity	32,636,600	11,000,000	52,850,000
Average Daily	-16,755,820	- 5,685,000	-38,170,000
	15,880,780	5,315,000	14,680,000
Reserved	- 5,519	- 2,618,678	-5,514,763
Available Capacity	CYD = 15,875,261	MGD = 2,696,322	MGD = 9,165,237

Schools

EXISTING LAND USE	Total Dwelling units	Max. Intensity FAR	Elementary Students Generated*	Middle Students Generated*	High Students Generated*
Industrial Light (IL)	36.42	1 du/ga	6.23	3.28	4.01
TOTAL (rounded)	36		6	3	4

PROPOSED LAND USE	Total Dwelling Units	Max. Intensity FAR	Elementary Students Generated*	Middle Students Generated*	High Students Generated*
Residential - 6 (RES-6)	219	6 du/ga	37.45	19.71	24.09
TOTAL (rounded)	219		37	20	24
TOTAL **PROPOSED** GPD/CYPD			**37**	**20**	**24**
TOTAL **EXISTING** GPD/CYPD BASED ON HIGHEST POTENTIAL			**6**	**3**	**4**
POTENTIAL **INCREASE**			**31**	**17**	**20**

*school generation rates based on the highest residential housing type

Kinnan Elementary School is adjacent to the site. Middle school students would attend Braden River Middle School and high school students would attend Braden River High School.

Reclaimed Water

Manatee County reclaimed water facilities are not available in this area.

Transit

There are no transit stops in the vicinity of this site. The closest bus stop appears to be approximately 1 ½ miles to the west, northwest at the Goodwill facility on 301 Blvd. E (Route 16).

Parks

The maximum potential increase in dwelling units is 219 units and could have an impact on County parks. There are no existing park facilities in the immediate vicinity. The County owned land adjacent to Kinnan Elementary was anticipated to become a local park, however, lack of funding has put that proposal on hold.

Natural Features

Soils and Topography
There are several soil types on this site. The soil types, based on the 1983 Soil Survey of Manatee County, on the plan amendment site consist of:

Type 15 – Delray mucky loamy fine sand is a nearly level, very poorly drained soil generally found in shallow depression in flatwoods. Slopes are 0 to 2 percent.

Type 20 – EauGallie Fine Sand is a nearly level, poorly drained soil generally found within broad areas of flatwoods. Slopes are smooth and range from 0 to 2 percent.

Type 22 – Felda Fine Sand is a nearly level, poorly drained soil on low hammocks. Slopes are generally smooth and range from 0 to 2 percent.

Type 25 – Floridana Fine Sand is a nearly level, very poorly drained soil in low flats. Sloops are smooth to concave and are less than 2 percent.

Type 39 – Parkwood Variant Complex consists of nearly level, poorly drained soils on cabbage palm hammocks.

Flood Prone Areas/S.L.O.S.H./Hurricane Evacuation

Project site lies in Zones X and A with no base flood elevation determined, per FIRM Panel 120153 0344C, revised 7/15/92. A majority of the site is within Zone A.

Prior to development approval, the developer shall provide documentation establishing the Base Flood Elevation and Flood Protection Elevation (BFE + one foot).

The proposed site is located in Evacuation Zone E (Cat 5).

Beach Accessibility Evaluation
The plan amendment site is located inland; therefore beach access considerations are not applicable.

Historic Resources
According to the report titled: *An Archaeological Resource Inventory and Archaeological Site Predictive Model for Manatee County, Florida,* by Piper Archaeology/Janus Research (1992), the parcel is not in an area of potential for archaeological sites. There are no known structures or other cultural resources on the site.

Habitat for Endangered, Threatened, or Special Concern Species
The Florida Fish and Wildlife Conservation Commission Biodiversity Hot Spot Map series (1998) does not indicate an overlay for endangered, threatened or species of special concern on the subject parcel. The site is improved pasture land making the potential for endangered, threatened or special of special concern unlikely.

Other Natural Resources
There is a perennial stream (Pierce drain) running along the eastern boundary of this site.

Urban Development Considerations

Urban Sprawl Analysis

The existing IL future land use category does not allow for residential units (unless a recorded lot of record) so the potential is -0- dwelling units. If the site is developed at a maximum of 6 du per acre, the total potential population increase could be an additional 501 persons and 218 dwelling units.

FLUC IL	Acreage	Maximum number of units	Persons (2.3/DU)
Gross Residential Density	36.42	- 0 -	- 0 -

FLUC RES-6	Acreage	Maximum number of units	Persons (2.3/DU)
Gross Residential Density	36.42	219	503

Based on the population projections for Subarea 10, the population can easily be accommodated in the Subarea which has a projected population of approximately 59,637 by 2020 and over 76,000 by year 2035.

The potential population increase as a result of the RES-6 (FLUD) will not affect the overall population projection for the subarea.

The proposed plan amendment may have the impact of reducing urban sprawl by:

- discouraging "leap frog" development by concentrating urban development at locations adjacent to existing urban development
- maximizing the use of existing adjacent infrastructure, and future infrastructure relating to other development – existing and proposed
- timing of potential development and compatibility to adjacent uses
- the proposed plan amendment may have the impact of reducing urban sprawl because it increased density where public facilities are existing and adequate.

Consistency of the Proposed Amendment with the Comprehensive Plan

The proposed plan amendment is anticipated to assist in attaining the following cited goals and objectives, and appears to be consistent with the following cited policies of the Comprehensive Plan.

Objective 2.1.1 - Mapping Methodology for the Future Land Use Map: Follow a mapping methodology limiting urban sprawl which recognizes existing development; projected growth areas; projected population and employment growth; and a possible development density and intensity less than the maximum specified on the Future Land Use Map.

Policy 2.1.1.1 Maintain the Future Land Use Map with reserve capacity to accommodate the projected population and employment base through 2025.

Based on the population projections for Subarea 10, the population can easily be accommodated. This subarea has a projected population of approximately 59,637 by 2020, 64,014 by 2025 and over 76,000 by year 2035.

Policy 2.1.1.2 - Designate on the Future Land Use Map land within existing developed areas at densities and intensities which are compatible with the existing development.

The requested RES-6 future land use designation is compatible with existing development in the area.

Policy 2.1.1.3 - Designate on the Future Land Use Map, land within currently undeveloped growth areas at densities and intensities which permit significant increases over current land use designations without creating urban sprawl.

The plan amendment site is located west of the Future Development Area Boundary (FDAB) and in an area that is served by existing infrastructure. The site fronts a 4 lane collector roadway.

Policy 2.1.1.4 - Promote development in currently undeveloped areas which have the greatest level of public facility availability and investment.

The plan amendment site is in an area with existing public facilities (water, sewer and transportation) and available capacity.

Objective 2.1.2 - Geographic Extent of Future Development: Limit urban sprawl through provision of locations for new residential and non-residential development consistent with the adopted Land Use Concept, to that area west of the Future Development Area Boundary (FDAB) thereby, preserving agriculture as the primary land use east of the FDAB through 2020.

Policy 2.1.2.2 - Limit urban sprawl by prohibiting all future development to the area east of the established FDAB.

The plan amendment site is located west of the Future Development Area Boundary.

Policy 2.1.2.3 - Permit the consideration of new residential and non-residential development with characteristics compatible with existing development, in areas which are internal to, or are contiguous expansions of existing development if compatible with future areas of development.

Policy 2.1.2.4 - Limit urban sprawl through the consideration of new development, when deemed compatible with existing and future development, in areas which are internal to, or are contiguous expansions of the built environment.

The plan amendment will allow for consideration of new residential development that will be designed to be compatible with the existing development in the area. There are several well established residential subdivisions east and south of the plan amendment site.

Policy 2.1.2.5 - Permit the consideration of new residential and non-residential development in areas which are currently undeveloped, which are suitable for new residential or non-residential uses.

Policy 2.1.2.6 - Limit urban sprawl through the consideration of new development, when deemed compatible with future growth, in areas which are currently undeveloped yet suitable for improvements.

The site is within an area of existing development (residential, middle school and light industrial uses) and is suitable for new development.

Policy 2.1.2.7 Review all proposed development for compatibility and appropriate timing. This analysis shall include:

- consideration of existing development patterns,
- types of land uses,
- transition between land uses,
- density and intensity of land uses,
- natural features,
- approved development in the area,
- availability of adequate roadways,
- adequate centralized water and sewer facilities,
- other necessary infrastructure and services.
- limiting urban sprawl
- applicable specific area plans
- (See also policies under Objs. 2.6.1 - 2.6.3)

Approval of the map amendment will allow for the potential increase in density in an area that is supported by existing infrastructure and services. Pierce drain is a natural feature which runs along the eastern boundary of the amendment

site. The site is west of the Future Development Area Boundary and is not considered Urban Sprawl.

Policy 2.10.3.1 Require that access to commercial uses be established on at least one roadway, operating at, or better than, the adopted level of service.

Access will be provided via Tallevast Road, a 4 lane collector roadway.

PROPOSED FUTURE LAND USE DESIGNATION (RES-6)
Policy 2.2.1.12 RES-6: Establish the Residential-6 Dwelling Units/Gross Acre future land use category as follows:

Policy 2.2.1.12.1 Intent: To identify, textually in the Comprehensive Plan's goals, objectives, and policies, or graphically on the Future Land Use Map, areas which are established for a low density urban, or a clustered low-moderate density urban, residential environment. Also, to provide for a complement of residential support uses normally utilized during the daily activities of residents of these low or low-moderate density urban areas.

Policy 2.2.1.12.2 Range of Potential Uses (see Policies 2.1.2.3 - 2.1.2.7, 2.2.1.5): Suburban or urban residential uses, neighborhood retail uses, short-term agricultural uses other than special agricultural uses, agriculturally-compatible residential uses, public or semi-public uses, schools, low intensity recreational uses, and appropriate water-dependent/water-related/water-enhanced uses (see also Objectives 4.2.1 and 2.10.4).

Policy 2.2.1.12.3 Range of Potential Density/Intensity:

Maximum Gross Residential Density:
6 dwelling units per acre

Minimum Gross Residential Density: 5.0 only in CRA's and UIRA for residential projects that designate a minimum of 25% of the dwelling units as "affordable housing".

Maximum Net Residential Density:
12 dwelling units per acre

16 dwelling units per acre within the CRA's and UIRA for residential projects that designate a minimum of 25% of the dwelling units as "Affordable Housing".
(except within the WO or CHHA Overlay Districts pursuant to Policies 2.3.1.4 and 4.3.1.5)

Maximum Floor Area Ratio:
0.23 (0.35 for mini-warehouse uses only)
1.00 inside the CRA's and UIRA

Maximum Square Footage for Neighborhood
Retail Uses: Medium (150,000sf)

Policy 2.2.1.12.4 Other Information:

a) All mixed and multiple-use projects require special approval, as defined herein, and as further defined in any land development regulations developed pursuant to § 163.3202, F.S.

b) All projects for which gross residential density exceeds 4.5 dwelling units per acre, or in which any net residential density exceeds 6 dwelling units per acre shall require special approval.

c) Any nonresidential project exceeding 30,000 square feet of gross building area shall require special approval.

d) Professional office uses not exceeding 3,000 square feet in gross floor area within this category may be exempted from compliance with any locational criteria specified under Policies 2.10.4.1 and 2.10.4.2, and detailed in the Land Use Operative Provisions Section E (1) provided such office is located on a roadway classified as a minor or principal arterial, however, not including interstates and shall still be consistent with other commercial development standards and with other goals, objectives, and policies in this Comprehensive Plan (see also 2.10.4.2).

EXISTING FUTURE LAND USE DESIGNATION (IL)
Policy 2.2.1.18 IL: Establish the Industrial-Light future land use category as follows:

Policy 2.2.1.18.1 Intent: To identify, textually in the Comprehensive Plan's goals, objectives, and policies, or graphically on the Future Land Use Map, areas which are established for a range of light industrial and other employment-oriented uses. Also, to prohibit new residential development other than individual single-family units on lots of record in areas transitioning from agriculture to urban uses. This prohibition is intended to avoid adverse impacts on such uses and minimize the intrusion of residential uses in an industrial area. Also, to prohibit the development or use of these areas for locating heavy industries which have objectionable impacts with regard to height of accessory or incidental structures (e.g., smokestacks), noise, smoke, dust, vibration, or glare. Also, to establish areas for intensive commercial development which would have significant

adverse impacts if located adjacent to expansive residential use areas. Also, to provide for the development of neighborhood retail uses which would provide for the needs of workers in, or visitors to, or residents nearby, any area designated under this category. Also, to provide for lodging places to accommodate visitors to IL areas and to nearby areas.

Policy 2.2.1.18.2 Range of Potential Uses (see Policies 2.1.2.3 - 2.1.2.7, 2.2.1.5): Light industrial uses, offices, research/corporate uses, warehouse/distribution uses, intensive commercial uses, wholesale commercial uses, neighborhood retail uses, service uses, selected residential uses, short-term agricultural uses, recreational uses, public or semi-public uses, schools, privately-operated airports, appropriate water-dependent/water-related/water-enhanced uses (see also Objectives 4.2.1 and 2.10.4), and hotels/motels.

Policy 2.2.1.18.3 Range of Potential Density/Intensity:

Maximum Gross Residential Density:
1 dwelling unit per acre

Maximum Net Residential Density:
1 dwelling unit per acre

Maximum Floor Area Ratio: 0.75
1.0 inside the CRA's and UIRA

Maximum Floor Area Ratio for Hotels: 1.0

Maximum Square Footage for Neighborhood Retail Uses: Small (30,000sf)

Policy 2.2.1.18.4 Other Information:

a) Any project exceeding a floor area ratio of 0.35 shall require special approval, except for projects which contain a single industrial user and for which use of the project site is primarily for a manufacturing, processing, or assembly use.

b) Wholesale commercial uses, intensive commercial uses, and those small commercial uses which are located or proposed within an office or industrial park which has received special approval, as defined herein, are exempt from any commercial locational criteria contained in this element.

c) Light industrial uses are differentiated from heavy industrial uses not permitted within this category by

definition of "objectional impact," as referenced and further defined in Policy 2.2.1.18.1 above. Additional clarification on means of measuring and determining "objectionable impact" is found in Policy 2.6.3.1.

d) New residential uses shall be limited to individual single family dwelling units that are:

I. located on a lot of record which is not subject to any change in property boundary lines during the development of the proposed land use, and

II. developed without generating a requirement for either subdivision review, or final site or development plan review, or equivalent development order review.

Attachments:

1. Consistency with State Comprehensive Plan, Florida Administrative Code, and Florida Statutes
2. Copy of Newspaper Advertising

PA-13-02 (Proposed Ordinance 13-06)

The proposed amendment is consistent with
Florida Statutes 163 Part II

163.3184 Process for adoption of comprehensive plan or plan amendment states "in compliance" means consistent with the requirements of ss. 163.3177, 163.3178, 163.3180, 163.3191, 163.3245 and 163.3248

163.3177 Required and optional elements of comprehensive plan; studies and surveys
This plan amendment request maintains the structure of the Comprehensive Plan.

163.3178 Coastal Management
This plan amendment request maintains the structure of the Comprehensive Plan.

163.3180 Concurrency
This plan amendment request maintains the structure of the Comprehensive Plan.

163.3191 Evaluation and appraisal of comprehensive plan
Manatee County completed the required EAR and the EAR based plan amendments in 2004 and 2006. The next EAR update is scheduled for December 2013.

163.3245 Sector plans
There are no sector plans established at this time.

163.3248 Rural Land Stewardship areas
There are no Rural Land Stewardship areas established at this time.

All State goals and policies taken from Chapter 187.201, Florida Statutes.

The proposed amendment is consistent with the following goals and policies of the State Comprehensive Plan:

187.201 (15) (a)
187.201 (17) (a)
187.201 (17) (b) 2

Copy of Newspaper Advertising

Bradenton Herald

NOTICE OF LAND USE CHANGE

OFFICIAL ACTIONS AFFECTING OR REGULATING USE OR REAL PROPERTY IN UNINCORPORATED MANATEE COUNTY – NOTICE TO REAL PROPERTY OWNERS AND GENERAL PUBLIC

The Manatee County Planning Commission will hold a public hearing to consider amendments to the Manatee County Comprehensive Plan and changes to the use of certain lands within the unincorporated area of Manatee County with the intent to make a recommendation to the Board of Manatee County Commissioners:

Date: **Thursday, April 11, 2013**
Time: **9:00 A.M. or soon thereafter**
Place: **Manatee County Government Administrative Center**
1112 Manatee Ave. West; Board Chambers (1st Floor)

Additional amendments to the following may be necessary to implement these changes and ensure internal consistency.

PA-13-02 / ORDINANCE 13-06 - UNIVERSITY VILLAGE, LLC

Transmittal of a Plan Amendment of the Board of County Commissioners of Manatee County, Florida, regarding Comprehensive Planning, amending Manatee County Ordinance No. 89-01, as amended (the Manatee County Comprehensive Plan); providing a purpose and intent; providing findings; providing for an amendment to the Future Land Use Map of the Future Land Use Element to designate specific real property from the IL (Light Industrial) Future Land Use Classification to RES-6 (Residential - 6 dwelling units per gross acre) Future Land Use Classification; approximately 36.42 acres, said property being located at 2851 and 3005 Tallevast Road, Sarasota, FL (Manatee County), providing for severability and providing for an effective date.

Public is invited to speak at this hearing, subject to proper rules of conduct. The hearing may be continued from time to time to a date and time certain. The Public may also provide written comments for the Planning Commission to consider.

Rules of Procedure for this public hearing are in effect pursuant to Resolution 10-195. Copies of this Resolution may be obtained from the Planning Department (See address below).

Please Send Comments To: **Manatee County Building and Development Services Department**
Attn: Project Coordinator
1112 Manatee Ave. West, 2nd Floor
Bradenton, FL 34206
planning.agenda@mymanatee.org

All written comments will be entered into the record.

For More Information: Copies of the proposed amendments will be available for review and copying at cost approximately seven (7) days prior to the public hearing. Information may also be obtained by calling **748-4501, Ext. 6878**, between 8:00 AM and 5:00 PM.

Americans with Disabilities: The Manatee County Planning Commission does not discriminate upon the basis of any individual's disability status. This non-discrimination policy involves every aspect of the Commission's functions including one's access to and participation in public hearings. Anyone requiring reasonable accommodation for this meeting as provided for in the ADA, should contact Kaycee Ellis at 742-5800; TDD ONLY 742-5802 and wait 60 second; FAX 745-3790.

According to Section 286.0105, Florida Statutes, if a person decides to appeal any decision made with respect to any matters considered at such meetings or hearings, he/she will need a record of the proceedings, and for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record would include any testimony or evidence upon which the appeal is to be based.

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Copy of Newspaper Advertising

Sarasota Herald Tribune

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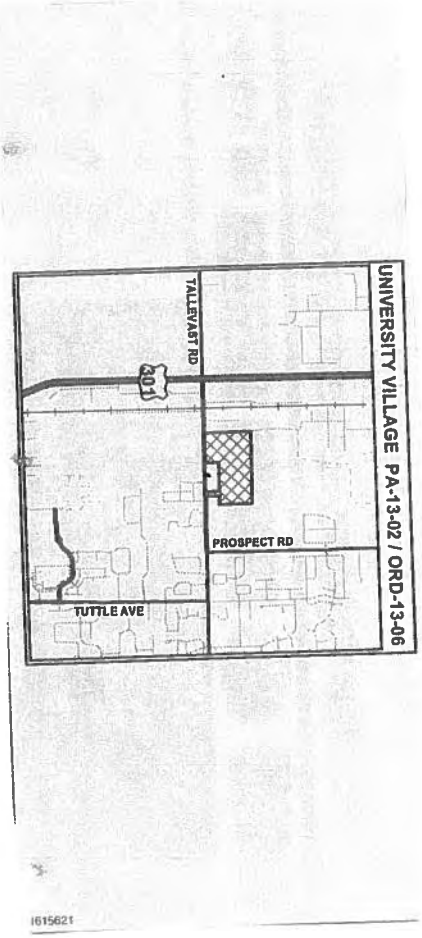

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I615621

MANATEE COUNTY GOVERNMENT
AGENDA MEMORANDUM

SUBJECT	Ordinance No. 13-04 – Land Development Code Section 719 (Wetlands)	**TYPE AGENDA ITEM**	Advertised Public Hearing – Regular Time Certain 9:00 a.m.
DATE REQUESTED	04/11/13 PC	**DATE SUBMITTED/REVISED**	04/04/13
BRIEFINGS? Who?	No	**CONSEQUENCES IF DEFERRED**	N/A
DEPARTMENT/DIVISION	Building & Development Services Department/Comprehensive Planning and Public Hearings	**AUTHORIZED BY TITLE**	Lisa Barrett, Planning Division Manager
CONTACT PERSON TELEPHONE/EXTENSION	William Clague / 941-748-4501 ext. 3750	**PRESENTER/TITLE TELEPHONE/EXTENSION**	William Clague / Deputy County Attorney / 941-748-4501 ext. 3750
ADMINISTRATIVE APPROVAL			

ACTION DESIRED
INDICATE WHETHER 1) REPORT; 2) DISCUSSION; 3) FORM OF MOTION; OR 4) OTHER ACTION REQUIRED

I move to recommend that the Board of County Commissioners adopt Ordinance No. 13-04, amending and restating Section 719 of the Manatee County Land Development Code (Wetlands) and to find the Ordinance to be consistent with the Manatee County Comprehensive Plan.

ENABLING/REGULATING AUTHORITY
Federal/State law(s), administrative ruling(s), Manatee County Comp Plan/Land Development Code, ordinances, resolutions, policy

Manatee County Comprehensive Plan and Manatee County Land Development Code.

BACKGROUND/DISCUSSION

- The County Attorney's Office has advised the Board of the need to amend and restate Section 719, Wetlands, of the Land Development Code to reflect the County's current wetlands avoidance policies and practices. The County Attorney's Office has prepared a draft Ordinance No. 13-04 to address this legal concern. The Ordinance does not provide for any substantive changes in the current policies and practices of the County, but rather codifies existing policies and practices in accordance with the requirements of Florida Statutes, and makes "housekeeping" changes for clarity and consistency.

COUNTY ATTORNEY REVIEW

Check appropriate box	
☒	**REVIEWED** **Written Comments:** ☐ **Attached** ☒ **Available from Attorney (Attorney's initials:** WEC**)**
☐	**NOT REVIEWED (No apparent legal issues.)**
☐	**NOT REVIEWED (Utilizes exact form or procedure previously approved by CAO.)**
☐	**OTHER**

ATTACHMENTS: (List in order as attached)		**INSTRUCTIONS TO BOARD RECORDS:**	
Ordinance and Comparison		n/a	
COST:	n/a	**SOURCE (ACCT # & NAME):**	n/a
COMMENTS:		**AMT./FREQ. OF RECURRING COSTS: (ATTACH FISCAL IMPACT STATEMENT)**	

CAO DRAFT V
03/29/13

ORDINANCE NO. 13-04

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA, REGARDING LAND DEVELOPMENT; PROVIDING FINDINGS; AMENDEDING SECTION 201 OF THE LAND DEVELOPMENT CODE TO PROVIDE NEW OR REVISED DEFINITIONS OF WETLAND, NON-VIABLE WETLAND, UMAM, AND WETLAND BUFFER; AMENDING AND RESTATING SECTION 719, WETLAND PROTECTION, OF THE MANATEE COUNTY LAND DEVELOPMENT CODE TO PROVIDE FOR PURPOSE AND INTENT, GENERAL PROHIBITION AND EXEMPTIONS, APPLICATION REQUIREMENTS FOR WETLAND IMPACTS, CRITERIA FOR APPROVAL OF WETLAND IMPACTS, MITIGATION FOR ALTERED WETLANDS, AREAS ADJACENT TO WETLANDS, CONSERVATION EASEMENTS, AND ENFORCEMENT; PROVIDING FOR CODIFICATION; PROVIDING FOR APPLICABILITY; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED by the Board of County Commissioners of Manatee County, Florida:

Section 1. Purpose and Intent. This Ordinance is enacted to carry out the purpose and intent of, and exercise the authority set out in, the Local Government Comprehensive Planning and Land Development Regulation Act, Part II of Chapter 163, Florida Statutes, and Chapter 125, Florida Statutes, as amended.

Section 2. Findings. The Board of County Commissioners relies upon the following findings in the adoption of this Ordinance:

1. Objective 3.3.1 of the Manatee County Comprehensive Plan sets forth policies for avoidance and minimization of impacts to wetlands caused by land development.

2. Section 719, Wetland Protection, of the Manatee County Land Development Code (the "Code") implements such policies of the Comprehensive Plan through the establishment of procedures for the evaluation of proposed wetlands impacts.

3. It is in the interest of the public health, safety and welfare to amend Section 201 of the Code to provide revised definitions of certain terms used in Section 719.

4. It is in the interest of the public health, safety and welfare to amend and restate Section 719 of the Code in its entirety as provided herein, in order to clarify the procedures, criteria and methodologies to be used by the County in the application of the Comprehensive Plan polices regarding avoidance and minimization of wetlands impacts.

5. The Manatee County Planning Commission reviewed the amendments set forth in this Ordinance, found them to be consistent with the Comprehensive Plan, and recommended their adoption by the Board, on ____, 2013.

6. The Board of County Commissioners has held two duly noticed and advertised public hearings on _____, 2013 and _____2013, received public comments, the staff recommendation and report of the Planning Commission and has found this ordinance would preserve aesthetics and protect the public health, safety and general welfare by furthering long-term wetland protection through the land use regulations.

Section 3. Amendment of Section 201 of the Land Development Code Section 201 of the Land Development Code is hereby amended to add the defined terms, or replace in their entirety the defined terms, set forth in Exhibit "A" to this Ordinance.

Section 4. Amendment of Chapter 9 of the Land Development Code. Section 719 of the Land Development Code is hereby amended and restated to read in its entirety as set forth in Exhibit "B" to this Ordinance.

Section 5. Codification. The publisher of the County's Land Development Code, the Municipal Code Corporation, is directed to incorporate the amendments in Sections 3 of this Ordinance into the Land Development Code.

Section 6. Applicability. The amendments set forth in this Ordinance shall apply to all applications, decisions or controversies pending before the County upon the effective date hereof or filed or initiated thereafter.

Section 7. Severability. If any section, sentence, clause, or other provision of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining sections, sentences, clauses or provisions of this Ordinance.

Section 8. Effective Date. This Ordinance shall become effective as provided by law.

PASSED AND DULY ADOPTED, with a quorum present and voting, by the Board of County Commissioners of Manatee County, Florida, this the __ day of _____, 2013.

BOARD OF COUNTY COMMISSIONERS
OF MANATEE COUNTY, FLORIDA

By: _____
Larry Bustle, Chairman

ATTEST: R.B. SHORE
Clerk of the Circuit Court

By: _____
Deputy Clerk

ORDINANCE EXHIBIT "A"
NEW OR RESTATED DEFINED TERMS FOR SECTION 201

Ecosystems Management Plan shall mean a plan for significant, cumulative improvement to the ecological function of the drainage basin in which wetlands are proposed to be impacted by development. The ecosystems management plan shall demonstrate no net loss of wetland quality and function. To mitigate impacts, a combination of restoration, creation, enhancement, and upland preservation may be considered depending on the size, type, function, viability, and historic status of the wetlands proposed to be altered.

Wetland shall have the meaning set forth in Section 62-340.200 F.A.C.

Wetland buffer shall mean the area required to be maintained around a wetland pursuant to Section 719 hereof.

Wetland, non-viable shall mean an isolated wetland less than 0.5 acres in size, with a UMAM score of 0.4 or less that does not support listed plant or animal species and is not connected by standing or flowing surface water at seasonal high water level to one or more wetlands where the combined wetland acreage is greater than 0.5 acres.

UMAM shall mean the Uniform Mitigation Assessment Methodology established by the Department of Environmental Protection pursuant to Chapter 62-345 F.A.C. and Section 373.414(18), Florida Statutes, as amended.

ORDINANCE EXHIBIT "B"
AMENDED AND RESTATED SECTION 719, WETLAND PROTECTION

Section 719. Wetland Protection.

719.1. *Purpose and Intent.* The purpose and intent of this Section are as follows.

719.1.1. *Purpose.* It is the purpose of this Section to implement Goal 3.3 of the Manatee County Comprehensive Plan, which provides policies that:

(a) Prohibit wetlands impacts except in cases where no other practical alternative exists that will permit a reasonable use of land or where there is an overriding public benefit;

(b) Require delineation of all wetlands on any proposed development or redevelopment site;

(c) Require mitigation of all wetland impacts; and

(d) Require protection of preserved wetlands from development impacts through wetland buffers and other measures.

719.1.2. *Intent.* The intent of this Section is to preserve and protect the wetland functions of water quality enhancement, climatic moderation and flood and erosion control; to protect the renewable resources of water, timber, energy and food; and to protect the beneficial uses of wetlands by humanity and animals. Specifically, this Section is intended to:

(a) Provide long-term wetland protection by directing growth away from sensitive areas through land use regulations;

(b) Provide additional protection to those wetlands not within the jurisdiction of other reviewing agencies that require mitigation for wetland impacts;

(c) Prevent the piecemeal or cumulative losses over time that may destroy remaining wetlands;

(d) Prevent damaging or destroying wetlands that would threaten the public safety and general welfare or cause nuisances by destroying flood storage areas, causing water pollution, disposing of storm water runoff at inappropriate sites, increasing erosion, or increasing runoff of sediment and storm water;

(e) Minimize the disruption of wetland functions by requiring a Wetland Impact Study for development activities proposed within wetlands and their wetland buffers;

(f) Consider the impact of development activities on wetlands functions through the County land development regulation process;

(g) Regulate development activities according to wetland significance, with the degree of protection afforded a wetland being in direct relationship to the significance of a wetland;

(h) Use performance standards as the basis for minimizing the impact of development activities on wetland functions;

(i) Provide for the use of wetlands for compatible activities that do not disrupt wetland functions; and

(j) Provide for flexibility through the availability of mitigation/restoration measures where more beneficial environmental results can be achieved.

719.2. *Wetland Identification.* The landward extent of wetlands shall be determined in accordance with Chapter 62-340 of the Florida Administrative Code.

719.2.1 *Wetland Verification.* All applicable State or Federal permits shall be obtained before commencement of the development. Projects that would not otherwise require an ERP shall provide an approved formal Jurisdictional Determination from the State prior to commencement of development, except for applications for a individual single family homes, provided a wetland determination has been performed by a professional qualified for this purpose. Manatee County may suspend any development orders, issue stop work orders and otherwise take enforcement actions pursuant to Chapter 12, LDC, where the difference between an estimate of wetland areas and functions shown on preliminary plans and the approved ERP are determined to be significant enough to warrant substantial project.

719.3 *General Prohibition; Exemptions.* No development, as defined in this Code, shall occur in a wetland or wetland buffer unless approved in accordance with this Section 719.

719.3.1. *Exemptions.* The requirements of this Section 719 shall not apply to the following activities, which the Board hereby finds to comply with the requirements of Objective 3.3.1 of the Comprehensive Plan by nature and purpose:

(a) Manual clearing of nuisance exotic plant species or noxious endemic vegetation such as poison ivy or cattails;

(b) Minor maintenance or minor emergency repair to existing structures

or improved areas;

(c) Overhead utility crossings, provided that associated access roads shall be subject to the requirements of this Section;

(d) Maintenance, together with incidental dredge and fill activities in ditches, public roads and other rights-of-way, and other related drainage systems;

(e) Mosquito or aquatic weed control activities permitted by federal, state, regional or local agencies;

(f) Alterations of wetlands affected by phosphate mining activities, which shall be governed by Chapter 2-20 of the Manatee County Code of Ordinances;

(g) Those activities exempted by the Florida Department of Environmental Protection pursuant to the provisions of Chapter 62-312, Florida Administrative Code, to the extent that such activities are not prohibited by other provisions of this Code or policies of the Comprehensive Plan;

(h) Clearing and/or construction of walking trails in compliance with the specifications of this Section 719; and

(i) Construction of timber boardwalks/catwalks for direct access to waterbodies, wildlife management shelters, footbridges, observation decks and similar water-related structures not requiring dredging and/or filling for their placement in compliance with the specifications of this Section 719 of this Code. All such structures shall be elevated on pilings to permit the unobstructed flow of water and movement of wildlife, to minimize shading of the area beneath the structure, and to preserve the natural contour of the wetland.

719.4 *Application for Wetland Impacts.* In order to receive approval for a wetlands impact, an applicant shall submit a Wetland Impact Study to the Countyfor approval prior to commencement of any development activity within wetlands not expressly exempted in this Section 719. The approval of development within a wetland or wetland buffer shall be made in conjunction with, or as a component of, the related development approval, such that:

(a) Development in a wetland or wetland buffer associated with a proposed development that is the subject of administrative approval pursuant to Chapter 5 hereof shall be subject to the approval of the Director;

(b) Development in a wetland or wetland buffer associated with a proposed development that is the subject of approval by a hearing officer pursuant to Chapter 5 hereof shall be subject to the approval of the hearing officer; and

(c) Development in a wetland or wetland buffer associated with a proposed development that is the subject of approval by the Board pursuant to Chapter 5 hereof shall be subject to the approval of the Board.

719.4.1 *Information Required.* The Wetland Impact Study shall include an impact avoidance and minimization analysis that demonstrates the necessity of the impact. Specific information required to be included in the Wetland Impact Study is detailed in the Administrative Procedures, but at minimum the Study shall include the following information:

(a) Onsite wetlands shall be evaluated based on size and wetland function and scored in accordance with UMAM including UMAM score sheets for each wetland within the project boundaries.

(b) A statement describing the necessity of the proposed impact;

(c) Examples of designs considered that would not require the impact or that demonstrate how the impacts have been minimized;

(d) A statement of how avoiding the impact would prevent a reasonable development of the land, including consideration of whether the wetland to be impacted is within the boundaries of a Development of Regional Impact (DRI) and a consideration of the uses permitted within the boundaries of the DRI as a whole;

(e) A statement of how the impact is a result of an overriding public benefit. The applicant shall submit documentation to support the conclusion that the overriding public benefit would provide a direct public benefit in excess of the detriments suffered by the public resulting from the loss of the wetland functions and values;

(f) Proximity of the land to adjacent urban land uses;

(g) Degree of disturbance or invasion by exotic plant species within the wetland; and

719.5. *Criteria for Approval of Wetlands Impacts.* Development in a wetland or wetland buffer may be approved if and only if it meets the criteria set forth in this subsection, as determined by the Board, hearing officer or Director, as the case may be.

719.5.1 *Impacts to Non-Viable Wetlands.* In accordance with Policy 3.3.1 of the Comprehensive Plan, an applicant seeking to impact a non-viable wetland, as defined in Section 201, which is completely contained within the project boundaries shall not be required to demonstrate avoidance and minimization. Impacts shall require authorization by the appropriate State and Federal regulatory authorities and wetland mitigation shall be provided in accordance with this Section 719.

719.5.2. *Impacts to Wetlands, No Practical Alternative.* In order to receive approval for development in a wetland (other than a non-viable wetland exempted pursuant to Section 719.5.1, above) or wetland buffer thereto on the basis that no practical alternative exists, a Wetlands Impact Study shall demonstrate that:

(a) The applicant will be unable to make reasonable use of the property unless the proposed impact is approved; and

(b) The applicant could not have reasonably foreseen, through the exercise of due diligence, that the development potential of the property in question is limited as a result of the requirement to avoid impacts to wetlands or wetland buffers in accordance with this Section 719.

In making such determination, the reasonable use of the property in question shall be considered in light of:

(a) The history and surrounding area of the property;

(b) Any development orders applicable to the property, including but not limited to development orders for Developments of Regional Impact (DRI); and

(c) The development potential of the property if all wetland impacts were avoided.

Reasonable use does not necessarily equate to the highest and best potential use under the Comprehensive Plan or this Code, nor does it equate to the highest density or intensity, as long as an applicant may achieve some reasonable level of development potential while avoiding wetlands impacts. Connections between uplands otherwise developable or developed for utilities and/or access, or impacts consistent with an alternative site analysis, shall be considered as a reasonable use of the property satisfying the no practical alternative test even though the need to impact the wetland may have been foreseeable.

719.5.3. *Impacts to Wetlands, Overriding Public Benefit.* An applicant may receive approval for impact of a wetland or development in a wetland buffer thereto, on the basis that the applicant will provide an overriding public benefit if the Applicant in addition to providing the wetland mitigation required pursuant to this Section 719, demonstrates one or more of the following:

(a) The conditions of the development approval will provide for the donation of lands that are otherwise unencumbered that will result in a net environmental gain (or a commensurate monetary contribution earmarked for such purpose);

(b) The impact to the wetland is included as part of an Ecosystems Management Plan and the conditions of the development approval will provide for additional preservation, enhancement or restoration of native habitats that will result in a net environmental gain (or a commensurate monetary contribution earmarked for such purpose);

(c) If not impacted, the wetland will not survive as a functioning wetland, or will deteriorate to a Non-Viable Wetland, as a result of its proximity to development; and/or

(d) Any overriding public purpose of the project to provide local, state or federal public infrastructure.

719.6 *Mitigation for Altered Wetlands.* Mitigation shall be provided for all non-exempt wetland impacts as follows:

719.6.1 *UMAM Mitigation.* For development in wetlands that the State has determined are subject to UMAM, the type and quantity of mitigation shall be as required by the ERP.

719.6.2 *Non UMAM Mitigation.* In those instances where wetland mitigation is not required by the State, wetland mitigation shall be provided in accordance with subparagraphs (a) through (d) below. The type of wetland mitigation or combination thereof as described in subparagraphs (a) through (d) below shall be determined by the County based on site conditions and the ability of the mitigation to replace the wetland functions that were impacted. The order of preference considered by the County shall be as follows:

(a) **Wetland Enhancement/Restoration**: Five acres of enhanced or restored wetlands shall be provided for every one acre of wetland to be impacted.

(b) **Upland Preservation**: In the event there is an inability to provide viable wetland enhancement/restoration on the site, five acres of native upland habitat shall be preserved for every one acre of wetland to be impacted. Preserved uplands utilized for wetland mitigation shall have an ecological or hydrological relationship to existing or created wetlands and shall be in excess of any other requirements of the Comprehensive Plan and Land Development Code.

(c) **Payment in Lieu of Mitigation**: In lieu of the mitigation requirements in subparagraphs (a) and (b) above, the County may collect a mitigation fee or the developer may purchase credits from a County approved mitigation bank. The mitigation fee charged shall be based on the acreage of impact and shall be an amount sufficient to achieve full and complete compensation for the impact. The mitigation fee shall be established by Board resolution.

(d) **Wetland Creation**: Two acres of herbaceous wetlands shall be created for every acre of herbaceous wetlands altered. Four acres of forested or mangrove wetlands shall be created for every acre of forested or mangrove wetlands altered.

719.6.3 *Mitigation Plan Required.* Where mitigation is accepted by the County pursuant to subsection 719.6.2, the applicant shall prepare a mitigation plan as follows:

(a) *At the General Development Plan Stage:* The wetland mitigation plan shall contain general details on the options available to provide wetland mitigation in accordance with the Comprehensive Plan. Specific information required to be submitted at this stage is detailed in the Administrative Procedures.

(b) *At the Preliminary Site Plan or Preliminary Subdivision Plat Stage:* The wetland mitigation plan shall contain information that details the applicant's preliminary intent to provide wetland mitigation in accordance with the Comprehensive Plan. The plan shall demonstrate that the proposed overall site design will adequately accommodate the proposed wetland mitigation. Specific information required to be submitted at this stage is detailed in the Administrative Procedures.

(c) *At the Final Site Plan and Construction Plan Stage:* The wetland mitigation plan shall provide construction related details such as grading, planting, transect locations, monitoring, maintenance and seasonal high water elevations. Payments for fee in lieu of mitigation made pursuant to subsection 719.6.2(c) must be paid concurrent with FSP/Construction Plan approval. For projects providing mitigation in accordance with Sections 719.6.2(a) and (d), a detailed cost estimate shall be prepared by a registered professional engineer or landscape architect, and shall include all projected costs of the mitigation project such as design, earthwork, planting and maintenance costs over the prescribed monitoring period. Specific information required to be submitted at this stage is detailed in the Administrative Procedures.

719.6.4. *Certification Required.* Upon completion of Wetland Mitigation, provided in accordance with Section 719.6.2, the environmental professional responsible for the project shall provide written, sealed or notarized certification to the Engineer of Record that wetland mitigation has been constructed in accordance with the approved Final Site Plan and/or Construction Plans. The Engineer of Record shall provide a copy of the environmental professional's certification with submittal of his/her certification. In instances where wetland mitigation is being provided in accordance with Section 719.6.1, Manatee County shall be copied on any notices or certifications for construction of the mitigation areas required to be submitted to the State.

719.6.5. *Success of Mitigation.* Success of mitigation provided in accordance with Section 719.6.1 shall be determined by the State. Mitigation provided in accordance with Section 719.6.2 will be considered successful when the mitigation area provides an equal or greater habitat function when compared with the original (reference) wetland. Mitigation shall be deemed successful when the following parameters are met:

(a) The land area designated as re-created wetlands can maintain the design soil moisture regime (frequency and duration) as correlated to water year, rainfall event and antecedent conditions without the manipulation of available water quantities by humanity;

(b) All banks and slopes are stabilized with self-sustaining vegetation;

(c) No evidence of excessive erosion exists;

(d) Complete ground cover of vegetation has been established that is healthy and self-sustaining;

(e) Percent survival of planted forested wetland species is eighty-five (85) percent or greater and/or coverage by desirable herbaceous wetland species is eighty-five (85) percent or greater with no more than seven and one-half (7.5) percent coverage by nuisance, exotic plant species, for a period of at least two (2) years for herbaceous wetland communities, and for at least five (5) years for forested wetlands and mangrove communities. Replanting and maintenance of the mitigation area, including the periodic non-motorized removal of nuisance, exotic plant species, shall be required as necessary to ensure final cover;

(f) Water quality in the created wetland meets or exceeds State water quality standards;

(g) Habitat value in the created wetland approximates conditions in the reference wetland or conditions specified in the Wetland Impact Study, if different; and

(h) Hydroperiod in the created wetland is sufficient to support wetland vegetation and functions.

719.6.6. *Mitigation Monitoring.* To evaluate the progress of wetland mitigation the developer shall submit Wetland Mitigation Monitoring Reports to the County. For those projects providing wetland mitigation in accordance with 719.6.1, the developer shall copy the County on all Wetland Mitigation Monitoring Reports required by the State. For those projects providing wetland mitigation in accordance with Section 719.6.2, the developer shall submit Wetland Mitigation Monitoring Reports as follows:

(a) Monitoring shall commence upon wetland mitigation certification, required by Section 719.6.4, being accepted by the County. Monitoring shall continue for a period of at least two (2) years for herbaceous wetland communities, and for at least five (5) years for forested wetlands and mangrove wetland communities or until success criteria have been met.

(b) Wetland mitigation monitoring shall be conducted by the developer on a semi-annual basis for the first two (2) years after being deemed complete, and annually thereafter. Reports shall be submitted annually within thirty (30) days of the completion date.

(c) Minimum information required for Wetland Mitigation Monitoring Reports is detailed in the Administrative Procedures.

719.6.7. *Mitigation Security.* For mitigation accepted by the County pursuant to

subsection 715.6.2.(a) and (d), as a condition for approving wetland(s) alteration and accepting a Wetlands Mitigation Plan, the Board of County Commissioners shall require the posting of a security, bond, escrow or other means of guarantee to:

(a) Ensure that the applicant has carried out the approved mitigation project in accordance with the Wetlands Mitigation Plan, and that the project has met the success criteria specified in Section 719.6.5;

(b) Ensure that the applicant will correct any deleterious effects on wetlands or adjacent areas that may result from his/her non-compliance with the conditions of the approved Wetlands Mitigation Plan;

(c) Enable the County to take steps to restore the site in the event that the developer/applicant/landowner defaults on the conditions of the Wetlands Mitigation Plan; and

(d) Such mitigation security shall be in a form and manner acceptable to the County, and shall comply with any additional requirements imposed pursuant to the Administrative Procedures. The amount of Security shall be equal to one hundred fifteen (115) percent of the estimated or actual costs and expenses of wetland mitigation construction, planting, maintenance and monitoring the County may incur in making good on non-compliance or non-performance of any requirements of the Wetland Mitigation Plan. The mitigation security shall be extended to cover the required monitoring period, after wetland mitigation has been deemed complete by the County.

719.7. *Wetland Buffers.* Generally, a wetland buffer of at least fifty (50) feet shall be observed from the most landward extent of any post-development jurisdictional wetland contiguous with the Terra Ceia Aquatic Preserve, the Sarasota Bay Outstanding Florida Water, or the Little Manatee Outstanding Florida Water, and the inflowing watercourses within the Watershed Protection Overlay Districts. A wetland buffer of at least thirty (30) feet shall be observed from the most landward extent of all post-development wetlands that are not contiguous with the above-named water bodies or within the Watershed Protection Overlay Districts.

The County may require increased wetland buffers adjacent to Outstanding Florida Waters, riverine systems or larger isolated wetlands, to enhance watershed protection, to maintain aesthetic view sheds, to preserve native upland habitat, to provide wildlife corridors, or to minimize adverse impacts to the ecological value of uplands for aquatic or wetland dependent listed animal species.

719.7.2 *Prohibited Activities.* Prohibited activities in wetland buffers shall at a minimum include:

(a) Development, except as set forth in Section 719.7.3, below; and

(b) The removal or other disturbance of any earth, trees, shrubbery and other plants except as set forth in Section 719.7.3, below.

719.7.3 *Permitted Activities.* Allowable activities in wetland buffers shall include:

(a) Limited clearing of vegetation in a wetland buffer may be permitted as part of a required stormwater management system outfall, where allowed under other Sections of this Code;

(b) Limited clearing of vegetation in a wetland buffer may be permitted in order to allow public or riparian access to the water, provided that:

1. The path cuts through the wetland buffer to the water, so as to provide an access way generally perpendicular to the shoreline; and

2. The access way shall not exceed ten (10) feet in width;

(c) The construction of elevated boardwalks, catwalks or docks in wetland buffers, provided that such structures are no more than four (4) feet in width (unless greater width is approved by the Director); and are elevated at least three (3) feet above land or water to prevent continuous shading of vegetation. Additionally, the construction of wildlife management shelters, footbridges, observation decks and similar water-related structures in wetland buffers, provided that all such structures must be elevated on pilings to permit the unobstructed flow of water and movement of wildlife, prevent continual shading of the area beneath the structure, and preserve the natural contour of the land. At grade trails shall be allowed in wetland buffers, provided that no impervious surfaces are constructed;

(d) The clearing of boat launch areas through wetland buffers, provided that such areas shall be no more than ten (10) feet in width, unless greater width is approved by the Director;

(e) The removal of nuisance or exotic plant species, such as Brazilian pepper, Australian pine, or melaleuca, or noxious endemic vegetation such as poison ivy or cattails from wetland buffer;

(f) The conduct of mosquito or aquatic weed control activities in

wetland buffers, provided such activities are conducted pursuant to a program approved by the Department of Agriculture and Consumer Services in the case of insect control, and the Department of Environmental Protection in the case of aquatic weed or algae control;

(g) The placement of protective barriers to limit access to the wetland or its wetland buffers, if such structures are approved by the Director;

(h) Activities authorized by the Director, as provided in Section 719.5.4;

(i) Activities associated with wetland impacts approved pursuant to subsection 719.5; and

(j) Activities authorized by the Director, that are part of a wetland buffer maintenance plan designed to allow plantings within the wetland buffer and to provide for maintenance of the wetland buffer in a functionally viable manner. The wetland buffer management plan may be approved by the Director in conjunction with a Preliminary Development Plan, Preliminary Plat or Site Plan.

719.7.4 *Variable Width Buffers.* Under limited circumstances, where site-specific conditions and physical constraints do not allow the application of a uniform-width wetland buffer, a variable width wetland buffer may be approved. Site specific conditions and physical constraints which may be considered include situations where:

(a) Application of a uniform-width buffer would restrict vehicular access to an upland portion of the development site;

(b) Locations of driveways, rights-of-way or private streets are mandated by FDOT or County requirements, and re-alignments cannot be negotiated; or

(c) Minor encroachments into previously disturbed portions of a wetland buffer for short linear distances cannot be avoided.

In no event shall the proposed variable width buffer be narrower than DEP or SWFWMD standards for Environmental Resource Permitting.

The configuration of the variable width buffer shall be determined by detailed onsite investigation, and shall at a minimum equal the area that would otherwise have been encompassed by a uniform-width buffer configured parallel to the wetland. Wetland buffer

encroachments authorized under this Section shall be compensated for on the same wetland or wetland system, and such compensation shall be of equal or better quality.

719.7.5. *Wetland Buffer Restoration.* As additional protection for wetlands and their wetland buffers, and to increase the upland habitat function of the wetland buffer, nuisance exotic vegetation shall be removed and native plantings shall be installed.

719.7.5.1. *Removal of Nuisance Exotic Vegetation.* A strip equivalent in width to the required wetland buffer shall be cleared of nuisance exotic species prior to final plat approval, or prior to Certificate of Occupancy issuance for projects not requiring final plat approval. Continued removal of nuisance, exotic plant species that become reestablished within wetland buffers shall be addressed in the Exotic Plant Species Removal Plan required pursuant to Section 715.4(E) of this Code.

719.7.5.2. *Enhancement of Wetland Buffers.* As additional protection for wetlands and replacement of upland habitat loss from historical land uses, wetland buffers shall be enhanced with desirable native plantings.

719.7.5.2.1. *Wetland Buffer Enhancement Plan.* A Wetland Buffer Enhancement Plan shall be submitted with the Final Site Plan or Construction Drawings and shall be approved by the Director. Specific information required to be included in the Wetland Buffer Enhancement Plan is detailed in the Administrative Procedures. Wetland buffer enhancement shall be completed prior to final plat approval, or prior to Certificate of Occupancy issuance for projects not requiring final plat approval. Required plant materials which are removed or die shall be replaced within thirty (30) days.

719.7.5.3. *Certification Required.* Prior to final plat approval or prior to Certificate of Occupancy issuance for projects not requiring final plat approval, the environmental professional responsible for the project shall provide written, sealed or notarized certification to the engineer of record that wetland buffer enhancement has been completed as approved in the Final Site Plan or Construction Plans. The engineer of record shall provide a copy of the environmental professional's certification with submittal of his/her certification.

719.7.6. *Wetland Buffer and Upland Preservation/Conservation Area Identification and Protection.* All wetland buffer and/or upland preservation required as compensation and conservation areas shall be clearly staked or otherwise physically identified in the field prior to and during construction. Erosion and sediment control devices or other protective devices shall be installed landward of the edge of the wetland buffer, upland preservation and conservation areas prior to commencement of construction, and shall be inspected and maintained on a regular basis until construction has been completed.

719.8. *Easements.* Easements for developments that contain wetlands and wetland buffers shall be provided to the County in accordance with this subsection.

719.8.1. *Mitigation Areas.* Easements over newly created, enhanced or restored wetlands and associated wetland buffers and upland preservation areas provided as compensation in accordance with this Section 719 shall be granted to the County as follows:

(a) During construction of mitigation a temporary construction easement shall be granted to the County to allow the County access to wetland mitigation areas to complete the required mitigation should the developer default. The temporary construction easement shall be dedicated concurrent with Final Site Plan or Construction Plan approval; and

(b) Upon completion and acceptance of mitigation, a conservation easement shall be granted to the County pursuant to this Section 719 over any newly created, enhanced or restored wetland(s), upland preservation areas and associated wetland buffers.

719.8.2. *Post Construction Conservation Easements.* A Conservation Easement shall be granted to the County over all wetlands and associated wetland buffers, within the project limits (separately from and in addition to any construction easement granted to a State or Federal agency in connection with development). Said easement shall be dedicated to and enforceable by Manatee County for the benefit of the County and the property owners of the project in which the wetland is located. The easement shall accomplish the following:

(a) Preserve and protect the conservation values of the property;

(b) Allow County access to the property at reasonable times in order to monitor compliance with, and otherwise enforce, the terms of the easement; provided that such entry shall be upon prior reasonable notice to the property owner and will not interfere with the owner's

use and quiet enjoyment of the property; and

(c) Prevent any activity or use of the property that is inconsistent with the purpose of the easement and to require the restoration of such areas or features of the property that may be damaged by any inconsistent activity or use.

The Conservation Easement shall be subject to the approval of the Director, and coordinated with the County Attorney and Property Management Department. Conservation Easements shall be dedicated concurrent with Final Plat approval or Certificate of Occupancy issuance for projects not requiring Final Plat.

719.8.3 *Witness Monuments.* Witness monuments shall be set where the boundaries of any conservation easement under this Section 719 intersect with lot lines or property boundaries.

719.8.4. *Signage.* The boundaries of all Conservation Easements required by this Code shall be physically identified with signage as approved by the Director. The location and number of signs shall be approved with the final site plan or construction drawing approval, and shall be based upon the configuration of the Conservation Easement. All required signage shall be installed prior to final plat approval or prior to Certificate of Occupancy issuance for projects not requiring final plat approval.

719.8.5 *Certification Required.* Upon completion of witness monument and sign placement, and prior to final plat approval or prior to Certificate of Occupancy issuance for projects not requiring final plat approval, the Engineer of Record or Surveyor shall provide written, sealed or notarized certification to the County that witness monuments and signage have been installed as approved in the Final Site Plan or Construction Plans.

719.9. *Development Transfer Allowed for Wetlands and their Wetland Buffers.* The acreage within a wetland and wetland buffer may be used to determine the total allowable units or square footage of development that will be allowed on a site containing all or part of a zone, in conformity with the requirements of the Comprehensive Plan. The allowable development potential may be transferred to upland portions of the site outside the Wetlands and Wetland Buffer. Examples of Wetland and Wetland Buffer Density/Intensity Credit are provided in the Administrative Procedures.

719.9.1 *Limitation on Density/Intensity Credit.* The alteration or relocation of any jurisdictional wetland shall be minimized by limiting the density or intensity credit which may be transferred from any acreage of altered or

relocated jurisdictional wetlands to 50% of the maximum density or intensity associated with the Comprehensive Plan Land Use Classification on any such wetland. Any such reduction in density or intensity credit shall be in addition to any reduction caused by wetland acreage being in excess of 20% gross project acreage.

719.10. *Enforcement.* The provisions of this Section 719 shall be enforced pursuant to Chapter 12, Enforcement, of this Code. Bonding requirements set forth in this Section 719 shall not preclude the County from pursuing other means of enforcement.

[COMPARISON TO CURRENT CODE]
(CAO DRAFT IV, 03/27/13)

ORDINANCE NO. 13-04

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA, REGARDING LAND DEVELOPMENT; PROVIDING FINDINGS; AMENDEDING SECTION 201 OF THE LAND DEVELOPMENT CODE TO PROVIDE NEW OR REVISED DEFINITIONS OF WETLAND, NON-VIABLE WETLAND, UMAM, AND WETLAND BUFFER; AMENDING AND RESTATING SECTION 719, WETLAND PROTECTION, OF THE MANATEE COUNTY LAND DEVELOPMENT CODE TO PROVIDE FOR PURPOSE AND INTENT, GENERAL PROHIBITION AND EXEMPTIONS, APPLICATION REQUIREMENTS FOR WETLAND IMPACTS, CRITERIA FOR APPROVAL OF WETLAND IMPACTS, MITIGATION FOR ALTERED WETLANDS, AREAS ADJACENT TO WETLANDS, CONSERVATION EASEMENTS, AND ENFORCEMENT; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED by the Board of County Commissioners of Manatee County, Florida:

Section 1. Purpose and Intent. This Ordinance is enacted to carry out the purpose and intent of, and exercise the authority set out in, the Local Government Comprehensive Planning and Land Development Regulation Act, Part II of Chapter 163, Florida Statutes, and Chapter 125, Florida Statutes, as amended.

Section 2. Findings. The Board of County Commissioners relies upon the following findings in the adoption of this Ordinance:

1. Objective 3.3.1 of the Manatee County Comprehensive Plan sets forth policies for avoidance and minimization of impacts to wetlands caused by land development.

2. Section 719, Wetland Protection, of the Manatee County Land Development Code (the "Code") implements such policies of the Comprehensive Plan through the establishment of procedures for the evaluation of proposed wetlands impacts.

3. It is in the interest of the public health, safety and welfare to amend Section 201 of the Code to provide revised definitions of certain terms used in Section 719.

4. It is in the interest of the public health, safety and welfare to amend and restate Section 719 of the Code in its entirety as provided herein, in order to clarify the procedures, criteria and methodologies to be used by the County in the application of the Comprehensive Plan polices regarding avoidance and minimization of wetlands impacts.

5. The Manatee County Planning Commission reviewed the amendments set forth in this Ordinance, found them to be consistent with the Comprehensive Plan, and recommended their adoption by the Board, on ____, 2013.

6. The Board of County Commissioners has held two duly noticed and advertised public hearings on _____, 2013 and _____2013, received public comments, the staff recommendation and report of the Planning Commission and has found this ordinance would preserve aesthetics and protect the public health, safety and general welfare by furthering long-term wetland protection through the land use regulations.

Section 3. Amendment of Section 201 of the Land Development Code Section 201 of the Land Development Code is hereby amended to add the defined terms, or replace in their entirety the defined terms, set forth in Exhibit "A" to this Ordinance.

Section 4. Amendment of Chapter 9 of the Land Development Code. Section 719 of the Land Development Code is hereby amended and restated to read in its entirety as set forth in Exhibit "B" to this Ordinance.

Section 5. Codification. The publisher of the County's Land Development Code, the Municipal Code Corporation, is directed to incorporate the amendments in Sections 3 of this Ordinance into the Land Development Code.

Section 6. Applicability. The amendments set forth in this Ordinance shall apply to all applications, decisions or controversies pending before the County upon the effective date hereof or filed or initiated thereafter.

Section 7. Severability. If any section, sentence, clause, or other provision of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining sections, sentences, clauses or provisions of this Ordinance.

Section 8. Effective Date. This Ordinance shall become effective as provided by law.

PASSED AND DULY ADOPTED, with a quorum present and voting, by the Board of County Commissioners of Manatee County, Florida, this the __ day of _____, 2013.

BOARD OF COUNTY COMMISSIONERS
OF MANATEE COUNTY, FLORIDA

By: _____
Larry Bustle, Chairman

ATTEST: **R.B. SHORE**
Clerk of the Circuit Court

By: _____
Deputy Clerk

ORDINANCE EXHIBIT "A"
NEW OR RESTATED DEFINED TERMS FOR SECTION 201

Ecosystems Management Plan shall mean a plan for significant, cumulative improvement to the ecological function of the drainage basin in which wetlands are proposed to be impacted by development. The ecosystems management plan shall demonstrate no net loss of wetland quality and function. To mitigate impacts, a combination of restoration, creation, enhancement, and upland preservation may be considered depending on the size, type, function, viability, and historic status of the wetlands proposed to be altered. **[NEW DEFINITION FOR SECTION 719.5.3]**

Wetland shall have the meaning set forth in Section 62-340.200 F.A.C.~~as defined by SWFWMD Rule Chapter 40D-4.021(10), shall mean those areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, have the ability to grow, reproduce, or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps, and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. The non-existence of wetland vegetation alone shall not exempt a project from complying with Wetland Protection Policies of the Comprehensive Plan and Land Development Code.~~ **[CHANGE REQUIRED BY F.S. 373.421.]**

Wetland buffer shall mean the area required to be maintained around a wetland pursuant to Section 719 hereof. **[DEFINED FOR CONSISTENCY]**

Wetland, non-viable shall mean an isolated wetland less than 0.5 acres in size, with a UMAM score of 0.4 or less that does not support listed plant or animal species and is not connected by standing or flowing surface water at seasonal high water level to one or more wetlands where the combined wetland acreage is greater than 0.5 acres. **[REQUIRED TO IMPLIMENT COMP PLAN GOAL 3.3]**

UMAM shall mean the Uniform Mitigation Assessment Methodology established by the Department of Environmental Protection pursuant to Chapter 62-345 F.A.C. and Section 373.414(18), Florida Statutes, as amended.– **[REQUIRED PURSUANT TO F.S. 373.414(18)]**

ORDINANCE EXHIBIT "B"
AMENDED AND RESTATED SECTION 719, WETLAND PROTECTION

Section 719. - Wetland Protection.

719.1. *Purpose and Intent.* The purpose and intent of this Section are as follows.

719.1.1. *Purpose.* It is the purpose of this Section to implement Goal 3.3 of the Manatee County Comprehensive Plan, which provides policies that:

(a) Prohibit wetlands impacts except in cases where no other practical alternative exists that will permit a reasonable use of land or where there is an overriding public benefit;

(b) Require delineation of all wetlands on any proposed development or redevelopment site;

(c) Require mitigation of all wetland impacts; and

(d) Require protection of preserved wetlands from development impacts through wetland buffers and other measures.

[NEW CITATIONS TO COMP PLAN POLICIES FOR LEGAL DEFENSIBILITY]

719.1.2. *Intent.* The intent of this Section is to preserve and protect the wetland functions of water quality enhancement, climatic moderation and flood and erosion control; to protect the renewable resources of water, timber, energy and food; and to protect the beneficial uses of wetlands by humanity and animals. Specifically, this Section~~animals; and to implement the Manatee County Comprehensive Plan. It~~ is ~~further~~ intended to:

(a) Provide long-term wetland protection by directing growth away from sensitive areas through land use regulations;

(b) Provide additional protection to those wetlands not within the jurisdiction of other reviewing agencies that require mitigation for wetland impacts;

(c) Prevent the piecemeal or cumulative losses over time that may destroy remaining wetlands;

(d) Prevent damaging or destroying wetlands that would threaten the public safety and general welfare or cause nuisances by destroying flood storage areas, causing water pollution, disposing of storm water runoff at inappropriate sites, increasing erosion, or

increasing runoff of sediment and storm water;

[(a) – (d) ADDED FOR LEGAL DEFENSIBILITY]

(e) ~~719.1.1.~~ Minimize the disruption of wetland functions by requiring a Wetlands Impact Study~~Review~~ for development activities proposed within wetlands and their wetland buffers;

(f) ~~719.1.2.~~ Consider the impact of development activities on wetlands functions through the County land development regulation process;

(g) ~~719.1.3.~~ Regulate development activities according to wetland significance, with the degree of protection afforded a wetland being in direct relationship to the significance of a wetland;

(h) ~~719.1.4.~~ Use performance standards as the basis for minimizing the impact of development activities on wetland functions;

(i) ~~719.1.5.~~ Provide for the use of wetlands for compatible activities that do not disrupt wetland functions; and

(j) ~~719.1.6.~~ Provide for flexibility through the availability of mitigation/restoration measures where more beneficial environmental results can be achieved.

719.2. *Wetland Identification.* The landward extent of wetlands shall be determined in accordance with Chapter 62-340 of the Florida Administrative Code.

719.2.1 *Wetland Verification.* All applicable State or Federal permits shall be obtained before commencement of the development. Projects that would not otherwise require an ERP shall provide an approved formal Jurisdictional Determination from the State prior to commencement of development, except for applications for a individual single family homes, provided a wetland determination has been performed by a professional qualified for this purpose. Manatee County may suspend any development orders, issue stop work orders and otherwise take enforcement actions pursuant to Chapter 12, LDC, where the difference between an estimate of wetland areas and functions shown on preliminary plans and the approved ERP are determined to be significant enough to warrant substantial project.

~~719.2. *Wetland Identification.* Wetlands shall be as defined in this Code; provided however that in circumstances where the natural boundary of wetland vegetation is unclear, the line of demarcation may be approximated at a surveyed elevation measured at a location in the same wetland where the natural line is clear. If the proposed project requires dredge and fill or~~

~~surface water management permits or an Environmental Resource Permit from Federal, State, or Regional agencies, no additional jurisdictional determination shall be required. The most restrictive wetland boundary delineated by the other permitting agencies shall be accepted by the County.~~ **[CHANGES REQUIRED BY F.S. 373.421.]**

719.3 *General Prohibition; Exemptions.* No development, as defined in this Code, shall occur in a wetland or wetland buffer unless approved in accordance with this Section 719.

~~719.3.*General Prohibition.* Except as otherwise expressly provided herein as activities that may be conditionally approved, or activities conducted in accordance with the provisions of Comprehensive Plan policy 3.3.1.3, 3.3.1.5, 3.3.1.6, no development, as defined in this Code, shall occur in a wetland or wetland buffer. Comprehensive Plan Policy 3.3.1.1 prohibits the removal, alteration, or encroachment within wetlands except when there is no other practical alternative that permits a reasonable use of the land, or an overriding public benefit. In order to achieve this determination, an impact avoidance and minimization analysis that demonstrates the necessity of the impact shall be required to be submitted and approved by the Environmental Management Department.~~ **[REMOVED, COMP PLAN POLICY 3.3.1.1. NOW COVERED IN SECTION 719.5, BELOW]**

~~719.4.*Conditionally Approvable Activities for Wetlands.*~~

~~719.4.1. In compliance with the specifications of Section 719.11.1.2 of this Code, clearing and/or construction of walking trails;~~ **[COVERED BELOW IN SECTION 719.3.1.(i)]**

~~719.4.2. In compliance with the specifications of Section 719.11.1.2 of this Code, construction of timber boardwalks/catwalks for direct access to waterbodies; also, construction of wildlife management shelters, footbridges, observation decks and similar water-related structures not requiring dredging and/or filling for their placement. All such structures shall be elevated on pilings to permit the unobstructed flow of water and movement of wildlife, to minimize shading of the area beneath the structure, and to preserve the natural contour of the wetland;~~ **[COVERED BELOW IN 719.3.1.(j)]**

~~719.4.3. Developing an area that no longer functions as a wetland, except a former wetland that has been filled or altered in violation of any rule, statute, or this Code. The developer must demonstrate to the Environmental Management Director that (1) dominant vegetation is no longer comprised of wetland types, and (2) the water regime has been permanently altered, either artificially or naturally, in a manner that~~

~~precludes the area from maintaining surface water or hydroperiodicity necessary to sustain wetland structure and function;~~

~~719.4.4. Dredging and filling within wetlands, if:~~

~~(a) Such activity is consistent with policies 4.1.5.2 and 4.1.5.3 of the Comprehensive Plan;~~

~~(b) Such activity complies with~~ requirements of this Section 719~~all Federal, state and regional agencies claiming jurisdiction over wetlands alteration;~~

~~(c) Appropriate justification for alterations is provided to the Board; and~~

~~(d) Adequate mitigation of any adverse hydrological and physical alterations is provided.~~

[REMOVED AS INCONSISTENT WITH CURRENT PRACTICE, HANDLED UNDER NON-VIABLE WETLANDS]

~~719.5. *Activities Exempted from Wetland Impact Review.* The prohibition in section 719.3, above,~~

719.3.1. *Exemptions.* The requirements of this Section 719 shall not apply to the following activities, which the Board hereby finds to comply with the requirements of Objective 3.3.1 of the Comprehensive Plan by nature and purpose:

(a) ~~719.5.1.~~ Manual clearing of nuisance exotic plant species~~,~~ or noxious endemic vegetation such as poison ivy or cattails;

(b) ~~719.5.2.~~ Minor maintenance or minor emergency repair to existing structures or improved areas;

(c) ~~719.5.3.~~ Overhead utility crossings, provided~~, however~~ that associated access roads shall be subject to the requirements of this Section;

(d) ~~719.5.4.~~ Maintenance, together with incidental dredge and fill activities in ditches, public roads and other rights-of-way, and other related drainage systems;

(e) ~~719.5.5.~~ Mosquito or aquatic weed control activities permitted by Federal, State, Regional or local agencies;

(f) ~~719.5.6.~~ Alterations of wetlands affected by phosphate-mining activities, which shall be governed by Chapter 2-20 of the Manatee County Code of Ordinances; ~~Ordinance 81-22, as amended; and~~

~~719.5.7. Excavation and filling of irrigation or drainage ditches in uplands on non-hydric soils, and in which the point of connection to other waters is not more than thirty-five (35) square feet in total cross-sectional area; provided, however, that wetlands connected to or by the ditch shall not be exempted from the requirements of this Section;~~ **[REMOVED AS INCONSISTENT WITH CURRENT PRACTICE, HANDLED UNDER SECTION 719.5.1. (IMPACTS TO NON-VIABLE WETLANDS)]**

(g) ~~719.5.8.~~ Those activities exempted by the Florida Department of Environmental Protection pursuant to the provisions of Chapter 62-312, ~~17-312,~~ Florida Administrative Code, to the extent that such activities are not prohibited by other provisions of this Code or policies of the Comprehensive Plan; ~~.~~

(h) Clearing and/or construction of walking trails in compliance with the specifications of this Section 719; and

(i) Construction of timber boardwalks/catwalks for direct access to waterbodies, wildlife management shelters, footbridges, observation decks and similar water-related structures not requiring dredging and/or filling for their placement in compliance with the specifications of this Section 719 of this Code. All such structures shall be elevated on pilings to permit the unobstructed flow of water and movement of wildlife, to minimize shading of the area beneath the structure, and to preserve the natural contour of the wetland.

719.4 *Application for Wetland Impacts.* In order to receive approval for a wetlands impact, an applicant shall submit a Wetland Impact Study to the County ~~719.6. *Review Requirements.* A Wetlands Impact Review shall be conducted by the Environmental Management Department~~ prior to commencement of any development activity within wetlands not expressly exempted in this Section 719~~.5 of this Code~~. The approval of development within a wetland or wetland buffer shall be made in conjunction with, or as a component of, the related development approval, such that:

(a) Development in a wetland or wetland buffer associated with a proposed development that is the subject of administrative approval pursuant to Chapter 5 hereof shall be subject to the approval of the Director;

(b) Development in a wetland or wetland buffer associated with a proposed development that is the subject of approval by a hearing officer pursuant to Chapter 5 hereof shall be subject to the approval of the hearing officer; and

(c) Development in a wetland or wetland buffer associated with a proposed development that is the subject of approval by the Board pursuant to Chapter 5 hereof shall be subject to the approval of the Board.

[CODIFIES LONG-STANDING PRACTICE OF COUNTY FOR APPROVAL/DENIAL OF WETLANDS IMPACTS]

~~719.7.*Impact Review Procedures and Submittal Requirements.*~~

~~719.7.1. Wetlands Impact Reviews will be conducted by the County with reference to the Existing Land Use maps of the Comprehensive Plan, the most recent aerial photography available, the Manatee County Soil Survey, U.S.G.S topographic mapping, site visits, and any other relevant data that facilitates the accurate assessment of the wetland(s) significance and potential impacts.~~

~~719.7.2. Concurrent with the review of a General Development or Site Plan, the Planning Department shall consider the impacts of the proposed use on wetland functions, the ability of the parcel to support the proposed use without disrupting wetland functions, and the ability of the applicant to meet the performance standards adopted to implement this Section. This review will be conducted using the general information required at this stage under Section 508.3.2(3)i of this Code.~~

~~719.7.3.*Wetlands Impact Review Concurrent with Preliminary Site Plans and Preliminary Subdivision Plats* shall include, in addition to the following information required by Section 508.3.3, the following:~~

~~(a) Wetlands delineation, as described in Section 508.3.2(3)i;~~

~~(b) General characterization of the wetlands onsite; such characterization shall include classification of the wetland type in accordance with The Florida Land Use, Cover and Forms Classification System (FDOT Procedure No. 550-010-000-a), identification of the dominant vegetative species, description of zonation, estimated area, type and degree of historic disturbance, observed water level and/or historic water level indicators, and wildlife or evidence of wildlife utilizing the wetland;~~

(c) A statement of project design alternatives considered to eliminate or reduce impacts to the subject wetland(s);

(d) Identification of the upland habitats onsite and within 500 feet of the site, with reference to The Florida Land Use, Cover and Forms Classification System (FDOT Procedure No. 550-010-000-a);

(e) Existing and proposed onsite conservation areas and adjacent offsite conservation areas, if any;

(f) An inventory of all Protected Species observed utilizing or expected to utilize the wetland habitat proposed for alteration. Such inventory may be developed utilizing procedures outlined in Section 721: Habitat and Endangered Species Protection, or other methodology acceptable to the Environmental Management Department Director; and

(g) Detailed description of any proposed activity within the wetlands and buffer or setback areas.

719.7.4. *Wetlands Impact Review Concurrent with Final Site Plans and Major Earthmoving Permits* shall include the information required by Section 508.3.4.

719.7.5.*Wetlands Impact Review Required Prior to Submittal of Construction Drawings and Final Site Plans.* Prior to or concurrent with submittal of Construction Drawings, the applicant shall provide the Planning Department with copies of all required agency dredge and fill/wetlands permits or, if approved permits are not yet available, completed permit applications. Issuance of permits by other (non-County) agencies does not convey any vested rights or any exclusive privileges, nor does it authorize any injury to public or private property or any invasion of personal rights, nor infringement of federal, state, or local laws or regulations.

Construction drawings and Final Site Plans shall not be approved until Manatee County Planning Department and the Environmental Management Department Director have reviewed the agency permits or permit applications, and approved the Wetlands Mitigation Plan, if required. The specific conditions associated with the subject development shall be indicated on the construction plans.

719.7.6.*Wetlands Impact Review Concurrent with Application for Building Permit.* Concurrent with the review and approval of a Building Permit, the Building Department will review the application and, based upon best available information, determine if the provisions of this Section apply. A

~~Wetlands Impact Review will be required for all Building Permits within a wetland or a wetland buffer. Building sites located within an approved plat or approved final site plan for which a Wetlands Impact Review has been conducted shall not require a separate Wetlands Impact Review, but shall comply with the conditions set forth in the previously approved plat or plan. The specific conditions associated with the subject lot shall be indicated on the Building Permit site plans.~~

~~719.7.7.*Reduction in Paperwork.* Where Federal, State or Regional permits or permit applications submitted for the proposed project provide the same information as required for reviews conducted pursuant to this Section, copies of these permits and/or applications may be submitted in satisfaction of duplicative information requirements of this Section.~~

~~719.8.~~

[REMOVED, DOES NOT REFLECT CURRENT PRACTICE, REPLACED WITH 719.4.1, BELOW]

719.4.1 *Information Required.* The Wetland Impact Study shall include an impact avoidance and minimization analysis that demonstrates the necessity of the impact. Specific information required to be included in the Wetland Impact Study is detailed in the Administrative Procedures, but at minimum the Study shall include the following information:

(a) Onsite wetlands shall be evaluated based on size and wetland function and scored in accordance with UMAM including UMAM score sheets for each wetland within the project boundaries;

(b) A statement describing the necessity of the proposed impact;

(c) Examples of designs considered that would not require the impact or that demonstrate how the impacts have been minimized;

(d) A statement of how avoiding the impact would prevent a reasonable development of the land, including consideration of whether the wetland to be impacted is within the boundaries of a Development of Regional Impact (DRI) and a consideration of the uses permitted within the boundaries of the DRI as a whole;

(e) A statement of how the impact is a result of an overriding public benefit. The applicant shall submit documentation to support the conclusion that the overriding public benefit would provide a direct public benefit in excess of the detriments suffered by the public resulting from the loss of the wetland functions and values;

(f) Proximity of the land to adjacent urban land uses;

(g) Degree of disturbance or invasion by exotic plant species within the wetland; and

[CODIFIES CURRENT PRACTICE]

719.5. *Criteria for Approval of Wetlands Impacts.* Development in a wetland or wetland buffer may be approved if and only if it meets the criteria set forth in this subsection, as determined by the Board, hearing officer or Director, as the case may be. **[NEW SECTION IMPLEMENTING COMP PLAN POLICY 3.3.1.1., WHICH CURRENTLY IS THE ONLY COMP PLAN POLICY IN 3.3.1 THAT DOES NOT HAVE A COUNTERPART SECTION IN LDC 719]**

719.5.1 *Impacts to Non-Viable Wetlands.* In accordance with Policy 3.3.1 of the Comprehensive Plan, an applicant seeking to impact a non-viable wetland, as defined in Section 201, which is completely contained within the project boundaries shall not be required to demonstrate avoidance and minimization. Impacts shall require authorization by the appropriate State and Federal regulatory authorities and wetland mitigation shall be provided in accordance with this Section 719. **[CODIFIES CURRENT PRACTICE]**

719.5.2. *Impacts to Wetlands, No Practical Alternative.* In order to receive approval for development in a wetland (other than a non-viable wetland exempted pursuant to Section 719.5.1, above) or wetland buffer thereto on the basis that no practical alternative exists, a Wetlands Impact Study shall demonstrate that:

(a) The applicant will be unable to make reasonable use of the property unless the proposed impact is approved; and

(b) The applicant could not have reasonably foreseen, through the exercise of due diligence, that the development potential of the property in question is limited as a result of the requirement to avoid impacts to wetlands or wetland buffers in accordance with this Section 719.

In making such determination, the reasonable use of the property in question shall be considered in light of:

(a) The history and surrounding area of the property;

(b) Any development orders applicable to the property, including but not limited to development orders for Developments of Regional Impact (DRI); and

(c) The development potential of the property if all wetland impacts were avoided.

Reasonable use does not necessarily equate to the highest and best potential use under the Comprehensive Plan or this Code, nor does it equate to the highest density or intensity, as long as an applicant may achieve some reasonable level of development potential while avoiding wetlands impacts. Connections between uplands otherwise developable or developed for utilities and/or access, or impacts consistent with an alternative site analysis, shall be considered as a reasonable use of the property satisfying the no practical alternative test even though the need to impact the wetland may have been foreseeable.

[CODIFIES CURRENT PRACTICE]

719.5.3. *Impacts to Wetlands, Overriding Public Benefit.* An applicant may receive approval for impact of a wetland or development in a wetland buffer thereto, on the basis that the applicant will provide an overriding public benefit if the Applicant in addition to providing the wetland mitigation required pursuant to this Section 719, demonstrates one or more of the following:

(a) The conditions of the development approval will provide for the donation of lands that are otherwise unencumbered that will result in a net environmental gain (or a commensurate monetary contribution earmarked for such purpose);

(b) The impact to the wetland is included as part of an Ecosystems Management Plan and the conditions of the development approval will provide for additional preservation, enhancement or restoration of native habitats that will result in a net environmental gain (or a commensurate monetary contribution earmarked for such purpose);

(c) If not impacted, the wetland will not survive as a functioning wetland, or will deteriorate to a Non-Viable Wetland, as a result of its proximity to development; and/or

(d) Any overriding public purpose of the project to provide local, state or federal public infrastructure.

[CODIFIES CURRENT PRACTICE]

719.6 *Mitigation for Altered Wetlands.* Mitigation shall be provided for all non-exempt wetland impacts as follows:

719.6.1 *UMAM Mitigation.* For development in wetlands that the State has determined are subject to UMAM, the type and quantity of ~~719.8.1. Compensatory~~ mitigation shall ~~for approved removal, alteration, or encroachment into wetlands may~~ be as required ~~accepted~~ by the ERP. **[REQUIRED BY FS 373.414(18)(UMAM)]**

719.6.2 *Non UMAM Mitigation.* In those instances where wetland mitigation is not required by the State, wetland mitigation shall be ~~County under certain circumstances,~~ provided in accordance with subparagraphs (a) through (d) below. The type of wetland mitigation or combination thereof as described in subparagraphs (a) through (d) below shall be determined by the County based on site conditions and the ability of the mitigation to replace the wetland functions that were impacted. The order of preference considered by the County shall be as follows:

(a) **Wetland Enhancement/Restoration:** Five acres of enhanced or restored ~~that~~ wetlands shall be provided for every one acre of wetland to be impacted.

(b) **Upland Preservation**: In the event there is an inability to provide viable wetland enhancement/restoration on the site, five acres of native upland habitat shall be preserved for every one acre of wetland to be impacted. Preserved uplands utilized for wetland mitigation shall have an ecological or hydrological relationship to existing or created wetlands and shall be in excess of any other ~~in question meet evaluation criteria or performance standards developed to implement these~~ requirements of the Comprehensive Plan and Land Development Code. ~~.~~

(c) **Payment in Lieu of Mitigation**: In lieu of the mitigation requirements in subparagraphs (a) and (b) above, the County may collect a mitigation fee or the developer may purchase credits from a County approved mitigation bank. The mitigation fee charged shall be based on the acreage of impact and shall be an amount sufficient to achieve full and complete compensation for the impact. The mitigation fee shall be established by Board resolution.

(d) **Wetland Creation**: Two acres of herbaceous wetlands shall be created for every acre of herbaceous wetlands altered. Four acres of forested or mangrove wetlands shall be created for every acre of forested or mangrove wetlands altered.

[CODIFIES CURRENT COUNTY PRACTICE FOR MITIGATION OF NON-UMAM WETLANDS UNDER COMP PLAN POLICY 3.3.1.3]

719.6.3 *Mitigation Plan Required.* ~~719.8.2.~~ Where mitigation is accepted by the County pursuant to subsection 719.6.2, the applicant shall prepare a mitigation plan as follows:~~that contains the following information:~~

(a) *At the General Development Plan Stage:* The wetland mitigation plan shall contain general details on the options available to provide wetland mitigation in accordance with the Comprehensive Plan. Specific information required to be submitted at this stage is detailed in the Administrative Procedures.

(b) *At the Preliminary Site Plan or Preliminary Subdivision Plat Stage:* The wetland mitigation plan shall contain information that details the applicant's preliminary intent to provide wetland mitigation in accordance with the Comprehensive Plan. The plan shall demonstrate that the ~~text, 24" × 36" plans, and photographs sufficient to clearly depict the existing site conditions, particularly the wetlands on site and the portion(s) of these wetlands where disturbance and/or loss will be unavoidable. Accurate areas of all wetlands to be disturbed shall be provided according to wetland type, if more than one type is involved, and the photographs shall be cross-referenced to the plans with respect to view;~~

~~(b) *Prior to Construction Plan approval:* an evaluation of all wetlands~~ proposed overall site design will adequately accommodate~~to be disturbed including size, hydroperiod, elevation, soil type, vegetation types and densities, fauna, apparent stability, and prevailing wetland functions;~~

~~(c) *Prior to Construction Plan approval:* text and 24" × 36" plans that depict~~ the proposed wetland mitigation. Specific information required to be submitted at this stage is detailed in the Administrative Procedures.~~creation, together with data and calculations that demonstrate that the necessary hydrological requirements will be realized. Accurate areas of all wetlands to be created shall be provided according to wetland type, if more than one type is to be created;~~

(c) *At the Final Site Plan and* ~~(d) *Prior to Construction Plan*~~ *Stage:* The ~~*approval:* a description of the proposed created~~ wetland~~(s) as in subparagraph (b) above, with an emphasis on functional replacement and enhancement relative to those functions provided by the wetland(s) to be lost. The~~ mitigation plan shall provide

construction related details such as grading, planting, transect locations,~~include:~~

~~1. Area and location of plantings;~~

~~2. Species to be planted, minimum sizes and spacing of plants;~~

~~3. Elevations for plantings;~~

~~4. Source of plants and/or donor muck;~~

~~5. Details of erosion control measures to be taken until the wetland is successfully established;~~

~~6.~~ ~~A~~ monitoring, ~~and~~ maintenance and seasonal high water elevations. Payments for fee in lieu of mitigation made pursuant to subsection 719.6.2(c) must be paid concurrent with FSP/Construction Plan approval. For projects providing mitigation in accordance with Sections 719.6.2(a) and (d),~~plan.~~

~~(e) *Prior to Construction Plan approval:* text providing methods of any proposed wetland restoration, together with discussion of any possible enhancement of functional values that may be part of the restoration. Issues related to the impact of soils compaction and other wetland disturbances on the success of the restoration should be addressed. If such impacts may limit the success of the restoration, approaches to circumvent the problem(s) should be discussed; and~~

~~(f) *Prior to Construction Plan approval estimated cost of the wetland mitigation/restoration scheme.*~~ a detailed cost estimate shall be prepared by a registered professional engineer, ~~architect,~~ or landscape architect, and shall include all projected costs of the mitigation project such as design, earthwork, planting ~~of the mitigation project, excavation of mitigation sites, proposed revegetation, installation,~~ and maintenance costs over the prescribed monitoring period. Specific information required to be submitted at this stage is detailed in the Administrative Procedures.~~Said estimate shall be increased by a multiplier of 1.15 to establish the bonding, escrow, or other financial guarantee amount.~~

[UPDATED TO REFLECT CURRENT PRACTICE]

719.8.3.*Easements.* A temporary construction easement and conservation easement for newly created, enhanced or restored wetlands, upland preservation areas and wetland buffers shall be granted to the County.

a. A temporary construction easement, to allow the County access to wetlands mitigation areas to complete the mitigation, should the developer default, shall be provided.

b. Where other provisions of this Section require the dedication of a conservation easement, such easement shall be granted in perpetuity to Manatee County under F.S. § 704.06, on the newly created, enhanced or restored wetland(s), upland preservation areas and wetland buffers to protect it/them from future disturbance.

[NOW COVERED UNDER 719.8.1.(A), EASEMENTS]

719.8.4. Compensatory wetland mitigation shall require that the amount of wetland creation, enhancement, restoration, or upland preservation be large enough to ensure that the amount of wetlands destroyed or degraded will be completely and successfully replaced. In cases where the County allows mitigation, the following ratios of replacement to altered wetlands shall be presumed to provide the minimum reasonable assurances for type-for-type mitigation:

719.8.4.1. Two (2) acres of herbaceous wetlands shall be created for every acre of herbaceous wetlands altered, unless other requirements are enforced pursuant to subsection 719.8.5 below; and

719.8.4.2. Four (4) acres of forested wetlands or mangroves shall be created for every acre of such wetlands altered, unless other requirements are enforced pursuant to subsection 719.8.5, below.

719.8.4.3. Allow for wetlands enhancement and/or upland preservation as alternatives to creation, when mitigating cumulative wetland impacts that do not exceed 0.5 acres for the project. Where enhancement/upland preservation are accepted by the County, the ratio shall be no less than 2.5 acres enhanced and/or preserved for every 0.5 acres of wetlands to be impacted.

719.8.4.4. No less than 1.15 acres of created wetland shall be required for each acre of wetland being altered except as allowed by Section 719.8.4.3 above, and/or as allowed by Special Approval of the Board of County Commissioners as part of an Ecosystems Management Plan, upon a favorable recommendation by the Environmental Management Department.

~~719.8.4.1 Mitigation requirements contained in subsection 719.8.5. and 719.8.4.2 above may be increased or decreased by the Board of County Commissioners or by the Planning Director, upon the recommendation of the Environmental Management Department Director in compliance with policies set forth in Section 3.3.1.3 of the Comprehensive Plan. However, in no event shall less than 1.15 acres of created wetlands be required for each acre of wetlands being altered when wetlands creation is the only available mitigation option. Review shall be in accordance with evaluation criteria or performance standards adopted to implement this Section, and in consideration of other pertinent factors, such as (1) the applicant's ability to create or restore a wetland that will be superior in function to the reference wetland, (2) viability of the wetland system being altered, (3) site characteristics, (4) nature of the proposed project, and (5) other kinds of compensation being proposed. Said allowable compensation may include: (a) Establishment of wildlife corridors, (b) Designation of additional buffer zones beyond the required buffer zone, (c) Restoration of disturbed wetlands, (d) Compensation on other lands within the same drainage basin, upon approval of the Board of County Commissioners, and (e) other reasonable compensation measures as approved by the Board of County Commissioners.~~

[NOW COVERED UNDER 719.6..1 AND 719.6.2. (MITIGATION), ABOVE]

719.6.4. ~~719.8.6.~~*Certification Required.* Upon completion of Wetland Mitigation, provided in accordance with Section 719.6.2, the environmental professional responsible for the project shall provide written, sealed or notarized certification to the Engineer of Record that wetland mitigation has been constructed in accordance with the~~as~~ approved ~~in the~~ Final Site Plan and/or Construction Plans. The Engineer of Record shall provide a copy of the environmental professional's certification with submittal of his/her certification. In instances where wetland mitigation is being provided in accordance with Section 719.6.1, Manatee County shall be copied on any notices or certifications for construction of the mitigation areas required to be submitted to the State.

[UPDATED TO REFLECT CURRENT PRACTICE]

719.6.5. ~~719.9.~~*Success of Mitigation.* ~~719.9.1.~~ Success of Mitigation provided in accordance with Section 719.6.1 shall be determined by the State. Mitigation provided in accordance with Section 719.6.2~~, Restoration or Enhancement Project. Mitigated wetlands~~ will be considered successful when the mitigation area~~created wetland~~ provides an equal or greater

habitat function when compared with the original (reference) wetland. Mitigation shall be deemed successful when the following parameters are met:

(a) The land area designated as re-created wetlands can maintain the design soil moisture regime (frequency and duration) as correlated to water year, rainfall event and antecedent conditions without the manipulation of available water quantities by humanity;

(b) All banks and slopes are stabilized with self-sustaining vegetation;

(c) No evidence of excessive erosion exists;

(d) Complete ground cover of vegetation has been established that is healthy and self-sustaining;

(e) Percent survival of planted forested wetland species is eighty-five (85) percent or greater and/or coverage by desirable herbaceous wetland species is eighty-five (85) percent or greater with no more than seven and one-half (7.5) percent coverage by nuisance, exotic plant species, for a period of at least two (2) years for herbaceous wetland communities, and for at least five (5) years for forested wetlands and mangrove communities. Replanting and maintenance of the mitigation area, including the periodic non-motorized removal of ~~intrusive~~ nuisance, exotic plant species, shall be required as necessary to ensure final cover;

(f) Water quality in the created wetland meets or exceeds State water quality standards;~~conditions in the reference wetland or conditions specified in the Wetlands Impact Review, if different;~~

(g) Habitat value in the created wetland~~, as measured by the number, composition and relative abundance of animal species,~~ approximates conditions in the reference wetland or conditions specified in the Wetlands Impact Study,~~Review,~~ if different; and

(h) Hydroperiod in the created wetland is sufficient to support~~approximates conditions in the reference~~ wetland vegetation and functions.~~or conditions specified in the Wetlands Impact Review, if different.~~

~~(e) The number, composition, and relative abundance of plant species in the created wetland approximate conditions in the initial assessment of the wetland to be mitigated (reference wetland), or conditions specified during the Wetlands Impact Review, if different;~~

~~(f) Percent vegetative cover in all created herbaceous wetlands and percent canopy closure in created forested wetlands approximate conditions in the reference wetland or conditions specified in the Wetlands Impact Review, if different;~~

[UPDATED TO REFLECT CURRENT PRACTICE]

719.6.6. *Mitigation Monitoring.* ~~719.9.2.~~ To evaluate the progress of wetland mitigation~~,~~ the developer shall submit Wetland Mitigation Monitoring Reports to the County. For those projects providing wetland mitigation in accordance with 719.6.1, the developer shall copy the County on all Wetland Mitigation Monitoring Reports required by the State. For those projects providing wetland mitigation in accordance with Section 719.6.2, the developer shall submit Wetland Mitigation Monitoring Reports~~EMD~~ as follows:

(a) Monitoring shall commence upon wetland mitigation certification, required by Section 719.6.4, being accepted by the County. Monitoring shall continue for a period of at least two (2) years for herbaceous wetland communities, and for at least five (5) years for forested wetlands and mangrove wetland communities or until success criteria have been met.~~deemed complete by the EMD.~~

(b) Wetland mitigation monitoring shall be conducted by the developer on a semi-annual basis for the first two (2) years after being deemed complete, and annually thereafter. Reports shall be submitted annually~~each year~~ within thirty (30) days of the completion date.

(c) Minimum information required for Wetland Mitigation Monitoring reports is detailed in~~shall at minimum include~~ the Administrative Procedures.~~following information:~~

~~(1) The project name and number, as approved by Manatee County.~~

~~(2) Location map and a wetland mitigation planting plan with transects and photo stations.~~

~~(3) Representative photos from fixed photo stations.~~

~~(4) A statement indicating progress of each wetland mitigation area relative to the success criteria outlined above.~~

~~(5) Maintenance activities required as a result of the monitoring event.~~

~~(d) Mitigation monitoring shall continue until success criteria, as outlined above, have been met.~~

[UPDATED TO REFLECT CURRENT PRACTICE]

719.6.7. ~~719.10.~~*Mitigation Security.* For mitigation accepted by the County pursuant to subsection 715.6.2.(a) and (d), as a condition for approving wetland(s) alteration and accepting a Wetlands Mitigation Plan, the Board of County Commissioners shall require the posting of a security, bond, escrow~~,~~ or other means of guarantee to:

(a) Ensure that the applicant has carried out the approved mitigation project in accordance with the Wetlands Mitigation Plan, and that the project has met the success criteria specified in Section 719.6.5;~~719.9;~~

(b) Ensure that the applicant will correct any deleterious effects on wetlands or adjacent areas that may result from his/her non-compliance with the conditions of the approved Wetlands Mitigation Plan;~~ and~~

(c) Enable the County to take steps to restore the site in the event that the developer/applicant/landowner defaults on the conditions of the Wetlands Mitigation Plan; and~~Plan.~~

(d) Such mitigation security shall be in a form and manner acceptable to the County, and shall comply with any additional requirements imposed pursuant to the Administrative Procedures.~~County.~~ The amount of Security shall be equal to one hundred fifteen (115) percent of the estimated or actual costs and expenses of wetland mitigation construction, planting, maintenance and monitoring the County may incur in making good on non-compliance or non-performance of any requirements of the Wetland Mitigation Plan. The~~The amount of security may be modified by the Environmental Management Department (EMD) Director based upon the history of the applicant and the purpose of the security, but in no event shall the duration of the security be less than two (2) years for herbaceous wetland mitigation or five (5) years for forested wetland mitigation from the time that construction of the required wetland mitigation is deemed complete. Construction of wetland mitigation shall be considered complete upon certification by the engineer of record and upon an on-site review and approval by EMD staff.~~ Mitigation security shall be extended to cover the

required monitoring period, after wetland mitigation has been deemed complete by the County.~~EMD.~~

[UPDATED TO REFLECT CURRENT PRACTICE]

~~719.10.1.*Mitigation Security Requirements.* After a Wetlands Mitigation Plan has been reviewed and approved by the Board of County Commissioners, or by its specific designee, a security payable to the County shall be posted prior to Final Site Plan/Construction Plan approval, or prior to disturbance of wetlands being altered, and conditioned upon the following:~~

~~(a) Faithful performance of all the requirements of this Section, the approved Wetlands Mitigation Plan, Wetlands Impact Review conditions, and satisfaction of all claims and demands incurred for the same;~~

~~(b) Full indemnification of the County from all costs and damages that the County might suffer by the landowner/applicant/developer's failure to do so;~~

~~(c) Full reimbursement and repayment to the County for outlays and expenses the County may incur in making good any noncompliance nonperformance;~~

~~(d) The security shall further be conditioned upon the applicant protecting, defending, indemnifying, and holding the County harmless from any suits, actions, claims, losses, or damage of any character (and from all expenses incidental thereto) based upon or arising from any damage to person or property caused by or arising from any act, omission, performance, or nonperformance of the applicant, its officers, agents, servants, employees, or others under the applicant's direction and control, but not including the sole negligence of the County;~~

~~(e) The security may be secured by a corporate surety licensed to do business in the State and approved by the County, or by deposit in a federal or state banking institution, pursuant to rule. The security shall be conditioned so that the surety cannot cancel the security with less than ninety (90) days certified written notice to the Board. Any cancellation of the security shall result in a stop work order being placed on the project, requiring immediate cessation of any land alteration activities;~~

(f) If for any reason the surety is contemplating a change to the security status or termination thereof, or the property owner intends to change the status of the security or surety companies, the property owner or surety shall notify the Board and Planning Director in writing at least ninety (90) days prior to such action. Said notification shall include all particulars for the proposed change or termination. It shall be the obligation of the property owner to ensure continued compliance with this Code at all times. The Board shall, upon receipt, direct the Planning Director to coordinate with the Environmental Management Department Director and the County Attorney's office to take any necessary and appropriate action in accordance with the provisions of this Section;

(g) The security shall cover that area of land within the mitigation project area upon which the applicant will initiate and conduct activities as approved by the Board of County Commissioners; the benefits of the security at any time within one (1) year of the County's final acknowledgment of mitigation compliance and success. The applicant and surety shall be jointly and severally liable under the provisions of the security, and actions against either or both may proceed without prior action against the other, and both may be joined in one (1) action; and

(h) Unless prohibited by law, an action on this security may be brought by the County or any other persons entitled to the benefits of the security at any time within one (1) year of the County's final acknowledgment of mitigation compliance and success. The applicant and surety shall be jointly and severally liable under the provisions of the security, and actions against either or both may proceed without prior action against the other, and both may be joined in one (1) action; and

(i) If at any time the County finds that wetland mitigation or restoration activities are not proceeding in accordance with approvals granted by the Board of County Commissioners, and that the applicant has failed, within thirty (30) days after written notice, to satisfactorily undertake corrective action, the County shall initiate proceedings against the security. initiate and conduct activities as approved by the Board of County Commissioners; the benefits of the security at any time within one (1) year of the County's final acknowledgment of mitigation compliance and

~~success. The applicant and surety shall be jointly and severally liable under the provisions of the security, and actions against either or both may proceed without prior action against the other, and both may be joined in one (1) action; and~~

~~Such proceedings shall not be commenced with respect to a security insuring performance until the surety has been given sixty (60) days to commence corrective action. In the event the Surety or financial institution securing the security fails to honor the security instrument's terms, the County shall initiate such proceedings in any court of competent jurisdiction. In such proceedings, the damages shall include the County's costs for design, engineering, survey, emergency repairs, and reasonable attorneys' fees; provided, however, that the damages shall not be limited to the reasonable value of the land prior to wetland alteration activities.~~

~~719.10.2.*Coordination with Other Bonding Agencies.* Notwithstanding the conditions of 719.10, above, an applicant from whom a security has been required by any other wetlands permitting agency shall receive full credit for the amount of the security so long as Manatee County is a named insured on the security, and such security is acceptable to Manatee County.~~

[EXTRANEOUS PROVISIONS REMOVED FOR CONSISTENCY WITH OTHER BONDING PROGRAMS OF COUNTY]

719.7. ~~719.11.*Areas Adjacent to Wetlands.* Protected areas bordering natural, restored, or created wetlands shall be observed as follows: 719.11.1.~~*Wetland Buffers.* Generally, a wetland buffer of at least fifty (50) feet shall be observed from the most landward extent ~~(demonstrated by wetland vegetation)~~ of any post-development ~~DEP~~ jurisdictional wetland contiguous with the Terra Ceia Aquatic Preserve, the Sarasota Bay Outstanding Florida Water, or the Little Manatee Outstanding Florida Water, and the inflowing watercourses within the Watershed Protection Overlay Districts. A wetland buffer of at least thirty (30) feet shall be observed from the most landward extent of all post-development wetlands that are not contiguous with the above-named water bodies or within the Watershed Protection Overlay Districts. ~~This section shall not apply to upland cut ditches with non-hydric soils.~~

The County may require increased~~The Planning Director, after recommendation from the Director of Environmental Management, may increase~~ wetland buffers adjacent to Outstanding Florida Waters, riverine systems or larger isolated wetlands, to enhance watershed protection, to maintain aesthetic view sheds, to

preserve native upland habitat, to provide wildlife corridors, or to minimize adverse impacts to the ecological value of uplands forto aquatic or wetland dependent listed animal species.

[UPDATED TO REFLECT CURRENT PRACTICE]

~~Under limited circumstances, where site-specific conditions and physical constraints do not allow the application of a uniform width wetland buffer, a variable width wetland buffer may be approved by the Planning Director, upon the favorable recommendation of the Director of Environmental Management. Site specific conditions and physical constraints which may be considered include situations where:~~

~~(a) Application of a uniform width buffer would restrict vehicular access to an upland portion of the development site or;~~

~~(b) Locations of driveways, rights-of-way or private streets are mandated by FDOT or County requirements, and re-alignments cannot be negotiated; or~~

~~(c) Minor encroachments into previously disturbed portions of a wetland buffer for short linear distances cannot be avoided, as determined by the Planning Director,~~

~~In no event shall the proposed variable width buffer be narrower than DEP or SWFWMD standards for Environmental Resource Permitting, as outlined in Chapters 40D-4 and 62-330, F.A.C.~~

~~The configuration of the variable width buffer shall be determined by detailed onsite investigation, and shall at a minimum equal the area that would otherwise have been encompassed by a uniform-width buffer configured parallel to the wetland. Wetland buffer encroachments authorized under this section of the Code, shall be compensated for on the same wetland or wetland system, and that compensation shall be of equal or better quality.~~

[REMOVED, NOW COVERED IN SEPARATE SUBSECTION 719.7.4, BELOW, FOR BETTER ORGANIZATION]

719.7.2 *Prohibited Activities.* ~~719.11.1.1.~~ Prohibited activities in wetland buffers shall at a minimum include:

(a) Development, except as set forth in Section 719.7.3,~~719.11.1.2,~~ below; and

(b) ~~Except as set forth in Section 719.11.1.2, below,~~ The removal or other disturbance of any earth, trees, shrubbery and other plants except as set forth in Section 719.7.3, below.~~.~~

719.7.3 *Permitted Activities.*~~719.11.1.2.~~ Allowable activities in wetland buffers shall include:

(a) Limited clearing of vegetation in a wetland buffer may be permitted as part of a required stormwater management system outfall, where allowed under other Sections of this Code;

(b) Limited clearing of vegetation in a wetland buffer may be permitted in order to allow public or riparian access to the water, provided that:

1. The path cuts through the wetland buffer to the water, so as to provide an accessway generally perpendicular to the shoreline; and

2. The accessway shall not exceed ten (10) feet in width~~; for every one thousand (1,000) feet of shoreline;~~

(c) The construction of elevated boardwalks, catwalks~~,~~ or docks in wetland buffers, provided that such structures are ~~generally perpendicular to the shoreline; are~~ no more than four (4)~~eight (8)~~ feet in width (unless greater width is approved by the Director); and are elevated at least three (3) feet above land or water to prevent continuous shading of vegetation. Additionally, the construction of wildlife management shelters, footbridges, observation decks and similar water-related structures in wetland buffers, provided that all such structures must be elevated on pilings to permit the unobstructed flow of water and movement of wildlife, prevent continual shading of the area beneath the structure, and preserve the natural contour of the land. At grade trails shall be allowed in wetland buffers, provided that no impervious surfaces are constructed;

(d) The clearing of boat launch areas through wetland buffers, provided that such areas shall be no more than ten (10) feet in width, unless greater width is approved by the Director;

(e) The removal of nuisance or exotic plant species, such as Brazilian pepper, Australian pine, or melaleuca, or noxious endemic vegetation such as poison ivy or cattails from wetland buffer;

(f) The conduct of mosquito or aquatic weed control activities in wetland buffers, provided such activities are conducted pursuant to a program approved by the Department of AgricultureHealth and ConsumerRehabilitative Services in the case of insect control, and the Department of Environmental Protection in the case of aquatic weed or algae control;

(g) The placement of protective barriers to limit access to the wetland or its wetland buffers, if such structures are approved by the Director;Planning Director upon the favorable recommendation of the Director of Environmental Management;

(h) Activities authorized by the Planning Director, as provided in Section 719.5.4;719.11.1, above;

(i) Activities associated with wetland impacts approvedallowed pursuant to subsectionconditions imposed in accordance with Sections 719.5;719.7.5 and 719.7.6; and

(j) Activities authorized by the Planning Director, upon the recommendation of the Environmental Management Department Director, that are part of a wetland buffer maintenance plan designed to allow plantings within the wetland buffer and to provide for maintenance of the wetland buffer in a functionally viable manner. The wetland buffer management plan mayshall be approved by the Planning Director in conjunction with a Preliminary Development Plan, Preliminary Plat or Site Plan.

[UPDATED TO REFLECT CURRENT PRACTICE]

719.7.4 *Variable Width Buffers.* Under limited circumstances, where site-specific conditions and physical constraints do not allow the application of a uniform-width wetland buffer, a variable width wetland buffer may be approved. Site specific conditions and physical constraints which may be considered include situations where:

(a) Application of a uniform-width buffer would restrict vehicular access to an upland portion of the development site;

(b) Locations of driveways, rights-of-way or private streets are mandated by FDOT or County requirements, and re-alignments cannot be negotiated; or

(c) Minor encroachments into previously disturbed portions of a wetland buffer for short linear distances cannot be avoided.

In no event shall the proposed variable width buffer be narrower than DEP or SWFWMD standards for Environmental Resource Permitting.

The configuration of the variable width buffer shall be determined by detailed onsite investigation, and shall at a minimum equal the area that would otherwise have been encompassed by a uniform-width buffer configured parallel to the wetland. Wetland buffer encroachments authorized under this Section shall be compensated for on the same wetland or wetland system, and such compensation shall be of equal or better quality.

[SET FORTH IN SEPARATE SUBSECTION AND UPDATED TO REFLECT CURRENT PRACTICE]

719.7.5. ~~719.11.2.~~*Wetland Buffer Restoration.* As additional protection for wetlands and their wetland buffers, and to increase the upland habitat function of the wetland buffer, nuisance exotic vegetation shall be removed and native plantings shall be installed.

719.7.5.1. ~~719.11.2.1.~~*Removal of Nuisance Exotic Vegetation.* A strip equivalent in width to the required wetland buffer shall be cleared of nuisance exotic species prior to final plat approval, or prior to Certificate of Occupancy issuance for projects not requiring final plat approval. Continued removal of nuisance, exotic plant species that become reestablished within wetland buffers shall be addressed in the Exotic Plant Species Removal Plan required pursuant to Section 715.4(E) of this Code.

719.7.5.2. ~~719.11.2.2.~~*Enhancement of Wetland Buffers.* As additional protection for wetlands and replacement of upland habitat loss from historical land uses, wetland buffers shall be enhanced with desirable native plantings. ~~in all disturbed wetland buffers established pursuant to this Code. A reduction in the wetlands mitigation ratio may be granted to projects where wetland buffer restoration is required, but in no event shall wetlands mitigation be less than the minimum standards established in this Code.~~

719.7.5.2.1. *Wetland Buffer Enhancement Plan.* A Wetland Buffer Enhancement Plan shall be submitted with the Final Site Plan or Construction Drawings and shall be approved by the Director. Specific information required to be included in ~~Planning Director, upon favorable recommendation of~~ the Wetland Buffer Enhancement Plan is detailed in the Administrative Procedures. ~~Director of Environmental Management.~~ Wetland buffer enhancement shall be completed prior to final plat approval, or prior to Certificate of Occupancy issuance for projects not requiring final plat approval. Required plant materials which are removed or die shall be replaced within thirty (30) days.

719.7.5.3. ~~719.11.2.3.~~*Certification Required.* Prior to final plat approval or prior to Certificate of Occupancy issuance for projects not requiring final plat approval, the environmental professional responsible for the project shall provide written, sealed or notarized certification to the Engineer of Record that wetland buffer enhancement has been completed as approved in the Final Site Plan or Construction Plans. The Engineer of Record shall provide a copy of the environmental professional's certification with submittal of his/her certification.

[UPDATED TO REFLECT CURRENT PRACTICE]

719.7.6. ~~719.11.3.~~*Wetland Buffer and Upland Preservation/Conservation Area Identification and Protection.* All wetland buffer and/or upland preservation required as compensation and conservation areas shall be clearly staked or otherwise physically identified in the field prior to and during construction. Erosion and sediment control devices or other protective devices shall be installed landward of the edge of the wetland buffer, upland preservation and conservation areas prior to commencement of construction, and shall be inspected and maintained on a regular basis until construction has been completed.

719.8. *Easements.* Easements for developments that contain wetlands and wetland buffers shall be provided to the County in accordance with this subsection.

719.8.1. *Mitigation Areas.* Easements over newly created, enhanced or restored wetlands and associated wetland buffers and upland preservation areas provided as compensation in accordance with this Section 719 shall be granted to the County as follows:

(a) During construction of mitigation a temporary construction easement shall be granted to the County to allow the County access to wetland mitigation areas to complete the required mitigation

should the developer default. The temporary construction easement shall be dedicated concurrent with Final Site Plan or Construction Plan approval; and

(b) Upon completion and acceptance of mitigation, a conservation easement shall be granted to the County pursuant to this Section 719 over any newly created, enhanced or restored wetland(s), upland preservation areas and associated wetland buffers.

719.8.2. ~~719.11.1.3.~~ *Post Construction Conservation Easements.* A Conservation Easement shall be granted to the County over all wetlands and associated wetland buffers, within the project limits (separately from and in addition to any construction easement granted to a State or Federal agency in connection with development) ~~is required for all development sites containing wetlands, wetland buffers, or upland preservation areas provided as compensation.~~. Said easement shall be dedicated to and enforceable by Manatee County for the benefit of the County and the property owners of the project in which the wetland is located. The easement shall accomplish the following:

(a) Preserve and protect the conservation values of the property;

(b) Allow County access to the property at reasonable times in order to monitor compliance with, and otherwise enforce, the terms of the easement; provided that such entry shall be upon prior reasonable notice to the property owner and will ~~does~~ not interfere with the owner's use and quiet enjoyment of the property; and

(c) Prevent any activity or use of the property that is inconsistent with the purpose of the easement and to require the restoration of such areas or features of the property that may be damaged by any inconsistent activity or use.

The Conservation Easement shall be subject to the approval of the ~~Manatee County Environmental Management Department~~ Director, and coordinated with the County Attorney and ~~Land Acquisition Division~~ Property Management Department. Conservation Easements shall be dedicated concurrent with Final Plat approval or Certificate of Occupancy issuance for projects not requiring Final Plat. ~~Filing shall be required prior to approval of a final plat or prior to Certificate of Occupancy issuance for projects not requiring final plat approval.~~

[UPDATED TO REFLECT CURRENT PRACTICE]

719.8.3 *Witness Monuments.* Witness monuments shall be set where the

boundaries of any conservation easement under this Section 719 intersect with lot lines or property boundaries. ~~719.11.1.3.2. Where the boundaries of any conservation easement under Section 719.11.1.3 intersect with lot lines or property boundaries, a witness monument shall be set in accordance with Chapter 21HH-6.003(16), FAC.~~

719.8.4. *Signage.* The boundaries of all Conservation Easements required by this Code shall be physically identified with signage as approved by the Director ~~of Environmental Managment~~. The location and number of signs shall be ~~determined by the EMD prior to~~ approved with the final site plan or construction drawing approval, and shall be based upon the configuration of the Conservation Easement. All required signage shall be installed prior to final plat approval or prior to Certificate of Occupancy issuance for projects not requiring final plat approval.

719.8.5 *Certification Required.* Upon completion of witness monument and sign placement, and prior to final plat approval or prior to Certificate of Occupancy issuance for projects not requiring final plat approval, the Engineer of Record or Surveyor shall provide written, sealed or notarized certification to the ~~EMD~~ County that witness monuments and signage have been installed as approved in the Final Site Plan or Construction Plans.

[UPDATED TO REFLECT CURRENT PRACTICE]

719.9. ~~719.12.~~*Development Transfer Allowed for Wetlands and their Wetland Buffers.* The acreage within a wetland and wetland buffer may be used to determine the total allowable units or square footage of development that will be allowed on a site containing all or part of a zone, in conformity with the requirements of the Comprehensive Plan. The allowable development potential may be transferred to upland portions of the site outside the Wetlands and Wetland Buffer. Examples of Wetland and Wetland Buffer Density/Intensity Credit are provided in the Administrative Procedures.

719.9.1 ~~719.13.~~*Limitation on Density/Intensity Credit.* The alteration or relocation of any jurisdictional wetland shall be minimized by limiting the density or intensity credit which may be transferred from any acreage of altered or relocated jurisdictional wetlands to 50% of the maximum density or intensity associated with the Comprehensive Plan Land Use Classification on any such wetland. Any such reduction in density or intensity credit shall be in addition to any reduction caused by wetland acreage being in excess of 20% gross project acreage.

~~Example: Ten (10) acre site with overall allowable density of four (4) du/acre and four (4) acres of wetlands~~

~~10 - 4 = 6 acres of uplands~~
~~10 × .20 = 2 acres (density/intensity transfer)~~
~~(6 + 2) × 4 = 32 units~~

~~If the wetlands are altered, the density/intensity transfer credit would be reduced by half~~

~~10719.10. × .10 = 1 acre~~
~~(6 + 1) × 4 = 28 units.~~

~~In this example, for non-altered wetlands, on a ten (10) acre site, credit is received for two (2) acres of additional land upon which to calculate overall density, hence the thirty-two (32) units instead of twenty four (24). In the case of altered wetlands, you receive credit for one (1) additional acre to calculate density and receive twenty-eight (28) units instead of twenty-four (24).~~

[UPDATED TO REFLECT CURRENT PRACTICE]

~~719.14.~~*Enforcement.* The provisions of this Section 719 shall be enforced pursuant to ~~according to measures set forth in~~ Chapter 12, Enforcement, of this ~~Land Development~~ Code. Bonding requirements set forth in this Section 719 shall not preclude the County from pursuing other means of enforcement.

Copy of Newspaper Advertising

Bradenton Herald

NOTICE OF LAND DEVELOPMENT CODE CHANGES IN UNINCORPORATED MANATEE COUNTY

The Manatee County Planning Commission will hold a public hearing to consider amendments to certain provisions of the Manatee County Land Development Code (Ordinance 90-01, as amended) and make a recommendation to the Board of County Commissioners as to the consistency of the proposed Ordinances with the Comprehensive Plan and as to whether the proposed ordinance should be adopted, adopted with modifications, or denied.

Date:	Thursday, April 11, 2013
Time:	9:00 AM or soon thereafter
Place:	Manatee County Government Administrative Center 1112 Manatee Avenue West, 1st Floor Chambers

ORDINANCE NO. 13-04 – LDC SECTION 719 (WETLANDS)

AN ORDINANCE OF THE BOARD OF CDUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA, REGARDING LAND DEVELOPMENT; PROVIDING FINDINGS; AMENDING SECTION 201 DF THE LAND DEVELOPMENT CODE TO PROVIDE NEW OR REVISED DEFINITIONS OF WETLAND, NON-VIABLE WETLAND, UMAM, AND WETLAND BUFFER; AMENDING AND RESTATING SECTION 719, WETLAND PRDTECTIDN, OF THE MANATEE COUNTY LAND DEVELOPMENT CODE TO PROVIDE FOR PURPOSE AND INTENT, GENERAL PROHIBITION AND EXEMPTIONS, APPLICATION REQUIREMENTS FOR WETLAND IMPACTS, CRITERIA FOR APPROVAL OF WETLAND IMPACTS, MITIGATION FOR ALTERED WETLANDS, AREAS ADJACENT TO WETLANDS, CONSERVATION EASEMENTS, AND ENFORCEMENT; PRDVIDING FOR CODIFICATIDN; PROVIDING FOR APPLICABILITY; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

The public is invited to speak at this hearing, subject to proper rules of conduct. The hearing may be continued from time to time to a date and time certain. The public may also provide written comments for the Planning Commission to consider.

Interested parties may examine the proposed Ordinances and related documents and may obtain assistance regarding these matters from the Manatee County Building and Development Services Department, 1112 Manatee Avenue West, 2ND Floor, Bradenton, Florida; telephone number (941) 748-4501 EXT. 6878; e-mail to: planning.agenda@mymanatee.org

Rules of procedure for this public hearing are in effect pursuant to Resolution 05-239(PC). A copy of this Resolution is available for review or purchase from the Building and Development Services Department (see address below).

Please send comments to: Manatee County Building and Development Services Department
Attn: Project Coordinator
1112 Manatee Ave. West 2ND Floor
Bradenton, FL 34205

All written comments will be entered into the record.

For More Information: Copies of the proposed amendment will be available for review and copying at cost approximately ten (10) days prior to the public hearing. Information may also be obtained by calling 748-4501 x 6878, between 8:00 AM - 5:00 PM.

Americans With Disabilities: The Board of County Commissioners of Manatee County does not discriminate upon the basis of any individual's disability status. This non-discrimination policy involves every aspect of the Board's functions including one's access to and participation in public hearings. Anyone requiring reasonable accommodation for this meeting as provided for in the ADA, should contact Kaycee Ellis at 742-5800; TDD ONLY 742-5802 and wait 60 seconds, FAX 745-3790.

According to Section 286.0105, Florida Statutes, if a person decides to appeal any decision made with respect to any matters considered at such meetings or hearings, he/she will need a record of the proceedings, and for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record would include any testimony or evidence upon which the appeal is to be based.

SAID HEARING MAY BE CONTINUED FROM TIME TO TIME PENDING ADJOURNMENTS.

MANATEE COUNTY PLANNING COMMISSION
Manatee County Building and Development Services Department
Manatee County, Florida

048134_SD

Copy of Newspaper Advertising

Sarasota Herald Tribune

NOTICE OF LAND DEVELOPMENT CODE CHANGES IN UNINCORPORATED MANATEE COUNTY

The Manatee County Planning Commission will hold a public hearing to consider amendments to certain provisions of the Manatee County Land Development Code (Ordinance 90-01, as amended) and make a recommendation to the Board of County Commissioners as to the consistency of the proposed Ordinances with the Comprehensive Plan and as to whether the proposed ordinance should be adopted, adopted with modifications, or denied.

Date: Thursday, April 11, 2013

Time: 9:00 AM or soon thereafter

Place: Manatee County Government Administrative Center
1112 Manatee Avenue West,
1st Floor Chambers

ORDINANCE NO. 13-04 – LDC SECTION 719 (WETLANDS)

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MANATEE COUNTY PLANNING COMMISSION
Manatee County Building and Development Services Department
Manatee County, Florida

MANATEE COUNTY GOVERNMENT
AGENDA MEMORANDUM

SUBJECT	PDC-13-04(Z)(P) – 2705 51st AVENUE EAST, LLC/GOODWILL CORPORATE	**TYPE AGENDA ITEM**	Advertised Public Hearing – Regular
DATE REQUESTED	04/11/13 PC	**DATE SUBMITTED/REVISED**	04/04/12
BRIEFINGS? Who?	None	**CONSEQUENCES IF DEFERRED**	N/A
DEPARTMENT/DIVISION	Building & Development Services Department/Comprehensive Planning and Public Hearings	**AUTHORIZED BY TITLE**	Lisa Barrett, Planning Division Manager LB
CONTACT PERSON TELEPHONE/EXTENSION	Stephanie Moreland 941-748-4501, ext. 3880	**PRESENTER/TITLE TELEPHONE/EXTENSION**	Stephanie Moreland, Planner 941-748-4501, ext. 3880
ADMINISTRATIVE APPROVAL			

ACTION DESIRED
INDICATE WHETHER 1) REPORT; 2) DISCUSSION; 3) FORM OF MOTION; OR 4) OTHER ACTION REQUIRED

I move to recommend approval of PDR-13-04(Z)(P) per the recommended motion in the staff report attached to this memo.

ENABLING/REGULATING AUTHORITY
Federal/State law(s), administrative ruling(s), Manatee County Comp Plan/Land Development Code, ordinances, resolutions, policy

Manatee County Comprehensive Plan and Manatee County Land Development Code.

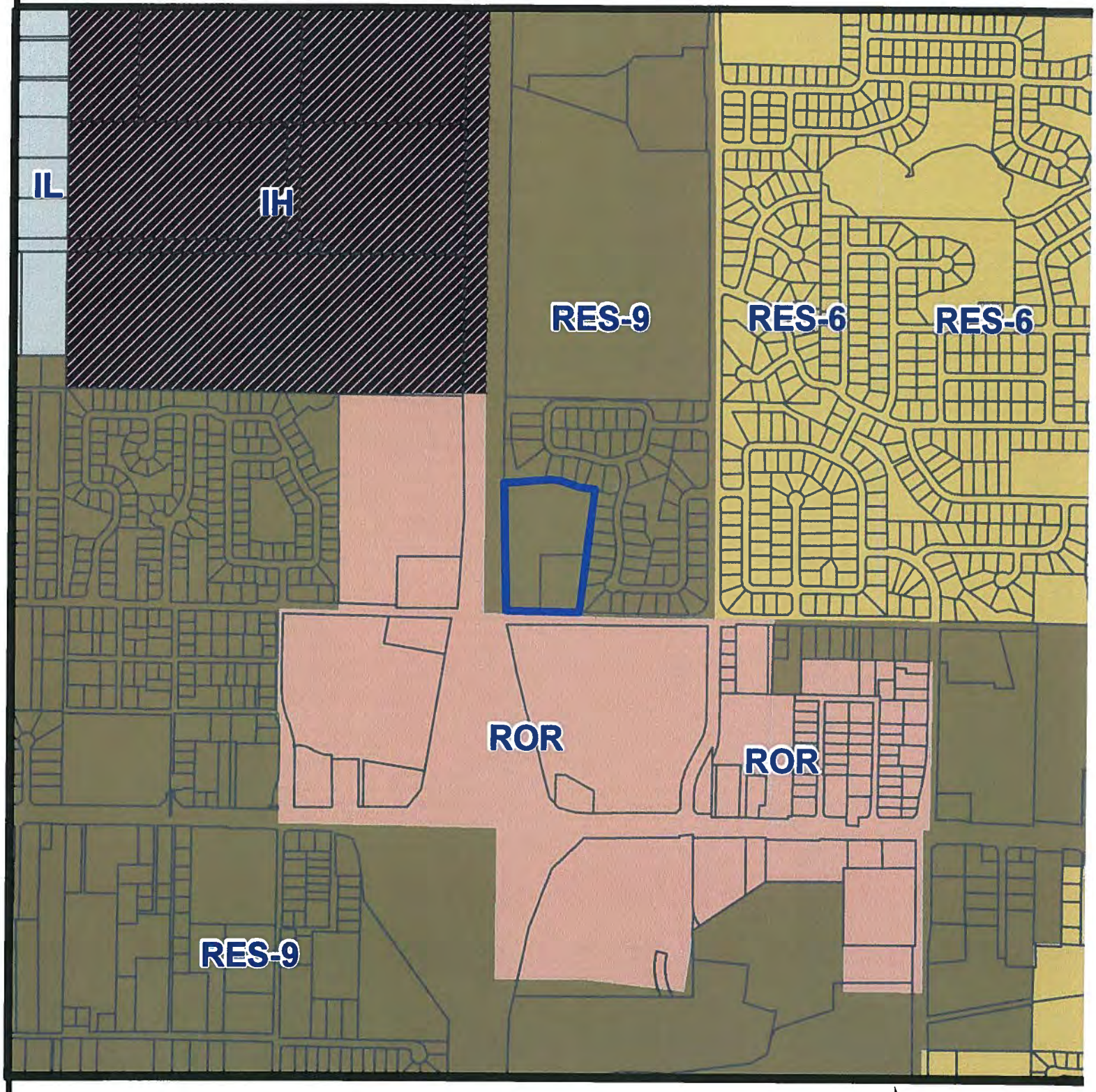
BACKGROUND/DISCUSSION

- 2705-51st Ave East, LLC and Goodwill Industries request a rezone of 9.43± acres and approval of a Preliminary Site Plan to construct a 69,605 square foot commercial center to include an administration/education center, neighborhood retail store and a commercial out parcel in the southwest corner of the site. The site is on the northeast corner of US 301 and 51st Avenue East in Bradenton.
- The site is in the RES-9 (Residential, nine dwelling units per acre) Future Land Use Category (FLUC) and A-1 zoning district. Neighborhood retail uses are listed in the range of potential uses for consideration for the RES-9 FLUC.
- The site is currently zoned A-1 which provides for agricultural and related uses on short term agricultural lands. Special approval is required for a project exceeding 30,000 square feet in RES-9 FLUC. Special Approval may be acquired through the planned development process.
- The site is eligible to be considered for commercial development because it is within 1,500 feet of two functionally classified roadways. Therefore, it meets commercial locational criteria.
- The applicant proposes future development of an out parcel with one or more of the commercial uses permitted in the PDC zoning district: A Preliminary Site Plan will be required for administrative review of the proposed use(s) listed in the staff report and on the site plan.
- The design shows one entrance connecting 51st Avenue East.
- There will be perimeter and interior landscaping around vehicle use areas, as well as landscaping in perimeter and roadway buffers.
- The design shows a proposed five-foot wide sidewalk along the north side of 51st Avenue East. There is an existing sidewalk along the south side.
- There are no known historic or archaeological resources on the site. The project is in the X Flood Zone Category. There are no wetlands on-site.
- The applicant hosted neighborhood meetings on January 22, 2013. Concerns raised included; hours of operation, problem with rodents, separation from residential uses, and traffic on 51st Avenue East.
- The applicant requests Specific Approval to reduce a front yard setback along US 301 and reduce replacement tree sizes.
- Staff recommends approval with stipulations.

COUNTY ATTORNEY REVIEW	
Check appropriate box	
☒	**REVIEWED** **Written Comments:** ☐ **Attached** ☒ **Available from Attorney (Attorney's initials:** SAS)
☐	**NOT REVIEWED (No apparent legal issues.)**
☐	**NOT REVIEWED (Utilizes exact form or procedure previously approved by CAO.)**
☐	**OTHER**

ATTACHMENTS: (List in order as attached)		**INSTRUCTIONS TO BOARD RECORDS:**	
Staff Report		n/a	
COST:	n/a	**SOURCE (ACCT # & NAME):**	n/a
COMMENTS:		**AMT./FREQ. OF RECURRING COSTS: (ATTACH FISCAL IMPACT STATEMENT)**	

FUTURE LAND USE



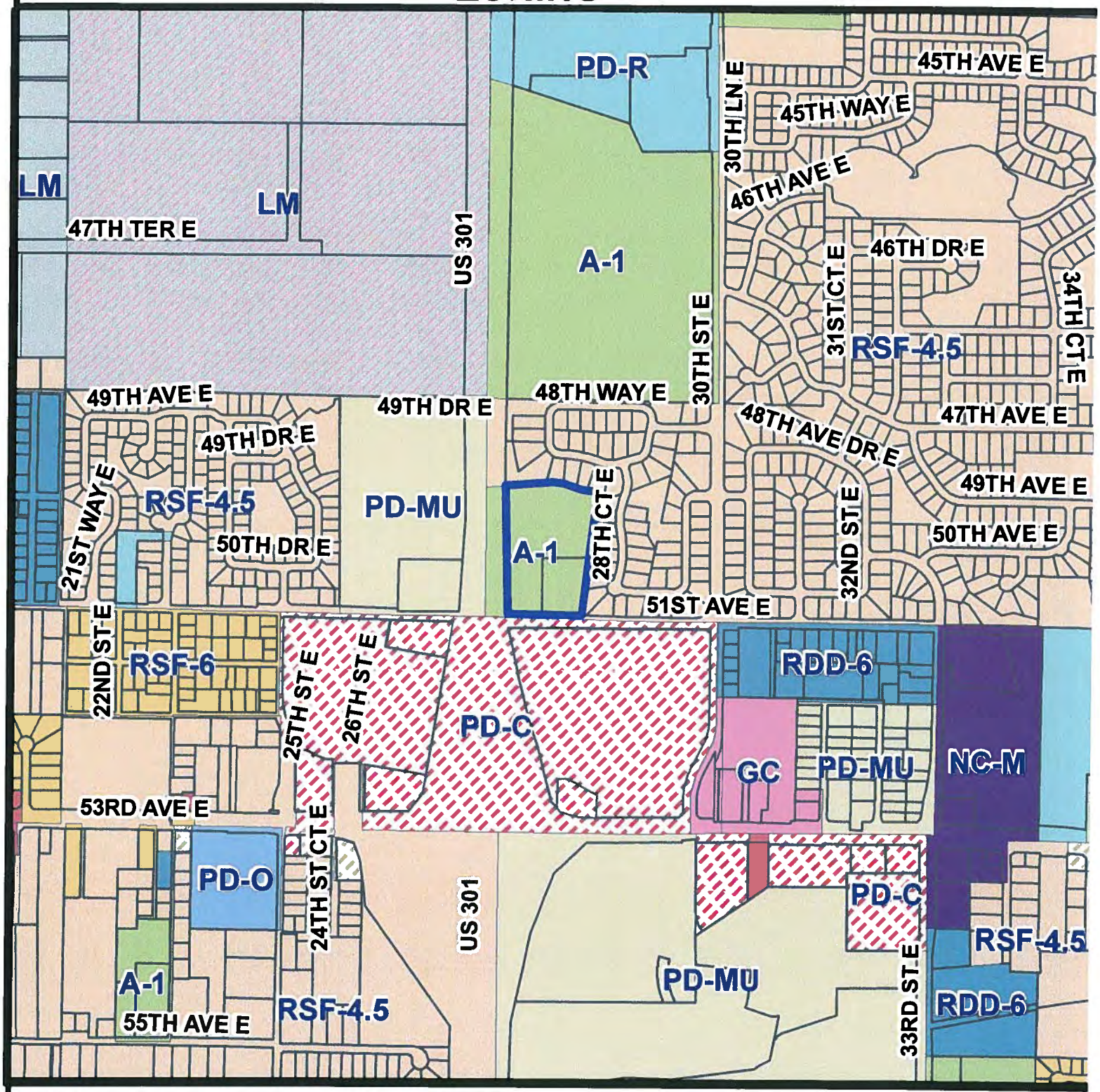
Parcel ID #(s) 1685205005,1685200105

Manatee County
Staff Report Map

Map Prepared 12/4/2012
1 inch = 833 feet

Project Name:	Goodwill Corp. Campus
Project #:	PDC-13-04 (Z)(P)
DTS#:	20130070
Proposed Use:	Commercial
S/T/R:	Sec 8 Twn 35 Rng 18
Acreage:	9.43
Existing Zoning:	A-1
Existing FLU:	RES-9
Overlays:	NONE
Special Areas:	NONE
CHH:	NONE
Watershed:	NONE
Drainage Basin:	GAP CREEK
Commissioner:	Robin DiSabatino

ZONING



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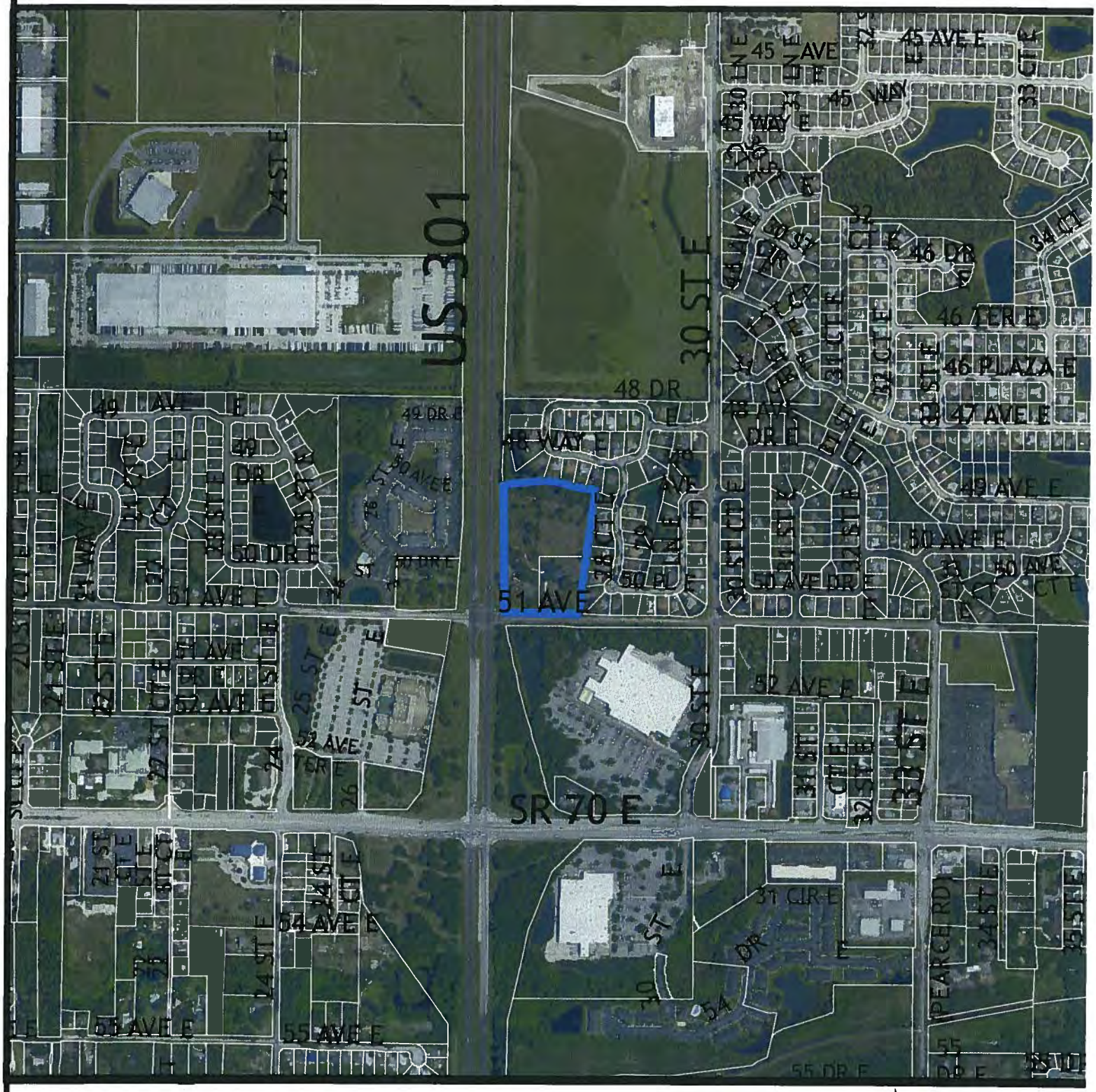
AERIAL



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P.C. 4/11/13

PDC- 13-04(Z)(P)- 2705 51st AVENUE EAST, LLC/GOODWILL CORPORATE CAMPUS - dts 20130070, Buzzsaw #181

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the Official Zoning Atlas (Ordinance No. 90-01, the Manatee County Land Development Code), relating to zoning within the unincorporated area; providing for the rezoning of approximately 9.43 acres at the northeast corner of 51st Avenue East and US 301, Bradenton, from A-1(Suburban Agriculture, one dwelling unit per acre) to the PDC (Planned Development Commercial) zoning district; approval of a Preliminary Site Plan for a 69,605 square foot commercial center to include an administration/education center, neighborhood retail store and a commercial out parcel in the southwest corner of the site; subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

P.C.: 4/11/13 **B.O.C.C.: 05/02/13**

RECOMMENDED MOTION:

Based upon the staff report, evidence presented, comments made at the Public Hearing, and finding the request to be CONSISTENT with the Manatee County Comprehensive Plan and the Manatee County Land Development Code, as conditioned herein, I move to recommend ADOPTION of Manatee County Zoning Ordinance NO. PDC-13-04(Z)(P); APPROVAL of the Preliminary Site Plan with Stipulations A.1–A.13, B.1-B.2, C.1-C.3 and D.1; Granting Special Approval for; a project exceeding 30,000 square feet in the RES-9 Future Land Use Category (FLUC); ADOPTION of the Findings for Specific Approval; and GRANTING Specific Approval for an alternative to LDC Sections 603.11.4.3 and 714.8.7 as recommended by staff.

PROJECT SUMMARY	
CASE#	**PDC-13-04(Z)(P), DTS# 20130070, Buzzsaw 181**
PROJECT NAME	**Goodwill Corporate Campus**
APPLICANT(S):	**2705 51st Avenue East, LLC**
EXISTING ZONING:	**A-1 (Suburban Agriculture)**
PROPOSED USE(S):	**Retail complex to include: 28,633 sq. ft. administration center 35,972 sq. ft. neighborhood retail store 5,000 sq. ft. on commercial out parcel**
CASE MANAGER:	**Stephanie Moreland**
STAFF RECOMMENDATION:	**Approval**

DETAILED DISCUSSION

The request is to rezone 9.43± acres and construct a retail complex (Goodwill) to include an administrative center and neighborhood retail store. The remaining 16,000 square feet in the southwestern part of the site will be developed as an out parcel containing a 5,000 square foot building for a commercial retail or commercial service use.

Two properties make up the 9.43± acre site at the corner of U.S. 301(Arterial), a limited access facility, and 51st Avenue East (Major Collector). Together the properties have several structures (barns & sheds), including a single-family residence to be removed. According to information from the Neighborhood Services Department, no mitigation is required for the removal of affordable housing.

The site is in the RES-9 (Residential, nine dwelling units per acre) Future Land Use Category (FLUC). Neighborhood retail uses are listed in the range of potential uses for consideration in the RES-9 FLUC. Special approval is required for a project exceeding 30,000 square feet in RES-9 FLUC.

The site is currently zoned A-1 which provides for agricultural and related uses on short term agricultural lands. Special Approval may be acquired through the planned development process.

The site is eligible to be considered for commercial development because it is within 1,500 feet of two functionally classified roadways. Therefore, it meets commercial locational criteria.

The applicant proposes future development of an out parcel with one or more uses permitted in the PDC zoning district. A Preliminary site Plan for administrative review will be required for any of the following proposed use(s).

Proposed Uses	
Retail Sales, Neighborhood Convenience Neighborhood General	Clinic
Eating Establishment with/without drive-thru	Veterinary Clinic
Motor Vehicle Sales Rental Leasing	Medical and Dental Laboratories
General Retail Sales Uses	Office
Bank with/without drive-thru	Car wash (self-service, incidental, full service
Business Services	Dry Cleaners (neighborhood, general pick-up)
Professional Office	Printing (small)
Personal Service Establishment	Day Care Center (Medium, Large, accessory)

The site plan shows one large building with associated parking in the eastern and southern parts of the site. The proposed maximum height is 35 feet. The actual building height is 26± feet.

There will be perimeter and interior landscaping around vehicle use areas, as well as landscaping in all perimeter and roadway buffers.

Five-foot wide sidewalks exist along the south side of 51st Avenue East. A five-foot wide sidewalk is required to be installed along the north side of 51st Avenue East, adjacent to the southern boundary of the site.

The project is in the X Flood Zone Category. There are no wetlands on the site.
There are no known historic or archaeological resources on the site.

The applicant requests specific approval for smaller replacement tree sizes and a reduction of the front yard setback along US 301.

Staff has the following concerns:

- The site is adjacent to single-family residences to the north and east. There is potential for noise impacts on the adjacent residential uses. The site plan shows an eight-foot high wall will be installed along the east perimeter and an eight-foot high wall or wall and berm along the north perimeter adjacent to residential uses.

- The site plan shows a ten-foot setback in the southern part of the site, along US 301. The LDC requires a minimum 30-foot setback along thoroughfare roadways for the

PDC zoning district. Staff is concerned that the reduction in the setback does not allow sufficient area for normal growth of screening vegetation required within the ten-foot wide roadway buffer. Additionally staff is concerned about conflicts with vegetation by ingress/egress and maintenance activities along portions of the building abutting the ten-foot buffer. As part of the specific approval request, the applicant has indicated there will be no ingress/egress from the portions of the building that abut the ten-foot buffer and that by strategically locating specific plant material within the ten-foot conflicts with required vegetation will be minimized.

The applicant hosted a neighborhood meeting on 1/22/2013. Concerns raised included; hours of operation, problem with rodents, separation from residential uses, and traffic on 51st Avenue East.

Staff recommends approval with stipulations.

SITE CHARACTERISTICS AND SURROUNDING AREA	
ADDRESS:	**2703 & 2705 51st Avenue East**
GENERAL LOCATION:	**Northeast corner of 51st Avenue East and U.S. 301.**
ACREAGE:	**9.43± acres**
EXISTING USE(S):	**Agriculture/Tree farm**
FUTURE LAND USE CATEGORY(S):	**RES-9 (Residential, nine dwelling units per acre)**
FLOOR AREA RATIO (FAR):	**0.16**
SPECIAL APPROVAL(S):	**1. Project exceeding 30,000 square feet in RES-9 FLUC.**
OVERLAY DISTRICT(S):	**None**
SURROUNDING USES & ZONING	
NORTH AND EAST	**Across ditch are single-family residences in Candlewood Subdivision zoned RSF- 4.5 (Residential Single-Family-4.5 dwelling units per acre).**
SOUTH	**Across 51st Avenue East is Super Walmart zoned PDC (Planned Development Commercial).**
WEST	**Across U.S.301, movie theatre (Royal Palm) zoned PDC, and multi-family apartments zoned PDMU (Planned Development Mixed**

	Use).

SITE DESIGN DETAILS		
BUILDING SQUARE FOOTAGE:	69,605 square feet (including out-parcel)	
MINIMUM SETBACKS FOR PDC ZONING DISTRICT:	(Corner Lot has two fronts two sides) Fronts Sides	 30' 15'
PROPOSED SETBACKS (PER PLAN):	Front Front North side East side	10' (US 301) 247' (51st Ave. E.) 65' 323'
OPEN SPACE REQUIRED:	25% or 2.36± acres	
OPEN SPACE PROVIDED:	37% or 3.51± acres	
ACCESS:	51st Avenue East	
FLOOD ZONE(S)	X (Panel 120153 0334 C, revised 7/15/92)	
AREA OF KNOWN FLOODING	No	
UTILITY CONNECTIONS	County water and sewer	
ENVIRONMENTAL INFORMATION		
Overall Wetland Acreage:	None	
Proposed Impact Acreage:	None	

NEARBY DEVELOPMENT

PROJECT	SQ. FT.	F.A.R.	FLUC	YEAR APPROVED
Super Walmart	205,184	0.17	R/O/R	1996

RESIDENTIAL			
PROJECT	Lots/Units	Density	Year Approved

Royal Palm Terrace Apartments	**220**	**10.92**	**2001**
Candlewood Subdivision	**67 lots**	**2.28**	**1988**
Manatee Oaks	**304 lots**	**2.36**	**1985-89**

POSITIVE ASPECTS

- The nearby area is a mix of commercial and residential uses.
- The site is at a corner location and has frontage along an arterial and collector roadway.

NEGATIVE ASPECTS

- There are residential uses to the north and east which may be impacted by noise and glare.
- The site has one access to 51st Avenue East.

MITIGATING FACTOR

- The site plan shows an eight-foot high wall along the east property line and an eight-foot high wall or wall and berm adjacent to residential uses in addition to required landscaping.
- US 301 is a limited access facility.

STAFF RECOMMENDED STIPULATIONS

A. <u>DESIGN AND LAND USE CONDITIONS</u>:

1. All roof mounted HVAC equipment shall be screened from view from adjacent roadways and residential uses. Screening shall consist of similar colors and materials consistent with the construction of the exterior finish of the buildings. Details of screening shall be submitted with the Final Site Plan.

2. All dumpsters shall be screened from view from adjacent roadways and residential uses. Screening shall consist of building materials matching the principal building on site.

3. Tractor trailer or semi-trucks involved in deliveries shall be restricted to the hours between 7:00 a.m. and 10:00 p.m. During the period of time between 10:00 p.m. and 7:00 a.m., there shall be no more than two truck deliveries. However during this time, there shall be no:
   - loading, or unloading of tractor trailer or semi-trucks;
   - use of forklifts or other loading or unloading devices; and
   - running of truck or trailer motors, or other refrigeration devices installed thereon.

4. The design of the building shall be in substantial conformance with the building elevations entered into the record.

5. The ten-foot wide roadway buffer along 51st Avenue East, including the out parcel, shall be planted prior to issuance of the first Certificate of Occupancy.

6. An eight foot high wall or berm and wall shall be installed along the north boundary and an eight foot high wall shall be installed along the east boundary adjacent to single-family residences.

7. Uses for the out-parcel shall be only those approved uses listed in the staff report and site plan as follows: Retail Sales; Neighborhood Convenience and Neighborhood General, Eating Establishment with/without drive-thru, Motor Vehicle Sales, Rental Leasing Establishment, General Retail Sales Uses, Bank with/without drive-thru, Business Services, Professional Office, Personal Service Establishment, Veterinary Clinic, Medical and Dental Laboratories, Office, Car wash (self-service, incidental, full service), Dry Cleaners (neighborhood, general pick-up), Printing (small), Day Care Center (Medium, Large, Accessory).

8. The future out-parcel shall require future submittal of a Preliminary Site Plan and Final Site Plan for administrative review and approval.

9. If the out-parcel is sold, a cross access easement shall be required indicating passage over the retail parcel, prior to Final Site Plan approval for the out-parcel.

10. All motor vehicle sales, rental, leasing establishments shall be in accordance with the applicable conditional use criteria established in LDC Section 704.51 as amended.

11. All associated display areas for a motor vehicle sales, rental, leasing establishment shall be contained on the commercial out-parcel only.

12. No motor vehicle repair shall be associated with the use of a motor vehicle sales, rental, leasing establishment on the out-parcel.

13. All other applicable state permits shall be obtained before commencement of the development.

B. ENVIRONMENTAL CONDITIONS:

1. Tree barricades for trees to be preserved shall be located at the drip line, unless approved by the Environmental Planning Division. The drip line shall be defined as the outer branch edge of the tree canopy. The area within the drip line shall remain undisturbed. The following activities are prohibited within the drip line of preserved trees: machinery and vehicle travel or parking; underground utilities; filling or excavation; storage of construction materials. Tree protection methodology shall be

approved with the Final Site Plan.

2. A Well Management Plan for the proper protection and abandonment of existing wells shall be submitted to the Environmental Planning Division for review and approval prior to Final Site Plan approval. The Well Management Plan shall include the following information:

   - Digital photographs of the well along with nearby reference structures (if existing).
   - GPS coordinates (latitude/longitude) of the well.
   - The methodology used to secure the well during construction (e.g. fence, tape).
   - The final disposition of the well – used, capped, or plugged.

C. STORMWATER CONDITIONS:

1. This project shall be required to reduce the calculated pre-development flow rate by a full fifty percent (50%) for all stormwater outfall flow directly or indirectly into Pearce Drain. Modeling shall be used to determine pre- and post- development flows.

2. A Drainage Easement shall be dedicated to Manatee County and be shown on the Final Site Plan along existing drainage ditch (E51) within the project boundaries. The Drainage Easement shall at minimum extend up to the location of the existing chainlink fence along the north boundary of the project.

3. The applicant shall provide permitting and/or stormwater facilities for offsite roadway improvements to 51st Avenue East as shown on the General Development /Preliminary Site Plan.

D. TRAFFIC DESIGN CONDITIONS:

1. The applicant shall include the following improvements on the Final Site Plan (FSP) submittal for approval:

   - A raised concrete separator on the westbound approach of the intersection of 51st Avenue East and US 301. The exact dimensions of the separator (i.e. length, width) will be determined during the FSP review process.
   - Extend the raised concrete median on 51st Avenue East between the project access and the Wal-Mart shopping plaza access. The dimensions of the concrete median will be determined during the FSP review process.
   - Reduce the curb entry radii for the project access on 51st Avenue East. The ultimate curb entry radii will be determined during the FSP review process.
   - Locate the crosswalk at the project access on 51st Avenue East as close to the clear zone as possible. The location of this crosswalk will be determined during the FSP review process.

REMAINING ISSUES OF CONCERN – NOT RESOLVED OR STIPULATED
None.

COMPLIANCE WITH LDC				
Standard(s) Required	Design Proposal	Compliance		Comments
		Y	N	
BUFFERS				
10' wide along US 301 and 51st Ave. E.	10'	Y		
10' wide along perimeters	20 & 30'	Y		
Buffer Landscaping	Yes	Y		
SIDEWALKS				
5' wide sidewalk, exterior	5' wide sidewalk proposed along 51st Ave. E.	Y		
6' wide sidewalk, interior	6' wide	Y		
ROADS & RIGHTS-OF-WAY				
24' Internal driveways	24' & 30' wide shown	Y		
Dedicate ROW on 51st Avenue East	18'	Y		

COMPLIANCE WITH THE LAND DEVELOPMENT CODE
Factors for Reviewing Proposed Site Plans (Section 508.6)
Planned Districts - Rezone Review Criteria (Section 603.4)

Physical Characteristics:

According to the Manatee County Property Appraiser's records, two parcels are being combined to make up the total site acreage of ±9.43 acres. The site is at the corner of U.S. 301(Arterial) and 51st Avenue East (Major Collector). There are seven structures (barns & sheds) including a single-family residence to be removed. According to information from the Neighborhood Services Department, no mitigation will be required for affordable housing removal.

There are no wetlands on the site.

Public Utilities, Facilities and Services:

There is a 10-inch water line on the west side of US 301, extending to the north and south. There is a 24-inch water main on the south side of 51st Avenue East, extending east and west. There is an eight-inch gravity sewer main on the north side of 51st Avenue East, which stops approximately 400± feet west of US 301. Otherwise, the nearest sewer would be at the intersection of 51st Avenue East and 30th Street East (about 1,500' feet east of US 301). There is no reclaim water available at this intersection.

Compatibility:

PDC zoning can be found to be compatible and appropriate with the existing development patterns and zoning of nearby properties. The site is in an area which has a mix of commercial and residential uses. North of 51st Avenue East is developed with residential uses while the south side has single-family residences and commercial retail and service uses. The west side of U.S. 301 is developed with single and multi-family residences and a movie theatre.

Special Approval is required for a project exceeding 30,000 square feet in the RES-9 FLUC. Special Approval may be acquired through the planned development process which allows the Board of County Commissioners to approve stipulations to ensure compatibility with surrounding zoning and land uses and address any specific issues related to the development.

Transitions:

The site has been zoned A-1 prior to the adoption of the 1990 Land Development Code. Uses along this segment of 51st Avenue East are transitioning from agriculture to residential on the north side of 51st Avenue East and commercial on the south. PDC can be designed to provide a transition between residential and commercial uses and an arterial roadway.

Design Quality:

In the southern part of the site, the site plan shows a 16,000 square foot out-parcel for future development of a 5,000 square foot commercial use.

The associated parking spaces are shown adjacent to the east and south sides of the building facing 51st Avenue East.

To provide adequate screening and minimize potential adverse effects, including noise and visual impacts of the proposed use on adjacent residential properties, the site plan shows an eight-foot high opaque wall or wall and berm will be installed along the north boundary. An eight-foot high wall will be installed along the east boundary.

The PDC zoning district requires 20% or 1.88± acres of the site to be designated as open space. 37% or 3.51± acres of open space is being provided. The applicant proposes landscaping in the vehicle use areas, as well as, required perimeter and roadway buffers.

The site plan shows all existing structures including a single-family residence which will be removed.

Relationship to Adjacent Property:

The north and east sides of the site are adjacent to residential properties in Candlewood Subdivision. The proposed building will be constructed approximately 64 feet from the adjacent residential property line to the north and 323 feet from the property line to the east. Further west is the Manatee Woods Subdivision. 51st Avenue East and US 301 are to the south and west respectively. Across 51st Avenue East, to the south, is a commercial retail (Super Walmart) complex.

Streets, Drives, Parking and Service Areas:

The structure and small commercial out-parcel will share drive aisles and ingress and egress. The drive aisles are designed to connect 51st Avenue East and are designed for one and two-way traffic. 305 parking spaces are required including commercial out-parcel. The site plan shows 316 parking spaces to be provided.

Pedestrian Systems:

The design shows adequate pedestrian safety zones. Five-foot wide sidewalks exist along the south side of 51st Avenue East. There is an on-site bus shelter near the project's entrance. Six-foot wide internal sidewalks extend northward from the entrance connecting sidewalks within the vehicle use area. There are sidewalks adjacent to the building.

Natural and Historic Features, Conservation and Preservation Areas:

There are no known historic or archaeological resources or existing trees or wetlands on the site.

Intensity:

The Floor Area Ratio (FAR) of 0.16 is below the maximum FAR (0.23) allowed for the RES-9 FLUC.

Height:

The site plan indicates a maximum 35-foot building height. The actual building height is 26± feet. This height should not create any external impacts that would adversely affect the surrounding developments.

Fences and Screening:

A 30-foot wide perimeter landscaped buffer is proposed along the north property line. A 20-foot wide perimeter landscaped buffer is proposed along the east property lines. 10-foot wide roadway buffers are proposed along the west (adjacent to US 301) and south boundaries,

adjacent to 51st Avenue East.

Yards and Setbacks:

The minimum setbacks for the project in PDC zoning district are shown in the chart below:

Yards and Setbacks				
Type	Front (US 301)	Front (adjacent to 51st Ave. E.)	North side	East side
Required	30'	30'	15'	15'
Proposed per plan	16'/10'*	247'	64'	323'

Trash and Utility Plant Screens:

The site plan shows a designated area in the southwest part of the site for dumpsters. LDC Section 728.5.1.2 allows dumpsters in the front yard of corner lots where no reasonable alternative is available. The dumpsters are placed away from the adjacent residential uses to alleviate any potential noise impacts.

Signs:

Signage will be reviewed with the future Building Permit.

Landscaping:

The site plan shows landscaping in accordance with the requirements of the Land Development Code. Additionally, an eight-foot high wall will be installed along the east boundary and an eight-foot high wall or wall and berm will be installed along the north boundary. The applicant requests Specific Approval to reduce sizes of replacement trees at planting.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The site is in the RES-9 Future Land Use Category. A list of Comprehensive Plan Policies applicable to this request is attached. This project was specifically reviewed for compliance with the following policies:

Policy 2.1.2.7 Appropriate Timing. The timing is appropriate given development trends in the area. The surrounding area is characterized by a mix of residential and commercial uses.

Policy 2.2.1.13.1 Intent. The intent of the RES-9 is to provide for a complement of residential support uses normally utilized during the daily activities of residents of these urban areas.

Policy 2.2.1.13.2 Range of Potential Uses. Retail, wholesale or office commercial uses which function in the market place as neighborhood, community, or region-serving.

Policy 2.2.1.13.3 Range of Potential Density/Intensity: The maximum floor area ratio for RES-9 is 0.23. A floor area ratio of 0.16 is proposed.

Policy 2.6.1.1 Compatibility. The proposed design and use is compatible with surrounding developments.

Policy 2.6.5.4 Preserve/Protect Open Space. The site plan shows 37% open space (3.51± acres). 20% (1.88±) acres of open space is required.

TRANSPORTATION

Major Transportation Facilities

The site is expected to have access onto 51st Avenue East, a two-lane collector roadway.

Transportation Concurrency

Transportation concurrency was evaluated as part of the review of this project. The applicant prepared a Traffic Impact Analysis (TIA) to determine impacts to the segments of 51st Avenue East adjacent to the project site, including adjacent intersections. The results of the TIA, which were reviewed and approved by the Transportation Planning Division, indicated that the impacted roadway segments are expected to operate above the Level Of Service (LOS) D performance standard with project-related traffic and with no off-site concurrency-related improvements being required for the project (see Certificate of Level of Service Compliance table below).

Access

In conjunction with transportation concurrency, a review of access issues was undertaken by County staff. The project is expected to have one driveway onto 51st Avenue East. This access point is expected to provide for full turning movements.

The results of the access review indicated that a site-related improvement will be required. This improvement, which will involve the installation of an eastbound left turn-lane, is required to address safety and operations concerns. The improvement will provide a refuge for eastbound left-turning vehicles accessing the site from 51st Avenue East, and, thus, minimize conflicts with through traffic traveling to the east.

CERTIFICATE OF LEVEL OF SERVICE (CLOS) COMPLIANCE TRANSPORTATION CONCURRENCY

CLOS APPLIED FOR: Yes
TRAFFIC STUDY REQ'D: Yes

NEAREST THOROUGHFARE	LINK(S)	ADOPTED LOS	FUTURE LOS (W/PROJECT)
51ST Avenue East	**US 301 Blvd to US 301 (Link #1769)** **US 301 to 33rd Street East (Link #5030)**	**D** **D**	**C** **C**

In summary, the results of the traffic study review identified no off-site concurrency improvements. However, a site-related improvement (i.e. eastbound left turn-lane) is required.

OTHER CONCURRENCY COMPONENTS

Solid waste landfill capacity, parks needs, and preliminary drainage intent have been reviewed with this Preliminary Site Plan. School capacity, potable water and waste water will be reviewed at the time of Final Site Plan/Construction Drawings.

SPECIFIC APPROVALS – ANALYSES, RECOMMENDATIONS, FINDINGS

Section 603.3 of the Land Development Code (LDC) allows the Board of County Commissioners to make specific modifications to the general zoning and subdivision regulations, where the Board of County Commissioners makes a written finding that the public purpose of the regulations is satisfied to an equivalent or greater degree.

1. **Request:**

   LDC Section 714.8.7 requires replacement tree calipers to be three, five, or seven inches depending on the size of the tree removed. The request is to allow replacement tree calipers to be three or four inches.

   Staff Analysis and Recommendation:

   Staff is in support of the request for Specific Approval for an alternative to Section 714.8.7 of the LDC to allow replacement tree sizes at 3"/4"/4" instead of 3"/5"/7". Staff believes that smaller size trees typically establish and grow faster. Therefore, they

provide more tree canopy sooner. The LDC is slated to reflect the smaller replacement tree sizes with the upcoming amendment to Section 714 (Tree Protection).

Finding for Specific Approval:

Notwithstanding the failure of this plan to comply with the requirements of LDC Section 714.8.7, the Board finds that the purpose of the LDC regulation is satisfied to an equivalent degree by the proposed design because the required number of trees and canopy will be provided.

2. **Request:**

LDC Section 603.11.4.3 requires a front yard setback of 30 feet along all thoroughfare streets. The request is to reduce the front yard setback along US 301 to 16 and 10 feet.

Staff Analysis and Recommendation:

The site is constrained by two roadways and bordered by residential properties to the north and east. The site design considers the adjacent residences and places the building as far to the west as possible to alleviate any potential adverse impacts such as noise on adjacent residential properties.

The proposed setback varies in width from 16 feet at the northwest corner of the building to 32 feet at the southwest corner. A small part of the building is placed 10 feet from the west property line. The west boundary of the site is adjacent to a four-lane roadway which will have a ten-foot wide roadway buffer. The applicant has indicated there will be no ingress/egress from the portions of the building that abut the ten-foot buffer and that by strategically locating specific plant material within the ten-foot conflicts with required vegetation will be minimized. Staff is not opposed to the reduced setback.

Finding for Specific Approval:

Notwithstanding the failure of this plan to comply with the requirements of LDC Section 603.11.4.3, the Board finds that the purpose of the LDC regulation is satisfied to an equivalent degree because the location of the building should help to alleviate any potential adverse impacts on adjacent residents.

ATTACHMENTS

1. **Applicable Comprehensive Plan Policies**
2. **Request for Specific Approval**
3. **Copy of Newspaper Advertising**
4. **Traffic Impact Analysis**

APPLICABLE COMP PLAN POLICIES		
Policy:	2.1.2.7	Review all proposed development for compatibility and appropriate timing. This analysis shall include: - consideration of existing development patterns, - types of land uses, - transition between land uses, - density and intensity of land uses, - natural features, - approved development in the area, - availability of adequate roadways, - adequate centralized water and sewer facilities, - other necessary infrastructure and services. - limiting urban sprawl - applicable specific area plans - (See also policies under Objs. 2.6.1 - 2.6.3)
Policy:	2.2.1.13	**RES-9:** Establish the Residential-9 Dwelling Units/Gross Acre future land use category as follows:
Policy:	2.2.1.13.1	Intent: To identify, textually in the Comprehensive Plan's goals, objectives, and policies, or graphically on the Future Land Use Map, areas which are established for a low-moderate urban, or clustered moderate density urban residential environment. Also to provide for a complement of residential support uses normally utilized during the daily activities of residents of these urban areas.
Policy:	2.2.1.13.2	Range of Potential Uses (see Policies 2.1.2.3 - 2.1.2.7, 2.2.1.5): Suburban or urban residential uses, neighborhood retail uses, short-term agricultural uses other than special agricultural uses, agriculturally-compatible residential uses, public or semi-public uses, schools, low intensity recreational uses, and appropriate water-dependent/water-related/water-enhanced uses (see also Objectives 4.2.1 and 2.10.4).
Policy:	2.2.1.13.3	Range of Potential Density/Intensity: Maximum gross residential density: 9 dwelling units per acre Minimum Gross Residential Density: 7.0 only in CRA's and UIRA for residential projects that designate a minimum of

25% of the dwelling units as "affordable housing".

Maximum net residential density:
16 dwelling units per acre

20 dwelling units per acre within the CRA's and UIRA for residential projects that designate a minimum of 25% of the dwelling units as "Affordable Housing". (except within the WO or CHHA Overlay Districts pursuant to Policies 2.3.1.5 and 4.3.1.5)

Maximum Floor Area Ratio:
0.23 (0.35 for mini-warehouse uses)
1.00 inside the CRA's and UIRA

Maximum Square Footage for Neighborhood Retail Uses: Medium (150,000sf)

Policy: 2.2.1.13.4

Other Information:

a) All mixed and multiple-use projects shall require special approval, as defined herein, and as further defined in any land development regulations developed pursuant to § 163.3202, F.S.

b) All projects for which gross residential density exceeds 6 dwelling units per acre, or in which any net residential density exceeds 9 dwelling units per acre shall require special approval.

c) Any nonresidential project exceeding 30,000 square feet of gross building area shall require special approval.

d) Professional office uses not exceeding 3,000 square feet in gross floor area within this category may be exempted from compliance with any locational criteria specified under Policies 2.10.4.1 and 2.10.4.2, provided such office is located on a roadway classified as a minor or principal arterial, however, not including interstates, and shall still be consistent with other commercial development standards and with other goals, objectives, and policies in this Comprehensive Plan (see also 2.10.4.2).

Policy:	2.6.1.1	Require all adjacent development that differs in use, intensity, height, and/or density to utilize land use techniques to mitigate potential incompatibilities. Such techniques shall include but not be limited to: - use of undisturbed or undeveloped and landscaped buffers - use of increased size and opacity of screening - increased setbacks - innovative site design (which may include planned development review) - appropriate building design - limits on duration/operation of uses - noise attenuation techniques - limits on density and/or intensity [see policy 2.6.1.3] Implementation Mechanism(s): a) Maintain setback, screening, buffering, and other appropriate mitigation techniques in land development regulations. b) Planning Department review of development approvals to ensure policy compliance.
Policy:	2.6.1.2	Require the use of planned unit development, in conjunction with the mitigation techniques described in policy 2.6.1.1, for projects where project size requires the submittal of a site development plan in conformance with the special approval process in order to achieve compatibility between these large projects and adjacent existing and future land uses.
Policy:	2.6.2.1	Limit location of new residential development and residential support uses adjacent to intensive and incompatible agricultural operations.
Policy:	2.10.3.2	Require that all proposed small and medium commercial uses can be directly accessed from at least one roadway shown on the Roadway Functional Classification Map as

		collector or higher, at time of issuance of a development order. An exception shall be made for neotraditional projects that have commercial uses located internally to the project and whose main project access is located on a road designated as a collector or higher. An exception shall be made for DRI's and Large Project developments that have mixed uses with a residential component and meet minimum development characteristics to have commercial uses located internally to neighborhoods if the main neighborhood access is located on a road designated as a collector or higher.
Policy:	2.10.3.4	Permit exceptions to Policies 2.10.3.2 and 2.10.3.3 only in instances where required access criteria are conflicting with other access criteria associated with an Entranceway, as described in Policies 2.9.4.1 & 2.9.4.2 and in Urban Core Areas where access on a local road provides a safer alternative than direct access to the functionally classified roadway, or within the MU-C Future Land Use Category and its Sub Areas.

PDC-13-04(2)(P)
DTS 20130070
B00000181

March 20, 2013

Ms. Stephanie Moreland, Planner
Manatee County Government
Building and Development Services
1112 Manatee Avenue West
Bradenton, FL 34205

RE: Goodwill Corporate Campus
00000181 (DS) 2705 51st Avenue E. LLC
ZNS File No. 43150
(1) Specific Approval for Front Yard Set-Back
(2) Specific Approval for Replacement Tree Sizes

Dear Ms. Moreland:

(1) We are requesting Special Approval to reduce the front yard set-back as provided in Section 603.11.4.3 of the Land Development Code to as little as 10 feet along US-301 as illustrated on the Preliminary Site Plan. Please note that the front yard varies in width from 16 feet at the Northwest corner of the building to 32 feet at the Southwest corner with one point being 10 feet along the West building face. The reason is that the ROW for US-301 is on a slight angle as it moves North of the US-301/53 Avenue East intersection.

The purpose of this request is to maximize the distance between the structures and the residential uses to the North and East.

We are also requesting this waiver to extend along 51st Avenue West as well in order to accommodate the additional ROW being dedicated along this street frontage.

(2) We are requesting a Specific Approval for an alternative to Section 714.8.7 of the LDC. This approval will allow the installation of smaller diameter trees that will require a shorter timeframe for establishment and it will ultimately provide superior tree canopy.

Thank you for your consideration.

Very truly yours,

ZNS ENGINEERING, L.C.

Thomas C. McCollum, Sr. AICP
Vice President
TCM/tf

cc: Jason Taylor, Fawley Bryant Architect, Inc.
Jeb Mulock, ZNS Engineering, LC

ZNS

Copy of Newspaper Advertising

Bradenton Herald

NOTICE OF DRI/ZONING CHANGES IN UNINCORPORATED MANATEE COUNTY

NOTICE IS HEREBY GIVEN, that the **Planning Commission of Manatee County** will conduct a Public Hearing on **Thursday, April 11, 2013 at 9:00 a.m. at the Manatee County Government Administrative Center, 1st Floor Chambers, 1112 Manatee Avenue West, Bradenton, Florida** to consider, act upon, and forward a recommendation to the Board of County Commissioners on the following matters:"

PDR-05-64(Z)(G) / fka PDR-05-64(Z)(P) – MARTIN / HILLWOOD (DTS # 20050454)
An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the official zoning atlas (Ordinance 90-01, the Manatee County Land Development Code) relating to zoning within the unincorporated area; providing for a rezone of approximately 77.9 ± acres located on the north side of Waterline Road 1.8 miles east of Rye Road at 17145 Waterline Road, Bradenton, from the A (General Agriculture) zoning district to the PDR (Planned Development Residential) zoning district; approving a General Development Plan for 195 single-family detached residential dwelling units; subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, and providing an effective date.

PDC-13-04(Z)(P) - 2705 51st AVENUE EAST, LLC/GOODWILL CORPORATE CAMPUS – DTS#20130070 - Buzzsaw #181
An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the Official Zoning Atlas (Ordinance No. 90-01, the Manatee County Land Development Code), relating to zoning within the unincorporated area; providing for the rezoning of approximately 9.44 acres at the northeast corner of 51st Ave E. and U.S. 301, Bradenton, from A-1(Suburban Agriculture, one dwelling unit per acre) to the PDC (Planned Development Commercial) zoning district; approval of a Preliminary Site Plan for a 69,605 square foot commercial center to include an administration/education center, neighborhood retail store and a commercial out parcel in the southwest corner of the site; subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

It is important that all parties present their concerns to the Planning Commission in as much detail as possible. The issues identified at the Planning Commission hearing will be the primary basis for the final decision by the Board of County Commissioners. Interested parties may examine the Official Zoning Atlas, the applications, related documents, and may obtain assistance regarding these matters from the Manatee County Building and Development Services Department, 1112 Manatee Avenue West, 2nd Floor, Bradenton, Florida, telephone number (941) 748-4501x6878; e-mail to: planning.agenda@mymanatee.org

According to Section 286.0105, Florida Statutes, if a person decides to appeal any decision made with respect to any matters considered at such meetings or hearings, he or she will need a record of the proceedings, and for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record would include any testimony or evidence upon which the appeal is to be based.

Americans With Disabilities:
The Board of County Commissioners of Manatee County does not discriminate upon the basis of any individual's disability status. This non-discrimination policy involves every aspect of the Board's functions including one's access to and participation in public hearings. Anyone requiring reasonable accommodation for this meeting as provided for in the ADA, should contact Kaycee Ellis at 742-5800; TDD ONLY 742-5802 and wait 60 seconds, or FAX 745-3790.

THIS HEARING MAY BE CONTINUED FROM TIME TO TIME PENDING ADJOURNMENTS.
MANATEE COUNTY PLANNING COMMISSION
Manatee County Building and Development Services Department
Manatee County, Florida
3/27/2013

Sarasota Herald Tribune

NOTICE OF DRI/ZONING CHANGES IN UNINCORPORATED MANATEE COUNTY

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THIS HEARING MAY BE CONTINUED FROM TIME TO TIME PENDING ADJOURNMENTS.
MANATEE COUNTY PLANNING COMMISSION
Manatee County Building and Development Services Department
Manatee County, Florida

Date of pub: March 27, 2013

GOODWILL STORE DEVELOPMENT

REVISED TRAFFIC IMPACT ANALYSIS

Prepared for:

ZNS Engineering

Prepared By:

Grimail Crawford, Inc.

March 2013

grimail crawford inc.

4600 West Cypress Street, Suite 550
Tampa, Florida 33607
Phone: (813) 387-0084 Fax: (813) 387-0085

PROFESSIONAL ENGINEERING CERTIFICATION

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

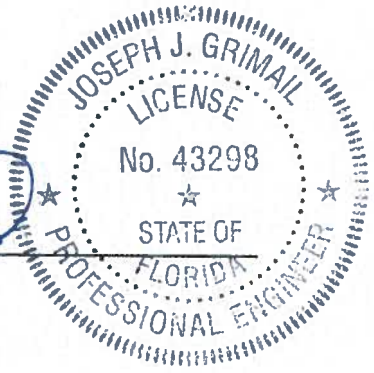
PROJECT: Goodwill Store Development Traffic Impact Analysis

LOCATION: Manatee County, Florida

CLIENT: ZNS Engineering

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

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



SIGNATURE: _____

DATE: March 25, 2013

Goodwill Store Development

Revised Traffic Impact Analysis

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I. INTRODUCTION

Grimail Crawford has been retained to conduct a traffic impact analysis for the Goodwill Store Development (Project). The Project site is located in Manatee County, north of 51st Avenue East and east of US 301. The Project will have a single driveway with access to 51st Avenue East. The Project is planned to consist of the following land uses:

- Goodwill administration building – 28,633± s.f.
- Goodwill retail store and warehouse – 35,972± s.f.
- Outparcel retail building – 5,000± s.f.

A preliminary site plan illustrating the land use and access configuration is included in **Appendix A**.

The transportation analysis outlined below provides an evaluation of the existing conditions and the projected traffic conditions relative to the proposed land uses. Future conditions are analyzed for the year 2016, assuming a three year build-out for the Project. **Figure 1** illustrates the general location of the Project site, including the adjacent external roadway system.

II. METHODOLOGY

The methodology utilized in the following analysis was discussed with Manatee County staff in a phone conversation on December 13, 2012. An approved methodology statement is included in **Appendix A**, and its procedures are incorporated in the following analysis. The square footage for the administration building and the retail building has increased slightly since the methodology approval, but the agreed-upon trip generation procedures are still applied below.

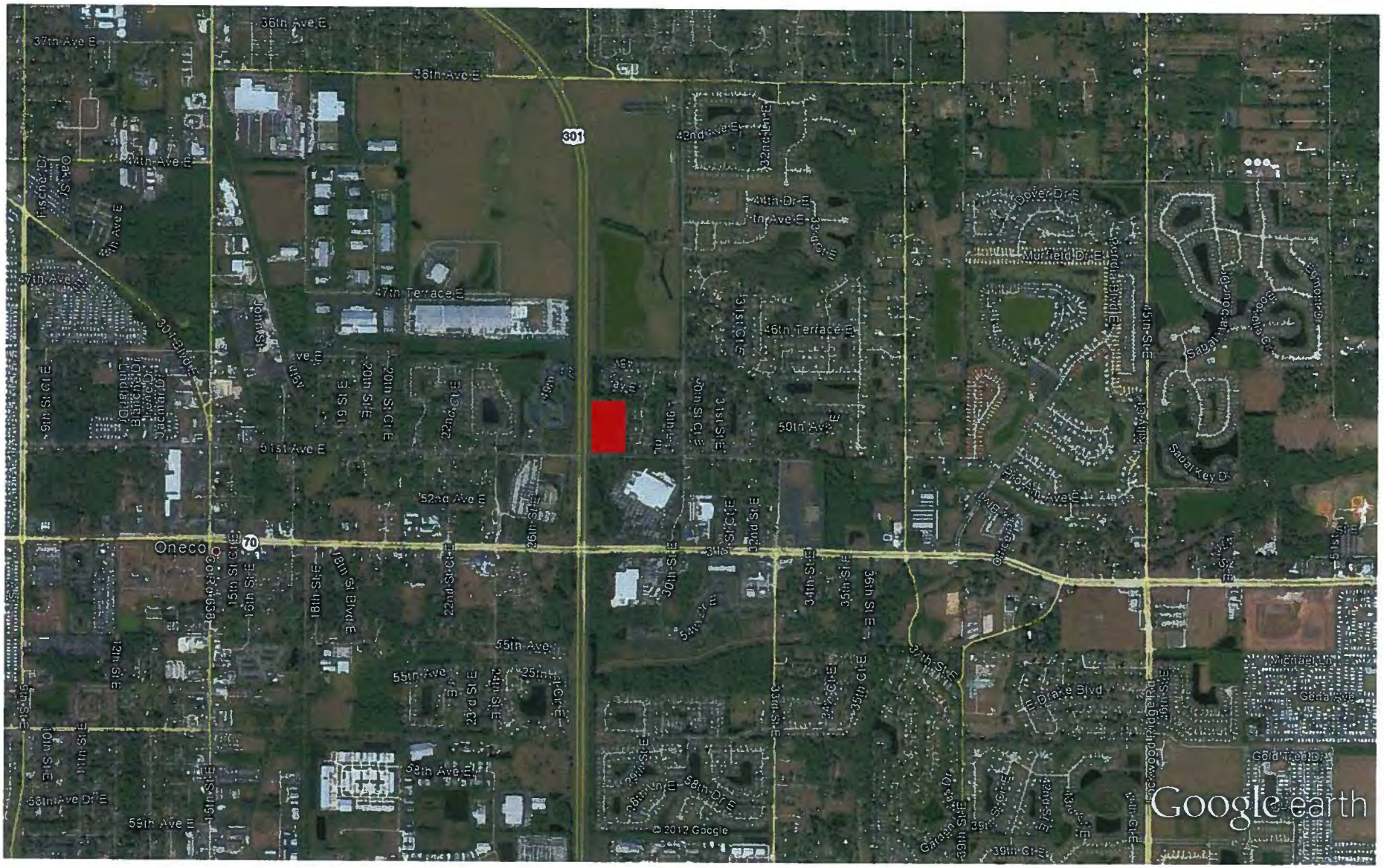

FIGURE 1

Project Site Location

Goodwill Store

LEGEND

= Project Site

grimail crawford inc.

February 2013

III. PROJECT TRIP GENERATION

Trip generation was estimated based on the information contained in ITE's Trip Generation Manual, 9th Edition. The land use codes applied to each building are reported below in **Table 1**, which indicates a total trip generation estimate of 376 trips (157 in, 219 out) for the PM peak hour. For the administration building, a total of 95 employees were assumed. This value has changed since the methodology, as the administration building has increased from 20,000 square feet to 28,633 square feet. Based on the employee equation for LUC 710, an office with 95 employees is estimated to generate 95 PM peak hour trips. Since this result correlates well with the planned number of parking spaces for the administration building, the number of employees was used as the independent variable for trip generation. The commercial building has also increased in square footage since the methodology and is now 5,000 square feet. This building is planned to contain an accessory retail use for the Goodwill facility, possibly a fast-food restaurant, a Starbucks, or a more general retail building. In terms of trip generation, a Coffee/Donut Shop (LUC 937) would be most intensive out of these options. Therefore, ITE land use code 937 was applied in order to conservatively estimate the trip generation for the building. Trip generation calculations are summarized below.

Table 1: Trip Generation

Building(s)	Applied ITE Land Use	Units	Size	Daily Trips	PM Peak Hour Trips		
					In	Out	Total
Goodwill Administration Building	Office (LUC 710)	employees	95	426	16	79	95
Goodwill Retail Store and warehouse	Department Store (LUC 875)	s.f.	35.972	823	34	33	67
Commercial Building	Coffee/Donut Shop with Drive-Through Window (LUC 937)	s.f.	5,000	4,093	107	107	214
Total				**5,342**	**157**	**219**	**376**

IV. PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Project trips were distributed using existing travel patterns along 51st Avenue East, determined from collected turning movement counts. At the proposed driveway, it is expected that the trips entering and exiting the Project will follow roughly the same distribution as that currently seen at the Walmart driveway on 51st Avenue East (just east of the proposed driveway). Walmart trips currently exhibit a distribution of 87% to/from the west and 13% to/from the east. The Project turning movement assignments at the other study intersections were determined using the existing turning movement proportions and engineering judgment. The resulting Project trip distribution and assignment is illustrated in **Figure 2**.

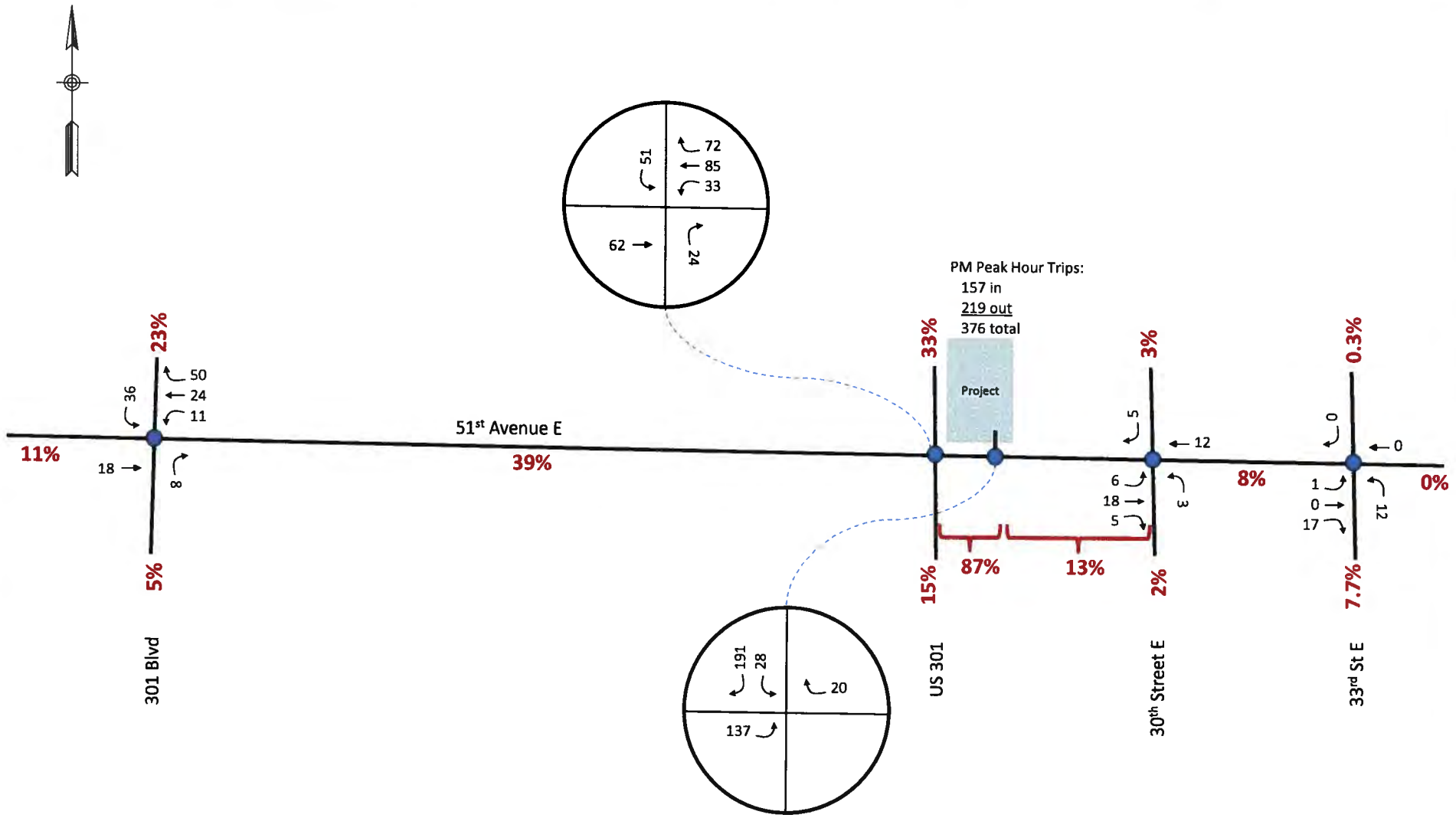

FIGURE 2
Project Traffic
Goodwill Store

LEGEND

XXX = PM Peak Hour Traffic
XX% = Trip Distribution %
= Study Intersection

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V. STUDY AREA OF IMPACT

According to Manatee County guidelines, the study area should contain all roadways on which Project traffic consumes 5% or more of the adopted service volume. Service volumes were obtained from FDOT's Generalized Tables (12/18/12 version), using the same input parameters considered in Manatee County's link sheets. The Generalized Tables are included in **Appendix B. Table 2** reports the Project impact percentages on the surrounding roadway network. Based on this information and discussion with Manatee County, the study area consists of the following road segments and intersections:

- Road Segments:
  - 51st Avenue East: from US 301 to 33rd Street East (link #5030)
  - 51st Avenue East: from 301 Boulevard to US 301 (link #1769)
- Intersections:
  - 51st Avenue East and 301 Boulevard (signalized)
  - 51st Avenue East and US 301 (signalized)
  - 51st Avenue East and Walmart entrance (unsignalized, considered for the purpose of Project trip distribution)
  - 51st Avenue East and 30th Street East (unsignalized)
  - 51st Avenue East and 33rd Street East (unsignalized)

TABLE 2
DETERMINATION OF STUDY AREA
GOODWILL STORE TIA

Roadway	From	To	Lanes	LOS STD	Peak Hour Service Volume*	Assignment Percentage	PM Peak Hour Project Volumes		Two-Way PM Peak Hour Trips	Project Vol % of Service Volume	Significant Impact?
							NB/EB	SB/WB			
US 301	SR 70	38th Ave E	4D	D	3,580	33%	72	52	124	3.46%	N
51st Avenue E	301 Blvd	US 301	2U	D	1,152	39%	61	85	146	12.67%	Y
	US 301	Project Driveway	2U	D	1,152	87%	137	191	328	28.47%	Y
	Project Driveway	33rd St E	2U	D	1,152	13%	28	20	48	4.17%	Y

**Obtained from FDOT Generalized Tables (12/18/12 version)*

PM Peak Hour Project Trips

157 in

219 out

376 total

VI. EXISTING TRAFFIC CONDITIONS

Existing traffic conditions in the study area were established by collecting PM peak hour turning movement counts (from 4:00 PM to 6:00 PM) at each study intersection. These counts were all seasonally adjusted using the peak-season correction factors from the *2011 Florida Traffic Information DVD*. Copies of the traffic counts are provided in **Appendix C**, which also includes intersection diagrams and existing signal timing information. Existing intersection volumes are illustrated in **Figure 3**.

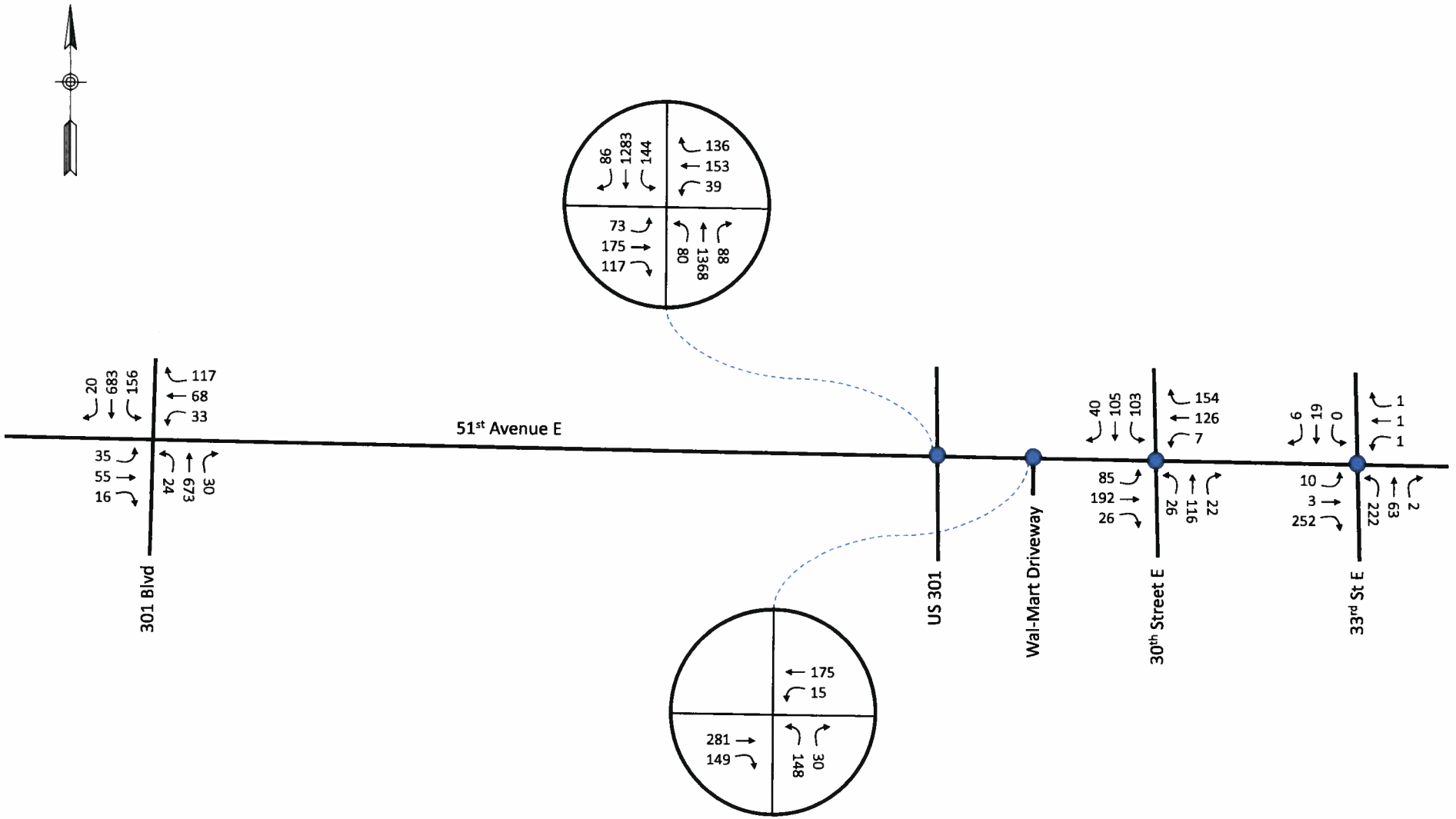

FIGURE 3

Existing Traffic (2013)

Goodwill Store

LEGEND

XXX = PM Peak Hour Traffic

= Study Intersection

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Roadway capacity analysis for existing conditions was performed using the directional service volumes from FDOT's Generalized Tables (12/18/12 version). Existing segment volumes were determined from the turning movement counts conducted along 51st Avenue East. **Table 3** reports the existing roadway analysis. For the purpose of this analysis, the segment between US 301 and 33rd Street East was considered as a single road segment, whereas it was split at the Project driveway in **Table 2**. A single segment is considered in **Table 3** because it conforms to the segment definition in the county link tables and because it would not be meaningful to report a level of service for the 400-ft span between US 301 and the Project driveway. (The operations for this 400-ft segment are better addressed with the intersection analysis at the US 301 signal.) In **Table 3**, the existing volumes for each segment were calculated as the average of the entering/exiting volumes at each endpoint. As reported below, 51st Avenue East is currently operating within the adopted level of service standard.

Table 3: Existing Roadway Analysis Results

Roadway	From	To	No. Lanes	Existing PM Pk. Hr. Volumes (2013)		Adopted LOS Standard	Adopted Service Volume*		Existing PM Pk. Hr. LOS	
				NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
51st Avenue E	301 Blvd	US 301	2U	303	269	D	634	518	C	C
	US 301	33rd St E	2U	336	279	D	634	518	C	C

*Obtained from FDOT's Generalized Tables (12/18/12 version)

Intersection capacity analysis was also conducted for existing conditions, using Highway Capacity Software (HCS 2010). **Table 4** summarizes the results of this analysis, and detailed HCS worksheets are provided in **Appendix D**. Results indicate that all study intersections are currently operating within adopted level of service standards.

Table 4: Existing Intersection Analysis Results

Intersection	Control Type	LOS Standard	2013 PM Peak Hour LOS	All v/c ratios ≤ 1.0?
51st Avenue East and 301 Boulevard	Signalized	D	B	Yes
51st Avenue East and US 301	Signalized	D	D	Yes
51st Avenue East and 30th Street East	four-way stop	D	C	Yes
51st Avenue East and 33rd Street East	two-way stop	all v/c ratios ≤ 1.0	A/A/C/B (NBL/SB/WB/EB)	Yes

VII. BACKGROUND (FUTURE NON-PROJECT) TRAFFIC

Background traffic (future traffic not including the Project) was estimated by first applying an annual growth rate of 1.0% to existing traffic, to project the 2013 volumes to the year 2016. Reserved trips were then added to the 2016 volumes. Reserved trips were obtained from Manatee County's *Concurrency Reservations* database. As documented in the approved methodology in **Appendix A**, the trips from this database were adjusted to account for expiring and partially built developments. Background volumes at each intersection are calculated in **Appendix E** and illustrated in **Figure 4**.

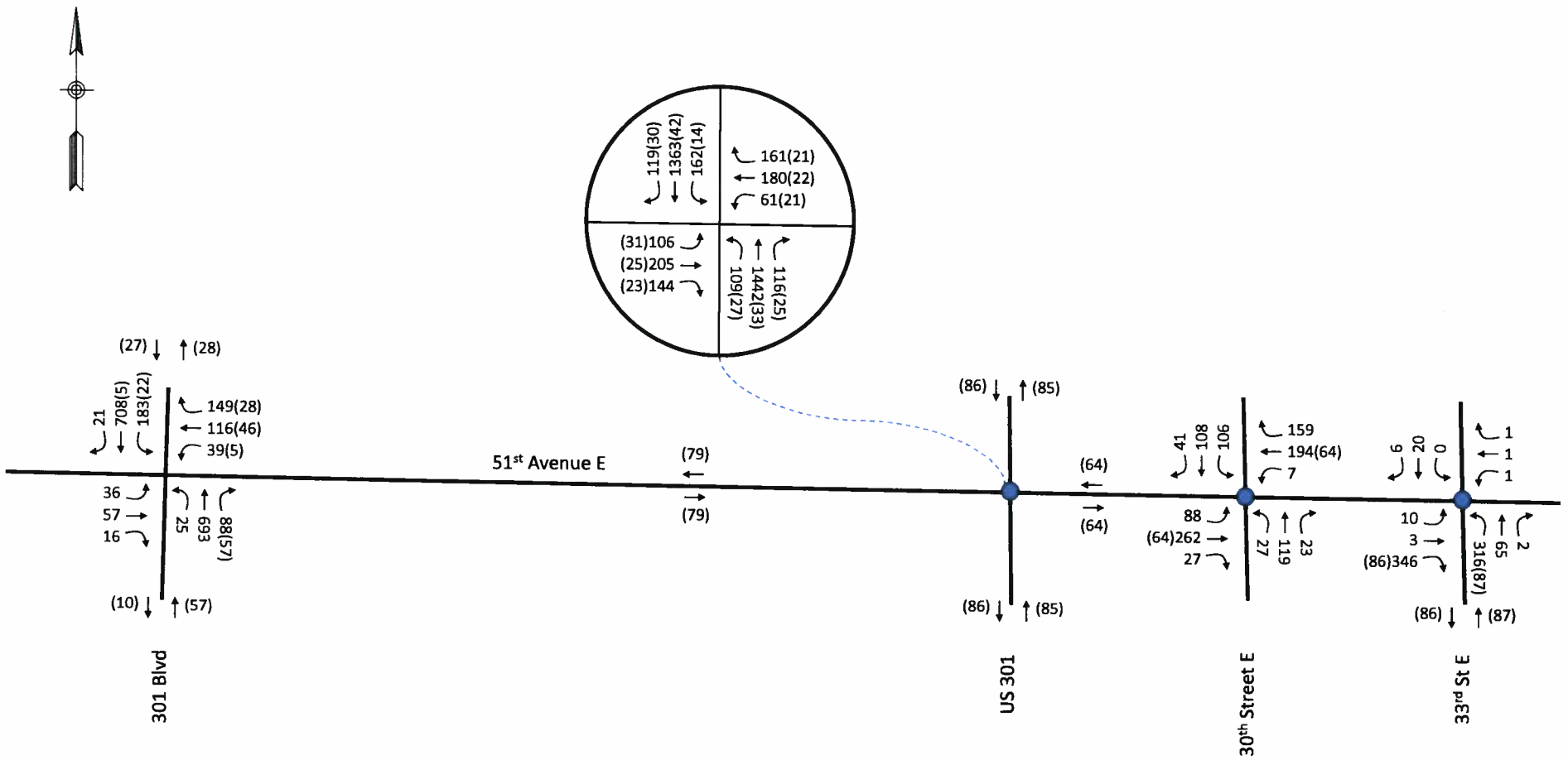

FIGURE 4
Background Traffic (2016)
Goodwill Store

LEGEND

XX(YY) XX = Total PM Peak Hour Background Traffic
(YY) = Reserved Trips

= Study Intersection

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VIII. FUTURE TRAFFIC CONDITIONS

To develop total traffic volumes for the year 2016, Project trips were added to the background traffic volumes. This process is documented in **Appendix E. Figure 5** illustrates the future total volumes.

Roadway capacity analysis for future total conditions was performed using the generalized service volumes on 51st Avenue East. As shown in **Table 5** (on page 15), analysis indicates that the study segments will continue to operate within the adopted level of service standard through the build-out year.

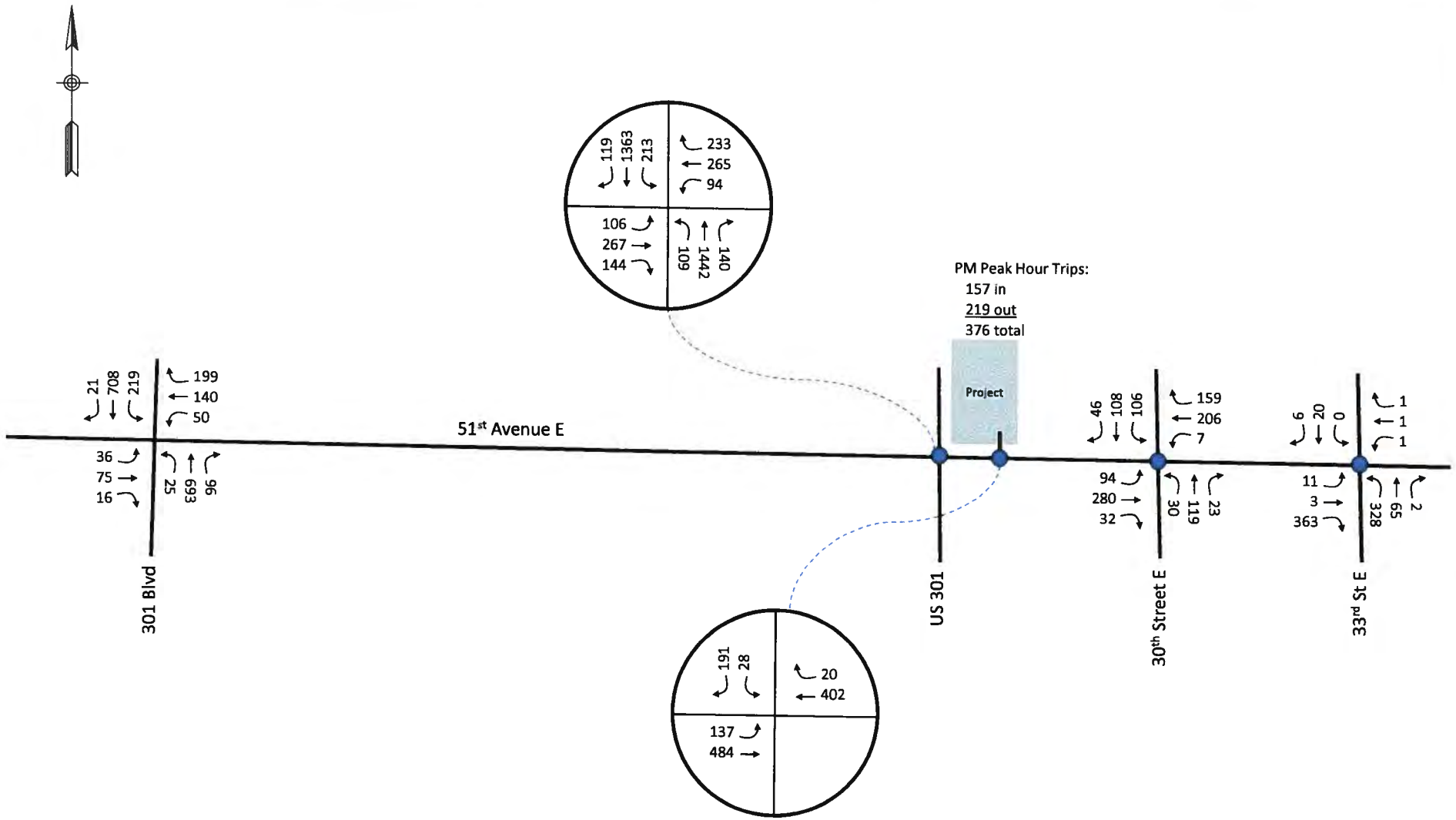

FIGURE 5

Future Total Traffic (2016)

Goodwill Store

LEGEND

xxx = PM Peak Hour Traffic

= Study Intersection

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TABLE 5
FUTURE ROADWAY ANALYSIS RESULTS (2016)
GOODWILL STORE TIA

Roadway	From	To	Existing PM Peak Hour Volumes (2013)		Growth Rate	Reserved Trips		Background Volumes (2016)		Project Taffic Volumes*		Total Traffic Volumes (2016)		Adopted Service Volume		Future PM Peak Level of Service (2016)	
			NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
51st Avenue E	301 Blvd	US 301	303	269	1.00%	79	79	391	356	61	85	452	441	634	518	C	C
	US 301	33rd St E	336	279	1.00%	64	64	410	351	83	106	493	456	634	518	C	C

Between US 301 and 33rd St E, the average of Project traffic volumes on either side of the driveway (from **Table 2) was considered.*

Intersection capacity analysis for future total conditions was also performed using HCS 2010. At the intersection of 51st Avenue East and 301 Boulevard, two committed improvements were considered on the eastbound and westbound approaches. As documented in the CIP excerpt in **Appendix G**, an exclusive westbound-left and eastbound-left turn lane are funded for construction. These two improvements were included in the intersection geometry for the future year analysis. The findings for this analysis are summarized below in **Table 6**. HCS worksheets for the future year analysis are provided in **Appendix F**.

Table 6: Future Intersection Analysis Results (2016)

Intersection	Control Type	LOS Standard	Future Total (2016) PM Peak Hour LOS	All v/c ratios ≤ 1.0?
51st Avenue East and 301 Boulevard	Signalized	D	C	Yes
51st Avenue East and US 301	Signalized	D	D	Yes
51st Avenue East and Project Driveway	one-way stop	all v/c ratios ≤ 1.0	A/D/B (EBL/SBL/SBR)	Yes
51st Avenue East and 30th Street East	four-way stop	D	D	Yes
51st Avenue East and 33rd Street East	two-way stop	all v/c ratios ≤ 1.0	A/A/D/B (NBL/SB/WB/EB)	Yes

The analysis indicates that all study intersections will operate within the adopted level of service standard through the build-out year. Operational conditions at and near the Project driveway intersection are discussed in the following section.

IX. ACCESS MANAGEMENT ANALYSIS

Vehicle ingress/egress at the Project driveway was evaluated by performing a two-way stop controlled analysis in HCS 2010 at the driveway intersection on 51st Avenue East for total traffic conditions. This analysis considers two outbound lanes (a left and a right) on the driveway and an eastbound-left turn lane into the Project on 51st Avenue East (as shown in the concept plan in **Appendix A**). The storage length requirement for the eastbound-left turn lane was determined using the 95th-percentile queue length from the HCS analysis. Under total traffic conditions during the PM peak hour, HCS indicates a 95th-percentile queue length of less than one vehicle (about 25-ft). The length of the eastbound-left turn lane shown on the preliminary site plan (at least 280-ft total, including a 50-ft taper) will be sufficient to accommodate this queue. No right turn lane is necessary into the Project, as 51st Avenue East is a low-speed road (posted speed limit is 30-mph) and westbound vehicles will be able to turn freely into the Project. HCS analysis also indicates that the driveway intersection will operate at an acceptable level of service during the PM peak hour. Supporting HCS worksheets are provided in **Appendix F**.

The proposed driveway is located approximately 400-ft to the east of the US 301 signal (measured from the westbound stop bar to the centerline of the driveway). Because of this proximity, future queues were also evaluated for the westbound approach of the US 301 signal. For total traffic conditions, HCS indicates 95th-percentile queues of 7 and 8 vehicles (or about 175-ft and 200-ft), for the westbound-left and westbound-right turning movements, respectively, during the PM peak hour. The existing storage lengths for these turn lanes are approximately 175-ft and 270-ft, respectively. Both lengths are sufficient to accommodate the future queues without any overflow. The longest queue on the westbound approach will be for the westbound-through movement, which has a 95th-percentile queue length of 15 vehicles, or around 375-ft. Since this length is

less than the 400-ft between US 301 and the driveway, it will not block vehicles turning into the Project from the eastbound-left turn lane.

IX. CONCLUSION

This traffic study was prepared to evaluate the potential impacts that the Goodwill Store Development will have on the surrounding roadway network in 2016. A total of 376 PM peak hour trips were estimated for the Project. The roadways and intersections within the study area are expected to continue operating within level of service standards during the PM peak hour, after the addition of Project traffic. Analysis indicates that the proposed eastbound-left turn lane (at least 280-ft, including 50-ft taper) into the Project on 51st Avenue will be adequate to store inbound queues and ensure that the Project driveway does not interfere with operations at the adjacent US 301 signal. Furthermore, westbound queues at the US 301 signal are not expected to interfere with the Project driveway.

APPENDIX A

APPROVED METHODOLOGY STATEMENT

Rickey Matthews

From: steve.kollar@mymanatee.org
Sent: Friday, February 01, 2013 11:48 AM
To: Richard Stiles; Rickey Matthews
Cc: bob.agrusa@mymanatee.org; jason.utley@mymanatee.org; susan.barfield@mymanatee.org
Subject: Re: Goodwill Store Traffic Impact Analysis Revised Methodology

RE: Goodwill Store –Traffic Analysis Methodology
Petition # PDMU------- / FSP------ - DTS# -----
Consultant: Grimail Crawford Inc.

Mr. Stiles

Based on the Traffic Impact Analysis (TIA), Methodology Statement dated February 1, 2013 for Goodwill Store. Public Works, Transportation Planning Division, approves the TIA Methodology Statement. However, the TIA shall be submitted in conjunction with a formal application, Preliminary Site Plan (PSP) or Final Site Plan (FSP) to the Building and Development Services Department, 4th floor Reviewer On Call for required routing. Please submit 2 signed and sealed copies with a CD of all electronic files including a PDF copy of the (TIA).

Please do not hesitate to contact me at the number below, if you have any questions or require further assistance.

Sincerely,

Steve Kollar
Transportation Systems Modeler
AutoDesk Contract Administrator
Manatee County Public Works Department
Transportation Planning Division
1022 26th Avenue East Bradenton Fl. 34208
Phone (941) 748-4501 Ext. 7604
steve.kollar@mymanatee.org

From: Rickey Matthews <rmatthews@gc-inc.com>
To: "steve.kollar@mymanatee.org" <steve.kollar@mymanatee.org>
Cc: Richard Stiles <rstiles@gc-inc.com>
Date: 02/01/2013 10:57 AM
Subject: Goodwill TIA Revised Methdology

Hi Steve,

I've attached the revised methodology for the Goodwill TIA. To be conservative, it now includes a full 1.0% background growth rate on both US 301 and 51st Ave E. Please let us know if you approve.

Thanks,

Richard Matthews, E.I.
Transportation Planner

Grimail Crawford, Inc.
4600 W. Cypress St., Suite 550
Tampa, FL 33607

Office: 813.387.0084
Fax: 813.387.0085
www.gc-inc.com
[attachment "Goodwill TIA Methdology_02_01_13.pdf" deleted by Steve Kollar/MCG]

grimail crawford inc.

February 1, 2013

Steve Kollar
Manatee County Public Works Department
Transportation Planning Division
1022 26th Avenue East
Bradenton, FL 34208

SUBJECT: Revised Methodology Statement for Goodwill Store Traffic Impact Analysis

Dear Mr. Kollar:

This letter serves to summarize the methodology for the traffic analysis for the proposed Goodwill Store development (Project). This methodology reflects the points discussed in our phone conversation on December 13, 2012, and it has been revised based on our most recent discussion on January 14, 2013. The methodology is consistent with Manatee County's TIA Requirements and Procedures.

Project Description

The Project site is located in Manatee County, south of 51st Avenue East and east of US 301. A map illustrating this location is included under Attachment 1. The Project will have a single driveway with access to 51st Avenue East. The Project is currently planned to consist of the following land uses:

- Goodwill administration building – 20,000 s.f.
- Goodwill retail store and warehouse – 36,500 s.f.
- Outparcel retail building – 3,000 s.f.

A conceptual site plan illustrating the land use and access configuration is included in Attachment 2.

Trip Generation

Trip generation will be estimated based on the information contained in ITE's Trip Generation Manual, 9th Edition. The land use codes applied to each building are reported below in Table 1, which indicates a preliminary trip generation estimate of 281 trips (113 in, 168 out) during the PM peak hour. For the

administration building, a total of 67 employees were estimated. Based on the employee equation for LUC 710, an office of this size is estimated to generate 85 PM peak hour trips. Since this result correlates well with the planned number of parking spaces for the administration building (80), the number of employees will be assumed as the independent variable for trip generation. The 3,000 s.f. commercial building is planned to contain an accessory retail use for the Goodwill facility, possibly a fast-food restaurant, a Starbucks, or a more general retail building. In terms of trip generation, a Coffee/Donut Shop (LUC 937) would be most intensive out of these options. Therefore, ITE land use code 937 will be applied in order to conservatively estimate the trip generation for this building.

Table 1 – Preliminary Trip Generation Estimate

Building(s)	Applied ITE Land Use	Units	Size	Daily Trips	PM Peak Directional Distribution		PM Peak Hour Trips		
					In	Out	In	Out	Total
Goodwill Administration Building	Office (LUC 710)	employees	67	318	17%	83%	14	71	85
Goodwill Retail Store and Warehouse	Department Store (LUC 875)	s.f.	36,500	835	51%	49%	35	33	68
Outparcel Retail Building	Coffee/Donut Shop with Drive-Through Window (LUC 937)	s.f.	3,000	2,456	50%	50%	64	64	128
Total				**3,609**			**113**	**168**	**281**

Traffic Data

Existing traffic volumes will be determined by collecting intersection turning movement counts during the PM peak period (4:00 to 6:00 pm). These counts will be adjusted to reflect peak season conditions using the factors provided in the 2011 Florida Traffic Information DVD. Existing signal timing information will be obtained from Manatee County Public Works or measured in the field.

Study Area

The study area will consist of all road segments on which Project traffic exceeds 5% or more of the two-way, generalized service volume. All major intersections on impacted segments will be studied as well. If the Project does not exceed the impact threshold on any roadway, then the adjacent roadway segment will be studied. At a minimum, the study area will therefore include:

- Road Segment:
  - 51st Avenue East: from US 301 to 33rd Street East (link #5030)

- Intersections:
  - 51st Avenue East and US 301 (signalized)
  - 51st Avenue East and Wal Mart entrance (unsignalized)
  - 51st Avenue East and 30th Street East (unsignalized)

A study area table, showing the impact percentages on the surrounding roadways and all segments on which there is a 5% or greater impact, will be provided to verify the study area.

Project Trip Distribution and Assignment

Project trips will be distributed using existing travel patterns along 51st Avenue East, determined from the collected turning movement counts. It is expected that the trips entering and exiting the Project will follow a distribution similar to that currently seen at the Wal Mart driveway on 51st Avenue East. The Project turning movement assignments at the intersections at US 301 and 33rd Street East will be determined using the existing turning movement proportions and engineering judgment.

Background Traffic

Background traffic (future traffic not including the Project) will be estimated using reserved trips and a growth rate. Reserved trip volumes are provided under Attachment 3, for US 301 and 51st Avenue West. These volumes have been adjusted based on our January 14, 2013 phone conversation. On each roadway, the trips reserved for "Manatee Cove/Northern Trust Bank" and "Oaks at Creekside" were removed (since these projects are expiring), and the trips reserved for the "Charter School USA" were reduced by 40%. The latter adjustment was made because the school is currently around 40% occupied, and

the trips associated with the existing students will already be included in the traffic counts. These adjustments result in 171 PM peak hour reserved trips on the adjacent segment of US 301 (from SR 70 to 38th Avenue East) and 128 trips on the adjacent segment of 51st Avenue East (from US 301 to 33rd Street East).

In addition to the reserved trips, an annual growth rate will be applied to existing traffic in order to project background growth. Historical AADT data on US 301 and 51st Avenue East indicate 10-year historical growth rates of -0.5% and -2.5%, respectively (see Appendix 3 for documentation). In order to be conservative, an annual growth rate of 1.0% will be applied to US 301 and 51st Avenue East.

Analysis

The traffic impact of the Project will be assessed using HCS 2010 software and will conform to Manatee County technical standards. For road segment analysis, the most recent generalized service volumes from FDOT's Q/LOS tables (12/18/12 version) will be used as an initial standard to evaluate directional volumes. For the adjacent segment of 51st Avenue (from US 301 to 33rd Street East) a peak hour service volume of 1,152 vph will be considered. This corresponds to the LOS D volume for a two-lane, undivided, Class I signalized arterial (1,600 vph) that is a county roadway (-10%) and that has no left-turn lanes (-20%). If the generalized service volume is exceeded, a more detailed analysis will be conducted. Analysis will be performed for existing traffic conditions and future total traffic conditions (including the Project). The future analysis scenario will consider a three-year buildout for the Project, corresponding to an analysis year of 2016.

An access management analysis will also be conducted to address vehicle ingress and egress at the project driveway. Specifically, this analysis will include an assessment of the storage requirement for an eastbound left turn lane into the site on 51st Avenue East. The effect of this turn lane on the adjacent westbound-left turning movement at US 301 and 51st Avenue East will be evaluated as well. Future queue lengths will be projected using the 95th-percentile back-of-queue output from HCS 2010.

Documentation

The procedures and findings of the analysis will be documented in a comprehensive report for submittal to Manatee County.

Should you have any questions, please do not hesitate to call me at 813-387-0084. Otherwise, I would request that you indicate your approval of this methodology by return letter. Your assistance in this matter is most appreciated.

Sincerely,

GRIMAIL CRAWFORD, INC.

Richard Stiles, AICP
Senior Associate

Cc:

Attachments

ATTACHMENT 1

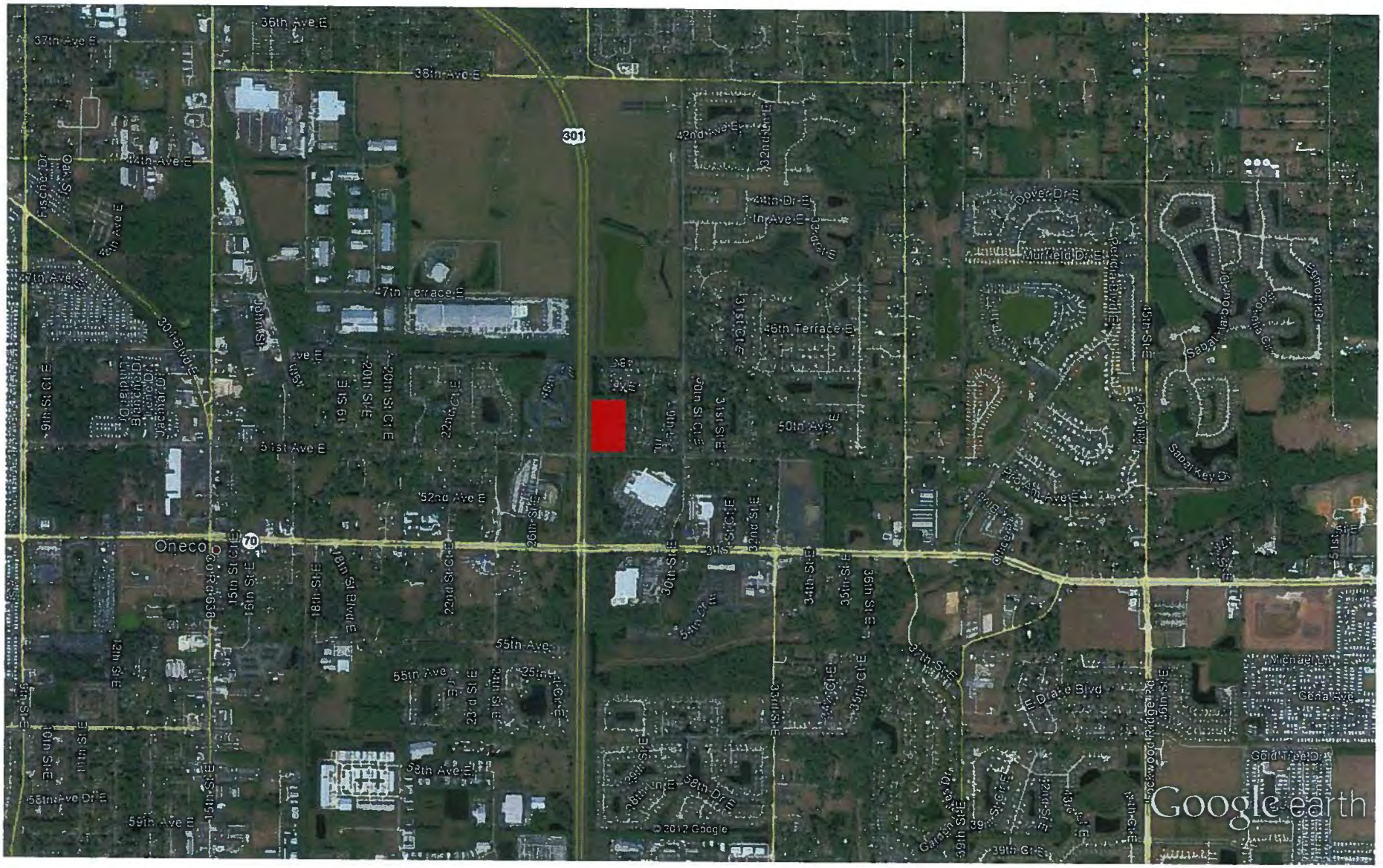


FIGURE 1

Project Site Location

Goodwill Store

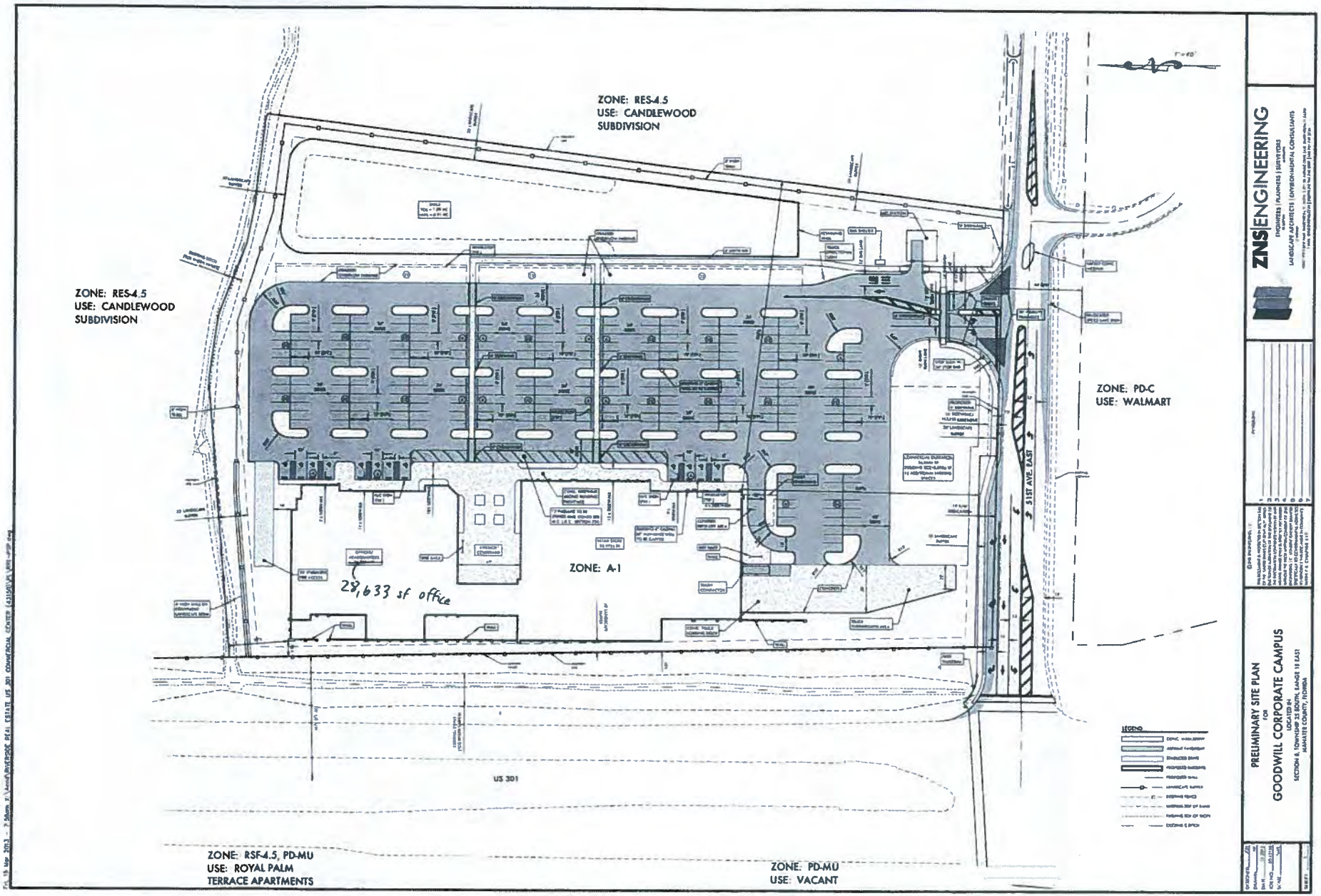
LEGEND

= Project Site

grimail crawford inc.

January 2013

ATTACHMENT 2


ZONE: RES-4.5
USE: CANDLEWOOD
SUBDIVISION
ZONE: RES-4.5
USE: CANDLEWOOD
SUBDIVISION
ZONE: PD-C
USE: WALMART
ZONE: A-1
28,633 sf office
S 51ST AVE. EAST
US 301
ZONE: RSF-4.5, PD-MU
USE: ROYAL PALM
TERRACE APARTMENTS
ZONE: PD-MU
USE: VACANT
LEGEND
ZNS ENGINEERING
PRELIMINARY SITE PLAN
FOR
GOODWILL CORPORATE CAMPUS

ATTACHMENT 3

Manatee County Planning Department
Concurrency Reservations
Project Transportation Links

Report run on: July 26, 2012 11:30 AM

Link No 5020 On 30 ST E from 38 AV E to 53 AV E

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
MANATEE COVE / NORTHERN TRUST BANK	PDR-06-40(Z)(P)	12-JUN-2006	Active	07-050	12-JUN-2013	81
LATREILLE - JEANES PROPERTY INVESTMENT, LLC/ AUTO ZONE #4931	PDMU-11-10/FSP-11-31	05-MAY-2011	Active	11-037	17-OCT-2014	2
B & H CATTLE COMPANY/CHARTER SCHOOL USA	PDR-12-01/FSP-12-04	04-JAN-2012	Active	12-007	19-MAR-2015	814
					Total Reservations:	897

Link No 5030 On 51 AV E from US 301 to 33 ST E

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
MANATEE COVE / NORTHERN TRUST BANK	PDR-06-40(Z)(P)	12-JUN-2006	Active	07-050	12-JUN-2013	0 ~~36~~
WESTPORT SUBDIVISION & PROFESSIONAL OFFICE	PDMU-06-53(Z)(P)	21-JUL-2006	Active	08-114	05-NOV-2016	7
WESTPORT SUBDIVISION & PROFESSIONAL OFFICE	PDMU-06-53(Z)(P)	21-JUL-2006	Active	08-114	05-NOV-2016	3
WESTPORT SUBDIVISION & PROFESSIONAL OFFICE	PDMU-06-53(Z)(P)	21-JUL-2006	Active	08-114	05-NOV-2016	5
OAKS AT CREEKSIDE/SR 70 INVESTMENTS LLC/ROBERT HARRIS HOMES	PDR-06-69(Z)(P)	20-SEP-2006	Active	07-118	13-SEP-2013	0 ~~11~~
B & H CATTLE COMPANY/CHARTER SCHOOL USA	PDR-12-01/FSP-12-04	04-JAN-2012	Active	12-007	19-MAR-2015	-402 / 113 ~~188~~
					Total Reservations:	128 ~~256~~

Manatee County Planning Department
Concurrency Reservations
Project Transportation Links

Report run on: July 26, 2012 11:30 AM

Link No 1760 On 45 ST E from SR 70 to 26 AV E

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
PALEY PLACE	PDC-11-05/FSP-11-22	26-APR-2011	Active	11-017	14-JUN-2014	29
					Total Reservations:	29

Link No 1769 On 51 AV E from 301 BLVD to US 301

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
ROYAL PALM CROSSING SHOPPING CENTER	PDC-06-54(P)	13-JUL-2006	Active	07-068	28-JUL-2016	75
ROYAL PALM TERRACE RETAIL CENTRE	PDMU-06-61(P)	23-AUG-2006	Active	07-092	01-NOV-2013	9
ROYAL PALM TERRACE RETAIL CENTRE	PDMU-06-61(P)	23-AUG-2006	Active	07-092	01-NOV-2013	36
B & H CATTLE COMPANY/CHARTER SCHOOL USA	PDR-12-01/FSP-12-04	04-JAN-2012	Active	12-007	19-MAR-2015	~~40~~ 38 ~~63~~
					Total Reservations:	158 ~~183~~

Link No 1780 On 51 ST W from 21 AV W to CORTEZ RD

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
LONGBAR POINTE PH 1 PARCEL F	PDR-03-32(P)	15-APR-2004	Active	06-049	06-JUN-2014	12
					Total Reservations:	12

Link No 1781 On 51 ST W from CORTEZ RD to 53RD AV W

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
LONGBAR POINTE PH 1 PARCEL F	PDR-03-32(P)	15-APR-2004	Active	06-049	06-JUN-2014	12
MANATEE PALMS YOUTH SERVICES	FSP-10-05	16-FEB-2010	Active	10-032	23-JUN-2013	6
					Total Reservations:	18

Manatee County Planning Department
Concurrency Reservations
Project Transportation Links

Report run on: July 26, 2012 11:30 AM

Link No 2800 On US 301 from SR 70 to 38 AV E

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
WASHINGTON CROSSING	FSP-07-99 FKA PSP-06-34	29-AUG-2005	Active	07-084	19-OCT-2015	5
WASHINGTON CROSSING	FSP-07-99 FKA PSP-06-34	29-AUG-2005	Active	07-084	19-OCT-2015	13
WASHINGTON CROSSING	FSP-07-99 FKA PSP-06-34	29-AUG-2005	Active	07-084	19-OCT-2015	2
WASHINGTON CROSSINGS COMMERCIAL	PDC-06-22(Z)(P)	06-FEB-2006	Active	09-017	16-FEB-2014	29
MANATEE COVE / NORTHERN TRUST BANK	PDR-06-40(Z)(P)	12-JUN-2006	Active	07-050	12-JUN-2013	0 ~~48~~
ROYAL PALM CROSSING SHOPPING CENTER	PDC-06-54(P)	13-JUL-2006	Active	07-068	28-JUL-2016	47
B & H CATTLE COMPANY/CHARTER SCHOOL USA	PDR-12-01/FSP-12-04	04-JAN-2012	Active	12-007	19-MAR-2015	-49/75 ~~125~~
					Total Reservations:	171 ~~269~~

Link No 2810 On US 301 from 38 AV E to 15 ST E

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
MANATEE COVE / NORTHERN TRUST BANK	PDR-06-40(Z)(P)	12-JUN-2006	Active	07-050	12-JUN-2013	69
B & H CATTLE COMPANY/CHARTER SCHOOL USA	PDR-12-01/FSP-12-04	04-JAN-2012	Active	12-007	19-MAR-2015	251
					Total Reservations:	320

Manatee County Planning Department
Concurrency Reservations
Project Transportation Links

Report run on: July 26, 2012 11:30 AM

Link No 1525 On 33 ST E from 51 AV E to SR 70

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
MANATEE COVE / NORTHERN TRUST BANK	PDR-06-40(Z)(P)	12-JUN-2006	Active	07-050	12-JUN-2013	0 ~~42~~
WESTPORT SUBDIVISION & PROFESSIONAL OFFICE	PDMU-06-53(Z)(P)	21-JUL-2006	Active	08-114	05-NOV-2016	5
WESTPORT SUBDIVISION & PROFESSIONAL OFFICE	PDMU-06-53(Z)(P)	21-JUL-2006	Active	08-114	05-NOV-2016	3
WESTPORT SUBDIVISION & PROFESSIONAL OFFICE	PDMU-06-53(Z)(P)	21-JUL-2006	Active	08-114	05-NOV-2016	7
OAKS AT CREEKSIDE/SR 70 INVESTMENTS LLC/ROBERT HARRIS HOMES	PDR-06-69(Z)(P)	20-SEP-2006	Active	07-118	13-SEP-2013	0 ~~33~~
YARON DIVALD/ON THE CREEK	PDR-07-05(Z)(P)	06-MAR-2007	Active	09-078	12-AUG-2012	7
B & H CATTLE COMPANY/CHARTER SCHOOL USA	PDR-12-01/FSP-12-04	04-JAN-2012	Active	12-007	19-MAR-2015	-102 / 151 ~~251~~
					Total Reservations:	173 ~~346~~

Link No 1530 On 33 ST E from SR 70 to 63 AV E

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
33RD STREET MINI WAREHOUSE	PDI-06-41/FSP-07-94	02-JUN-2006	Active	07-090	01-NOV-2013	15
YARON DIVALD/ON THE CREEK	PDR-07-05(Z)(P)	06-MAR-2007	Active	09-078	12-AUG-2012	51
BENNETT CONTRACTING, INC.	AP-07-32	28-SEP-2007	Active	09-021	26-FEB-2014	4
LATREILLE - JEANES PROPERTY INVESTMENT, LLC/ AUTO ZONE #4931	PDMU-11-10/FSP-11-31	05-MAY-2011	Active	11-037	17-OCT-2014	2
B & H CATTLE COMPANY/CHARTER SCHOOL USA	PDR-12-01/FSP-12-04	04-JAN-2012	Active	12-007	19-MAR-2015	63
					Total Reservations:	135

Link No 1540 On 33 ST E from 63 AV E to WHITFIELD AV E

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
MEYER & GABBERT STORAGE FACILITY	AP-04-72	09-AUG-2004	Active	09-075	14-DEC-2012	10
					Total Reservations:	10

Manatee County Planning Department
Concurrency Reservations
Project Transportation Links

Report run on: July 26, 2012 11:30 AM

Link No 2000 On 75 ST W from 18 AV W to CORTEZ RD

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
LONGBAR POINTE PH 1 PARCEL F	PDR-03-32(P)	15-APR-2004	Active	06-049	06-JUN-2014	114
PALMA SOLA BAY CLUB	PDR-03-59(Z)(P)	01-NOV-2004	Active	06-119	21-OCT-2016	73
HUNTERS HILL	PDMU-05-43/FSP-06-152	19-JUL-2005	Active	06-088	25-JUN-2015	16
BUNGALOW PARK FKA 75TH ST WEST ESTATES	06-S-89(P)	27-SEP-2006	Active	09-025	17-MAR-2014	4
SONIC AT CORTEZ ROAD	AP-06-35	12-DEC-2006	Active	08-009	03-MAR-2013	7
REKKAS PLAZA II	AP-10-22	10-JAN-2011	Active	11-025	06-APR-2014	3
SHOPPES OF PARADISE BAY RETAIL ADDITION	FSP-11-45	12-SEP-2011	Active	11-035	06-OCT-2014	10
					Total Reservations:	227

Link No 2010 On 75 ST W from CORTEZ RD to 53 AV W

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
LONGBAR POINTE PH 1 PARCEL F	PDR-03-32(P)	15-APR-2004	Active	06-049	06-JUN-2014	204
HUNTERS HILL	PDMU-05-43/FSP-06-152	19-JUL-2005	Active	06-088	25-JUN-2015	24
PALMA SOLA PLAZA	FSP-06-148	22-DEC-2006	Active	08-060	25-JUN-2016	22
					Total Reservations:	250

Link No 2020 On 99 ST NW from 17 AV NW to 9 AV NW

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
NEEDHAM JONES/THE NURSERY SUB	PDR-03-15(Z)(P)	18-MAY-2004	Active	03-105	28-OCT-2006	14
					Total Reservations:	14

Link No 2090 On 301 BLVD from 51 AV E to 53 AV E

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
CIRCLE K #7204	PDC-06-07/FSP-11-14	03-FEB-2006	Active	07-028	03-MAY-2013	20
					Total Reservations:	20

Manatee County Planning Department
Concurrency Reservations
Project Transportation Links

Report run on: July 26, 2012 11:30 AM

Link No 1130 On 9 ST E from 30 AV E to 44 AV E

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
CORTEZ LANDINGS	03-S-52(P)	27-JUL-2004	Active	04-049	04-FEB-2007	4
					Total Reservations:	4

Link No 1140 On 9 ST E from 44 AV E to 301 BLVD

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
CORTEZ LANDINGS	03-S-52(P)	27-JUL-2004	Active	04-049	04-FEB-2007	11
PROVIDENCE PLAZA	FSP-07-37	17-APR-2007	Active	08-019	04-APR-2013	20
					Total Reservations:	31

Link No 1200 On 9 ST W from 26 AV W to 301 BLVD

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
WATERS EDGE OF BRADENTON RETIREMENT CAMPUS	PDR-03-34/FSP-06-144	18-DEC-2006	Active	07-010	16-FEB-2013	4
					Total Reservations:	4

Link No 1220 On 15 ST E/SR 70A from 13 AVE E to US 301

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
HERITAGE HARBOUR	PDMU-98-08	09-AUG-2004	Active	04-022	31-DEC-2019	50
CONCRETE ON CALL INC	FSP-04-109	29-SEP-2004	Active	05-088	23-SEP-2012	14
ASHOK CONVENIENCE STORE	FSP-05-111	30-SEP-2005	Active	07-058	20-FEB-2013	12
MANATEE COVE / NORTHERN TRUST BANK	PDR-06-40(Z)(P)	12-JUN-2006	Active	07-050	12-JUN-2013	0
					Total Reservations:	76

Link No 1230 On 15 ST E/SR 70A from US 301 to 301 BLVD

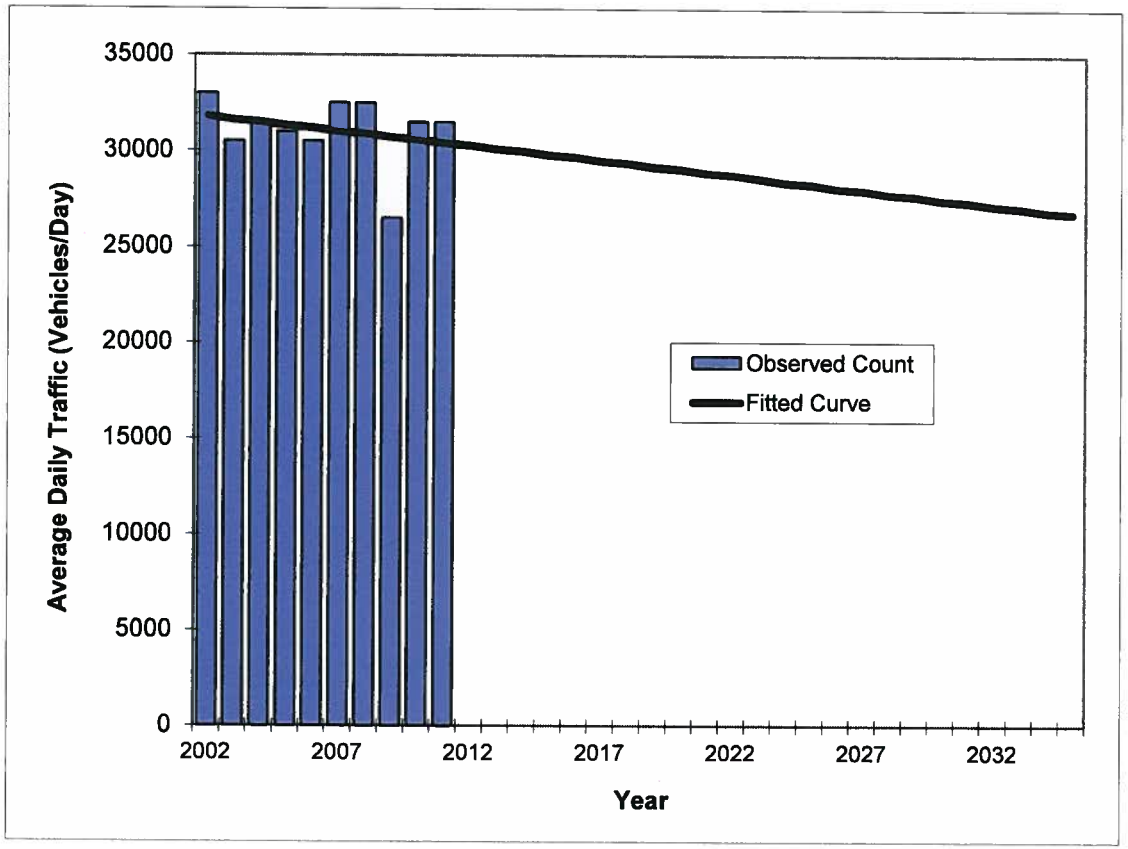
Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
CORTEZ LANDINGS	03-S-52(P)	27-JUL-2004	Active	04-049	04-FEB-2007	13
MANATEE COVE / NORTHERN TRUST BANK	PDR-06-40(Z)(P)	12-JUN-2006	Active	07-050	12-JUN-2013	0 ~~57~~
TAQUERIA MI RANCHO	OP-07-08	21-NOV-2007	Active	09-005	21-JAN-2014	20
FULL GOSPEL HOLINESS CHURCH OF SAMOSET	AP-11-04	21-JAN-2011	Active	11-033	21-JUL-2014	3
INSURANCE AUTO AUCTION	SP-11-03/FSP-11-51	03-JAN-2012	Active			19
					Total Reservations:	~~112~~ 55

Traffic Trends - V2.0

US 301 – N of SR 70

PIN#	973215-1
Location	1

County:	Manatee (13)
Station #:	0
Highway:	US 301



Year	Traffic (ADT/AADT) Count*	Trend**
2002	33000	31800
2003	30500	31600
2004	31500	31500
2005	31000	31300
2006	30500	31200
2007	32500	31000
2008	32500	30900
2009	26500	30700
2010	31500	30600
2011	31500	30400
2012 Opening Year Trend		
2012	N/A	30300
2013 Mid-Year Trend		
2013	N/A	30100
2016 Design Year Trend		
2016	N/A	29700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

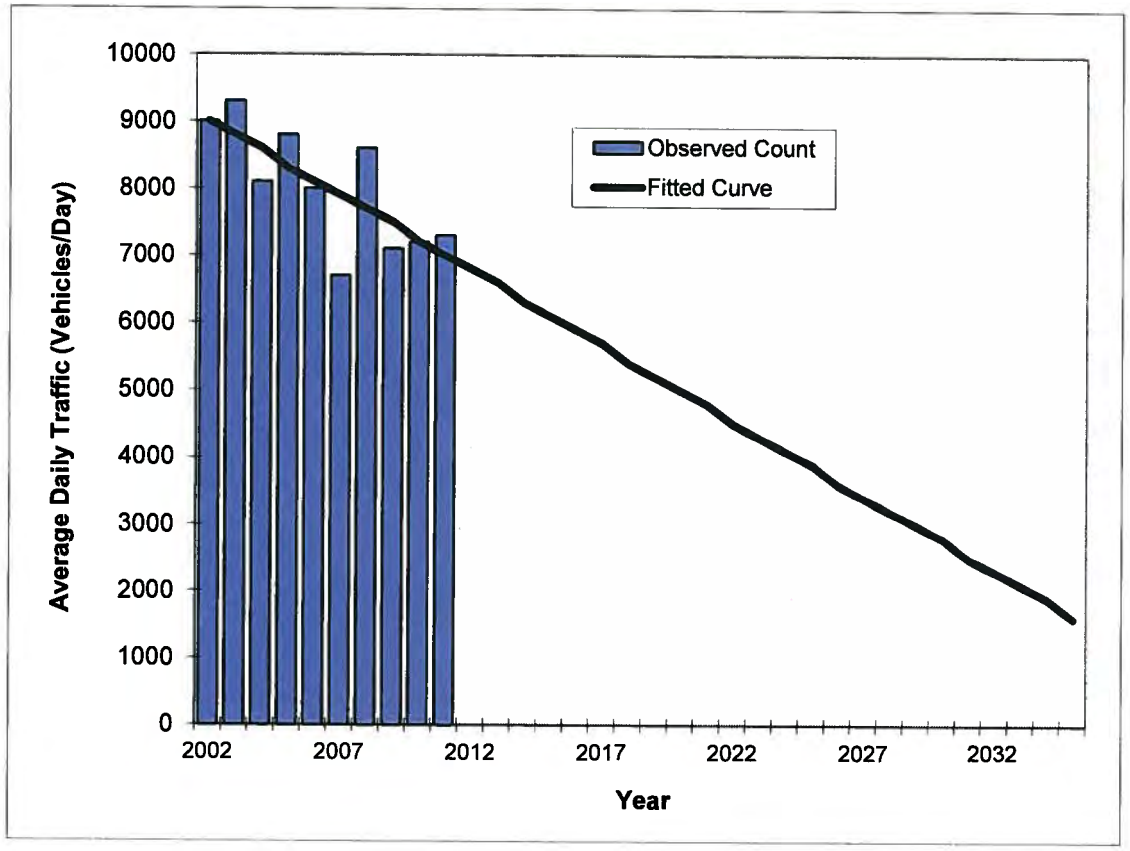
** Annual Trend Increase:	-152
Trend R-squared:	6.33%
Trend Annual Historic Growth Rate:	-0.49%
Trend Growth Rate (2011 to Design Year):	-0.46%
Printed:	17-Jan-13
Straight Line Growth Option	

Traffic Trends - V2.0

51 Ave E – 200 ft. E of US 301

PIN#	0
Location	1

County:	Manatee (13)
Station #:	0
Highway:	51 Ave E



Year	Traffic (ADT/AADT) Count*	Trend**
2002	9000	9000
2003	9300	8800
2004	8100	8600
2005	8800	8300
2006	8000	8100
2007	6700	7900
2008	8600	7700
2009	7100	7500
2010	7200	7200
2011	7300	7000
2012 Opening Year Trend		
2012	N/A	6800
2013 Mid-Year Trend		
2013	N/A	6600
2014 Design Year Trend		
2014	N/A	6300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-224
Trend R-squared:	56.30%
Trend Annual Historic Growth Rate:	-2.47%
Trend Growth Rate (2011 to Design Year):	-3.33%
Printed:	17-Jan-13
Straight Line Growth Option	

APPENDIX B

FDOT GENERALIZED TABLES

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* 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. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 4
(continued)

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

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

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

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* 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. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, w)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

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

APPENDIX C

EXISTING TRAFFIC DATA

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

US 301 @ 51st AVE E

County: Manatee
Weather: Clear

File Name : US301_~1
Site Code : 00000000
Start Date : 12/18/2012
Page No : 1

Groups Printed- Vehicles - Heavy Trucks

	US 301 Southbound						US 301 Northbound						51ST AVE E Westbound						51ST AVE E Eastbound						
Start Time	Right	Thru	U-Turn	Left	RTO R	App. Total	Right	Thru	Left	U-Turn	RTO R	App. Total	Right	Thru	U-Turn	Left	RTO R	App. Total	Right	Thru	Left	U-Turn	RTO R	App. Total	Int. Total
Factor	1.08	1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08	1.08		
04:00 PM	15	245	1	22	5	288	19	283	13	1	2	318	10	29	0	8	26	73	5	32	15	0	20	72	751
04:15 PM	14	269	0	29	1	313	24	280	18	0	3	325	9	32	0	12	23	76	2	33	18	0	29	82	796
04:30 PM	13	268	0	26	3	310	19	322	20	0	3	364	11	35	0	9	23	78	4	36	21	0	26	87	839
04:45 PM	14	300	1	46	5	366	14	364	17	0	2	397	9	43	0	8	26	86	4	42	16	0	23	85	934
Total	56	1082	2	123	14	1277	76	1249	68	1	10	1404	39	139	0	37	98	313	15	143	70	0	98	326	3320
05:00 PM	16	367	0	32	10	425	23	358	20	0	2	403	5	32	0	13	23	73	6	46	19	0	25	96	997
05:15 PM	19	348	0	40	6	413	24	324	23	0	1	372	13	43	0	9	26	91	6	51	17	0	23	97	973
05:30 PM	19	262	0	24	1	306	24	316	21	1	2	364	10	30	0	8	25	73	2	46	14	0	21	83	826
05:45 PM	11	211	0	27	4	253	22	288	11	0	2	323	5	43	0	11	21	80	2	29	12	0	17	60	716
Total	65	1188	0	123	21	1397	93	1286	75	1	7	1462	33	148	0	41	95	317	16	172	62	0	86	336	3512
Grand Total	121	2270	2	246	35	2674	169	2535	143	2	17	2866	72	287	0	78	193	630	31	315	132	0	184	662	6832
Apprch %	4.5	84.9	0.1	9.2	1.3		5.9	88.5	5.0	0.1	0.6		11.4	45.6	0.0	12.4	30.6		4.7	47.6	19.9	0.0	27.8		
Total %	1.8	33.2	0.0	3.6	0.5	39.1	2.5	37.1	2.1	0.0	0.2	41.9	1.1	4.2	0.0	1.1	2.8	9.2	0.5	4.6	1.9	0.0	2.7	9.7	

	US 301 Southbound						US 301 Northbound						51ST AVE E Westbound						51ST AVE E Eastbound						
Start Time	Right	Thru	U-Turn	Left	RTO R	App. Total	Right	Thru	Left	U-Turn	RTO R	App. Total	Right	Thru	U-Turn	Left	RTO R	App. Total	Right	Thru	Left	U-Turn	RTO R	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Intersection	04:30 PM																								
Volume	62	1283	1	144	24	1514	80	1368	80	0	8	1536	38	153	0	39	98	328	20	175	73	0	97	365	3743
Percent	4.1	84.7	0.1	9.5	1.6		5.2	89.1	5.2	0.0	0.5		11.6	46.6	0.0	11.9	29.9		5.5	47.9	20.0	0.0	26.6		
05:00 Volume	16	367	0	32	10	425	23	358	20	0	2	403	5	32	0	13	23	73	6	46	19	0	25	96	997
Peak Factor																									0.939
High Int.	05:00 PM						05:00 PM						05:15 PM						05:15 PM						
Volume	16	367	0	32	10	425	23	358	20	0	2	403	13	43	0	9	26	91	6	51	17	0	23	97	
Peak Factor						0.891						0.953						0.901						0.941	

C-1

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

US 301 @ 51st AVE E

County: Manatee
Weather: Clear

File Name : US301_~1
Site Code : 00000000
Start Date : 12/18/2012
Page No : 1

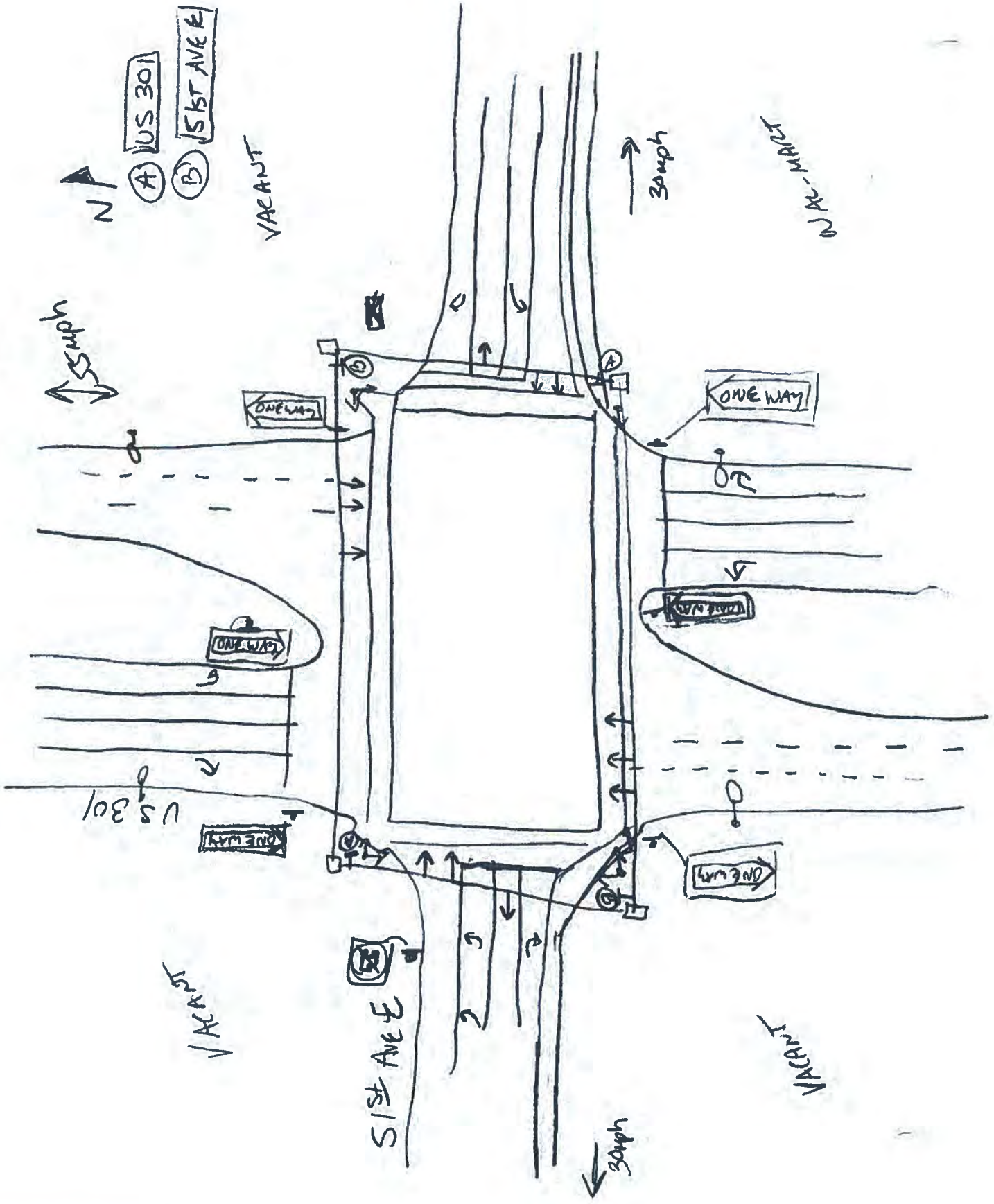
Groups Printed- Heavy Trucks

	US 301 Southbound						US 301 Northbound						51ST AVE E Westbound						51ST AVE E Eastbound						
Start Time	Right	Thru	U-Turn	Left	RTO R	App. Total	Right	Thru	Left	U-Turn	RTO R	App. Total	Right	Thru	U-Turn	Left	RTO R	App. Total	Right	Thru	Left	U-Turn	RTO R	App. Total	Int. Total
Factor	1.08	1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08	1.08		
04:00 PM	0	10	0	0	0	10	0	10	2	0	0	12	0	0	0	0	0	0	0	0	1	0	1	2	24
04:15 PM	0	13	0	0	0	13	1	16	0	0	0	17	0	1	0	0	0	1	0	0	0	0	1	1	32
04:30 PM	2	13	0	1	0	16	0	19	1	0	0	20	0	0	0	0	0	0	0	1	0	0	1	2	38
04:45 PM	0	12	0	0	0	12	0	12	0	0	0	12	0	0	0	0	1	1	0	1	1	0	0	2	27
Total	2	48	0	1	0	51	1	57	3	0	0	61	0	1	0	0	1	2	0	2	2	0	3	7	121
05:00 PM	0	10	0	0	0	10	1	12	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	24
05:15 PM	0	15	0	0	0	15	1	9	0	0	0	10	0	0	0	0	0	0	1	0	0	0	0	1	26
05:30 PM	0	5	0	0	0	5	0	11	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	1	17
05:45 PM	0	10	0	0	0	10	1	15	0	0	0	16	0	0	0	0	0	0	0	1	0	0	0	1	27
Total	0	40	0	0	0	40	3	47	1	0	0	51	0	0	0	0	0	0	1	1	1	0	0	3	94
Grand Total	2	88	0	1	0	91	4	104	4	0	0	112	0	1	0	0	1	2	1	3	3	0	3	10	215
Apprch %	2.2	96.7	0.0	1.1	0.0		3.6	92.9	3.6	0.0	0.0		0.0	50.0	0.0	0.0	50.0		10.0	30.0	30.0	0.0	30.0		
Total %	0.9	40.9	0.0	0.5	0.0	42.3	1.9	48.4	1.9	0.0	0.0	52.1	0.0	0.5	0.0	0.0	0.5	0.9	0.5	1.4	1.4	0.0	1.4	4.7	

C-2

	US 301 Southbound						US 301 Northbound						51ST AVE E Westbound						51ST AVE E Eastbound						
Start Time	Right	Thru	U-Turn	Left	RTO R	App. Total	Right	Thru	Left	U-Turn	RTO R	App. Total	Right	Thru	U-Turn	Left	RTO R	App. Total	Right	Thru	Left	U-Turn	RTO R	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Intersection	04:00 PM																								
Volume	2	48	0	1	0	51	1	57	3	0	0	61	0	1	0	0	1	2	0	2	2	0	3	7	121
Percent	3.9	94.1	0.0	2.0	0.0		1.6	93.4	4.9	0.0	0.0		0.0	50.0	0.0	0.0	50.0		0.0	28.6	28.6	0.0	42.9		
04:30 Volume	2	13	0	1	0	16	0	19	1	0	0	20	0	0	0	0	0	0	0	1	0	0	1	2	38
Peak Factor																									0.796
High Int.	04:30 PM						04:30 PM						04:15 PM						04:00 PM						
Volume	2	13	0	1	0	16	0	19	1	0	0	20	0	1	0	0	0	1	0	0	1	0	1	2	
Peak Factor						0.797						0.763						0.500						0.875	

4% 4% <2% <2%


N
(A) US 301
(B) 51ST AVE E
VACANT
30mph
VACANT
35mph
ONE WAY
ONE WAY
ONE WAY
ONE WAY
ONE WAY
US 301
VACANT
51ST AVE E
30mph
VACANT

Location: **US 301 at 51st Ave E**

		Movements							
		Direction							
	Time	N/S Left	NB	SB	NB/SB	E/W Left	EB	WB	EB/WB
Timing 1	4:15	19			142	NA	NA	NA	29
Timing 2	4:45	18			146				26
Timing 3	5:15	22			139				29
Timing 4	5:45			19	147				24
Timing 5									
Timing 6									
Timing 7									
Timing 8									

190 Sec. Cycle Length

Station : 3106 - US 301 @ 51st Ave. E (Standard File)

Phase [1.1.1]

	1 (NL)	2 (ST)	3	4 (WT)	5 (SL)	6 (NT)	7	8 (ET)	9	10	11	12	13	14	15	16
Walk		7		9		7		7								
Ped Clearance		26		48		22		49								
Min Green	7	20		7	7	20		7								
Passage	3	5		3	3	5		3								
Max1	15	45		20	15	45		20								
Max2	25	105		40	30	105		40								
Yellow	5.5	5.5		3.5	5.5	5.5		3.5								
Red	2.5	2		5	3	2		5								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (NL)	2 (ST)	3	4 (WT)	5 (SL)	6 (NT)	7	8 (ET)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Auto Entry				ON				ON								
Non Act1																
Non Act2																
Lock Call		ON				ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable																
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										

3										
4										
5										
6										
7										
8										

3										
4										
5										
6										
7										
8										

Prepared By | Date Implemented | Reviewed By | Traffic Engineer

Manatee County | Timing Sheet | 12/13/2012 2:15:43 PM

Station : 3106 - US 301 @ 51st Ave. E (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	OFF		3	10	OFF		STD8	4PH		OFF	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
3106			OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	R-TURN
Overlap 2																									OFF	R-TURN
Overlap 3																									OFF	R-TURN
Overlap 4																									OFF	R-TURN
Overlap 5																									OFF	R-TURN
Overlap 6																									OFF	R-TURN
Overlap 7																									OFF	R-TURN
Overlap 8																									OFF	R-TURN

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	6	6	2	5	2	4	4	4	8	8	8				
Switch Phase																
Delay Time									7			7				

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

Station : 3106 - US 301 @ 51st Ave. E (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2_V14	OFF	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1									1	1			
2		1		1							1	1			
3															
4	1		1						1						
5				1											
6		1		1											
7															
8	1		1												
9															
10															
11															
12															
13		1													
14	1														
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Manatee County Timing Sheet 12/13/2012 2:15:43 PM

Station : 3106 - US 301 @ 51st Ave. E (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	ON
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	
27	
28	
29	
30	ON
31	ON
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher	ON					
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	10	CHANNEL	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

53	ON	53	
54	ON	54	
55		55	
56		56	
57		57	
58		58	
59	ON	59	ON
60		60	
61	ON	61	
62		62	
63		63	
64		64	

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 2	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	P3478_INH	ON	OFF	ON	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	110	120	120	130	130	140	150	150	160	160						
Offset Time	13	106	93	47	67	20	145	146	31	31						
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	70		20	20	70		20								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	75		25	20	75		25								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	60		40	20	60		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	80		25	25	80		25								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	75		35	20	75		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	77		41	29	70		41								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	95		35	20	95		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

Coord-Ph		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	95		35	20	95		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	103		35	22	103		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	103		35	22	103		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

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Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																

Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Station : 3106 - US 301 @ 51st Ave. E (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1													1	1	1	1	1						1	1		1	1	1	1	1	1	1	1	1	1		1	1		1	1	1	1	1	1	1	1	1	1	1
2	1													1	1	1	1	1		1	1	1	1			1											1			1											2
3		1												1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1
4		1												1	1	1	1	1																			1														2
5			1											1	1	1	1	1		1	1	1	1	1	1	1	1	1	1						1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1
6			1											1	1	1	1	1												1	1	1	1	1														1			2
7				1										1	1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1
8				1										1	1	1	1	1		1																															2
9					1									1	1	1	1	1		1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1		1
10					1									1	1	1	1	1																												1					2
11						1								1	1	1	1	1		1	1	1	1	1	1																										1
12						1								1	1	1	1	1									1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
13							1							1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
14							1							1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
15								1						1	1	1	1	1																					1	1	1	1	1	1	1	1	1	1	1	1	1
16								1						1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1													2
17									1					1	1	1	1	1		1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18									1					1	1	1	1	1				1																													2
19										1				1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1
20										1				1	1	1	1	1													1										1										2
21											1			1	1	1	1	1		1		1	1	1	1	1	1		1	1	1	1	1	1	1	1	1						1	1	1	1	1	1	1	1	1
22											1			1	1	1	1	1																				1	1	1	1	1									2
23												1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1						1	1		1
24												1		1	1	1	1	1																									1	1	1	1	1			1	2
25	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
26	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5
27				1										1	1	1	1	1																											1						3
28					1									1	1	1	1	1				1																												1	3
29						1								1	1	1	1	1								1																									6
30											1			1	1	1	1	1			1							1																							3
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	7	9	10	14	14	15	19	22						
Minute			30				20	20								
Action	24	7	8	7	6	9	10	9	1	24						

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	10	14	19	22										
Minute																
Action	24	7	6	9	1	24										

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	7	9	10	12	13	19	22							
Minute			30													
Action	24	7	8	7	6	10	9	1	24							

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	10	14	19	23										
Minute																
Action	24	1	4	2	1	24										

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	10	14	19	21										
Minute		30				30										
Action	24	1	5	3	1	24										

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	7	9	10	12	13	19	22							
Minute			30			45	45									
Action	24	7	8	7	6	10	9	1	24							

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Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Station : 3106 - US 301 @ 51st Ave. E (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	254											
25	255											
26	1											
27	2											
28	3											
29	4											
30	5											
31	6											
32	7											
33	8											
34	9											
35	10											
36	11											
37	12											
38	13											
39	14											
40	15											
41	16											
42	17											
43	18											
44	19											
45	20											
46	21											
47	22											
48	23											
49	24											
50	48											
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99												
100	100											

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

51st AVE E @ 30th ST E

County: Manatee
Weather: Clear

File Name : 51STAV~2
Site Code : 00000000
Start Date : 12/18/2012
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	30TH ST E Southbound					30TH ST E Northbound					51ST AVE E Westbound					51ST AVE E Eastbound					
Start Time	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Int. Total
Factor	1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08		
04:00 PM	3	25	0	24	52	5	29	0	5	39	38	38	0	2	78	9	35	0	12	56	225
04:15 PM	10	34	0	19	63	5	26	0	13	44	35	28	0	2	65	9	35	0	24	68	240
04:30 PM	8	29	0	25	62	6	29	0	2	37	41	30	0	4	75	7	38	0	14	59	233
04:45 PM	9	23	0	23	55	8	30	0	10	48	33	27	0	3	63	6	38	0	19	63	229
Total	30	111	0	91	232	24	114	0	30	168	147	123	0	11	281	31	146	0	69	246	927
05:00 PM	4	25	0	23	52	2	25	0	8	35	36	29	0	1	66	6	45	0	17	68	221
05:15 PM	12	35	0	26	73	6	31	0	4	41	35	35	0	1	71	6	60	0	35	101	286
05:30 PM	15	22	0	31	68	6	30	0	4	40	50	35	0	2	87	8	49	0	14	71	266
05:45 PM	6	31	0	23	60	5	32	0	6	43	39	23	0	1	63	4	38	0	15	57	223
Total	37	113	0	103	253	19	118	0	22	159	160	122	0	5	287	24	192	0	81	297	996
Grand Total	67	224	0	194	485	43	232	0	52	327	307	245	0	16	568	55	338	0	150	543	1923
Apprch %	13.8	46.2	0.0	40.0		13.1	70.9	0.0	15.9		54.0	43.1	0.0	2.8		10.1	62.2	0.0	27.6		
Total %	3.5	11.6	0.0	10.1	25.2	2.2	12.1	0.0	2.7	17.0	16.0	12.7	0.0	0.8	29.5	2.9	17.6	0.0	7.8	28.2	

	30TH ST E Southbound					30TH ST E Northbound					51ST AVE E Westbound					51ST AVE E Eastbound					
Start Time	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	40	105	0	103	248	22	116	0	26	164	154	126	0	7	287	26	192	0	85	303	1002
Percent	16.1	42.3	0.0	41.5		13.4	70.7	0.0	15.9		53.7	43.9	0.0	2.4		8.6	63.4	0.0	28.1		
05:15 Volume	12	35	0	26	73	6	31	0	4	41	35	35	0	1	71	6	60	0	35	101	286
Peak Factor																					0.876
High Int.	05:15 PM					04:45 PM					05:30 PM					05:15 PM					
Volume	12	35	0	26	73	8	30	0	10	48	50	35	0	2	87	6	60	0	35	101	
Peak Factor					0.849					0.854					0.825					0.750	

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

51st AVE E @ 30th ST E

County: Manatee
Weather: Clear

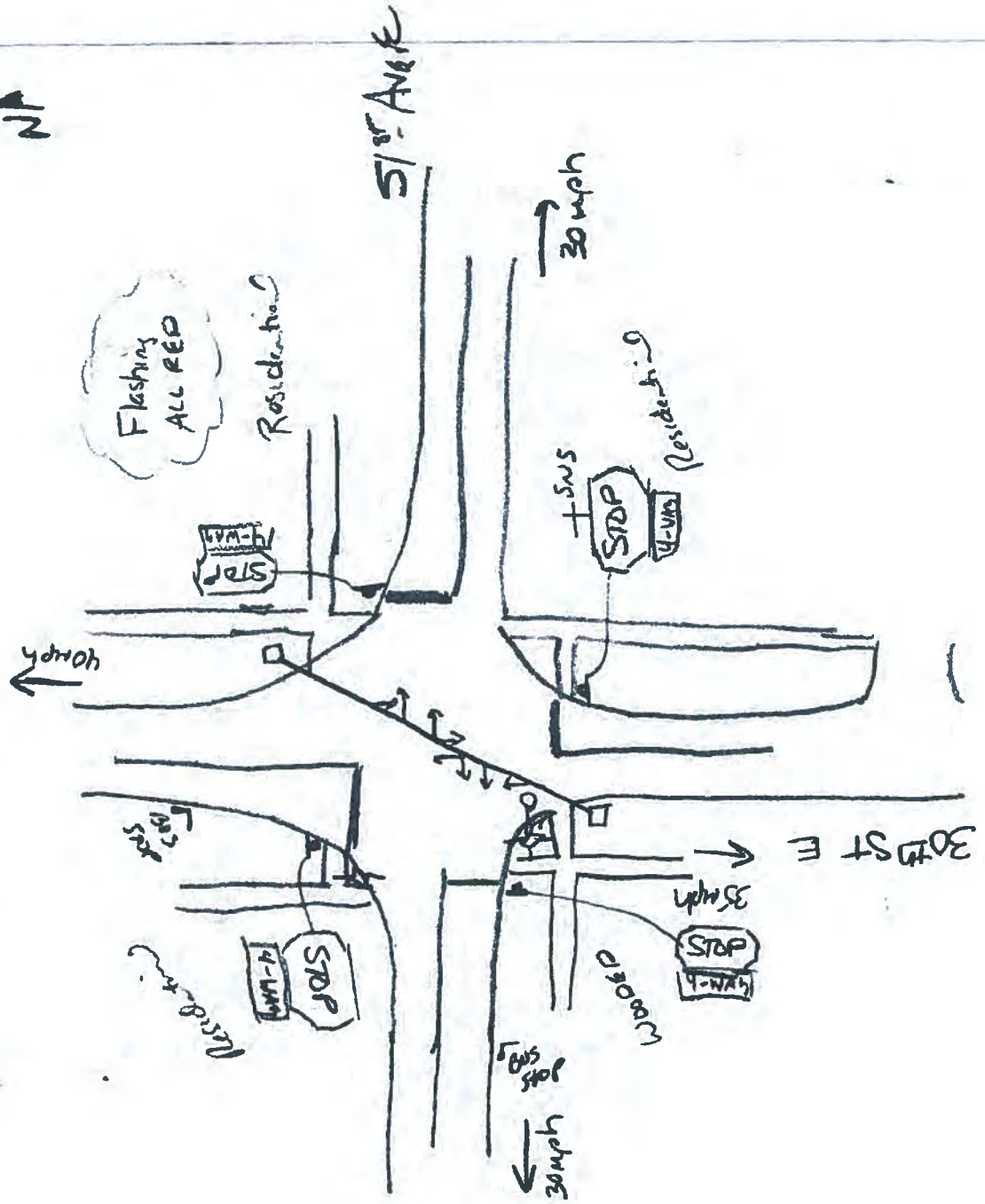
File Name : 51STAV~2
Site Code : 00000000
Start Date : 12/18/2012
Page No : 1

Groups Printed- Heavy Vehicles

	30TH ST E Southbound					30TH ST E Northbound					51ST AVE E Westbound					51ST AVE E Eastbound					
Start Time	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Int. Total
Factor	1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08		
04:00 PM	0	0	0	0	0	0	1	0	1	2	1	0	0	0	1	0	0	0	0	0	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2	4
04:45 PM	0	1	0	0	1	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	2	0	1	3	0	3	0	2	5	2	0	0	0	2	1	0	0	2	3	13
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
05:15 PM	0	0	0	2	2	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	4
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	1	0	3	4	1	1	0	0	2	0	0	0	0	0	3	0	0	0	3	9
Grand Total	0	3	0	4	7	1	4	0	2	7	2	0	0	0	2	4	0	0	2	6	22
Apprch %	0.0	42.9	0.0	57.1		14.3	57.1	0.0	28.6		100.0	0.0	0.0	0.0		66.7	0.0	0.0	33.3		
Total %	0.0	13.6	0.0	18.2	31.8	4.5	18.2	0.0	9.1	31.8	9.1	0.0	0.0	0.0	9.1	18.2	0.0	0.0	9.1	27.3	

	30TH ST E Southbound					30TH ST E Northbound					51ST AVE E Westbound					51ST AVE E Eastbound					
Start Time	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	1	0	3	4	1	3	0	1	5	1	0	0	0	1	3	0	0	1	4	14
Percent	0.0	25.0	0.0	75.0		20.0	60.0	0.0	20.0		100.0	0.0	0.0	0.0		75.0	0.0	0.0	25.0		
05:15 Volume	0	0	0	2	2	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	4
Peak Factor																					0.875
High Int.	05:15 PM					04:45 PM					04:30 PM					04:30 PM					
Volume	0	0	0	2	2	0	2	0	1	3	1	0	0	0	1	1	0	0	1	2	
Peak Factor					0.500					0.417					0.250					0.500	

<2% 3% <2% <2%


N
51st Ave E
30 mph
Flashing ALL RED
Residential
STOP
4-WAY
40 mph
30th St E
35 mph
Bus stop
30 mph

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

51st AVE E @ WAL-MART ENTR

County: Manatee
Weather: Clear

File Name : 51STAV~1
Site Code : 00000000
Start Date : 12/18/2012
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	WAL MART ENTR Southbound					WAL MART ENTR Northbound					51ST AVE E Westbound					51ST AVE E Eastbound					
Start Time	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Int. Total
Factor	1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08		
04:00 PM	0	0	0	0	0	8	0	0	35	43	0	39	0	5	44	31	46	0	0	77	164
04:15 PM	0	0	0	0	0	17	0	0	30	47	0	44	0	5	49	31	56	0	0	87	183
04:30 PM	0	0	0	0	0	9	0	0	35	44	0	42	0	0	42	41	43	0	0	84	170
04:45 PM	0	0	0	0	0	5	0	0	43	48	0	42	0	1	43	44	60	0	0	104	195
Total	0	0	0	0	0	39	0	0	143	182	0	167	0	11	178	147	205	0	0	352	712
05:00 PM	0	0	0	0	0	9	0	0	39	48	0	35	0	5	40	37	68	0	0	105	193
05:15 PM	0	0	0	0	0	11	0	0	42	53	0	49	0	5	54	30	85	0	0	115	222
05:30 PM	0	0	0	0	0	5	0	0	24	29	0	49	0	4	53	38	68	0	0	106	188
05:45 PM	0	0	0	0	0	10	0	0	45	55	0	35	0	2	37	37	42	0	0	79	171
Total	0	0	0	0	0	35	0	0	150	185	0	168	0	16	184	142	263	0	0	405	774
Grand Total	0	0	0	0	0	74	0	0	293	367	0	335	0	27	362	289	468	0	0	757	1486
Apprch %	0.0	0.0	0.0	0.0		20.2	0.0	0.0	79.8		0.0	92.5	0.0	7.5		38.2	61.8	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	19.7	24.7	0.0	22.5	0.0	1.8	24.4	19.4	31.5	0.0	0.0	50.9	

	WAL MART ENTR Southbound					WAL MART ENTR Northbound					51ST AVE E Westbound					51ST AVE E Eastbound					
Start Time	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	0	0	0	0	30	0	0	148	178	0	175	0	15	190	149	281	0	0	430	798
Percent	0.0	0.0	0.0	0.0		16.9	0.0	0.0	83.1		0.0	92.1	0.0	7.9		34.7	65.3	0.0	0.0		
05:15 Volume	0	0	0	0	0	11	0	0	42	53	0	49	0	5	54	30	85	0	0	115	222
Peak Factor																					0.899
High Int.	3:45:00 PM					05:15 PM					05:15 PM					05:15 PM					
Volume	0	0	0	0	0	11	0	0	42	53	0	49	0	5	54	30	85	0	0	115	
Peak Factor										0.840					0.880					0.935	

Default Titles
Change These in The Preferences Window
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51st AVE E @ WAL-MART ENTR

County: Manatee
Weather: Clear

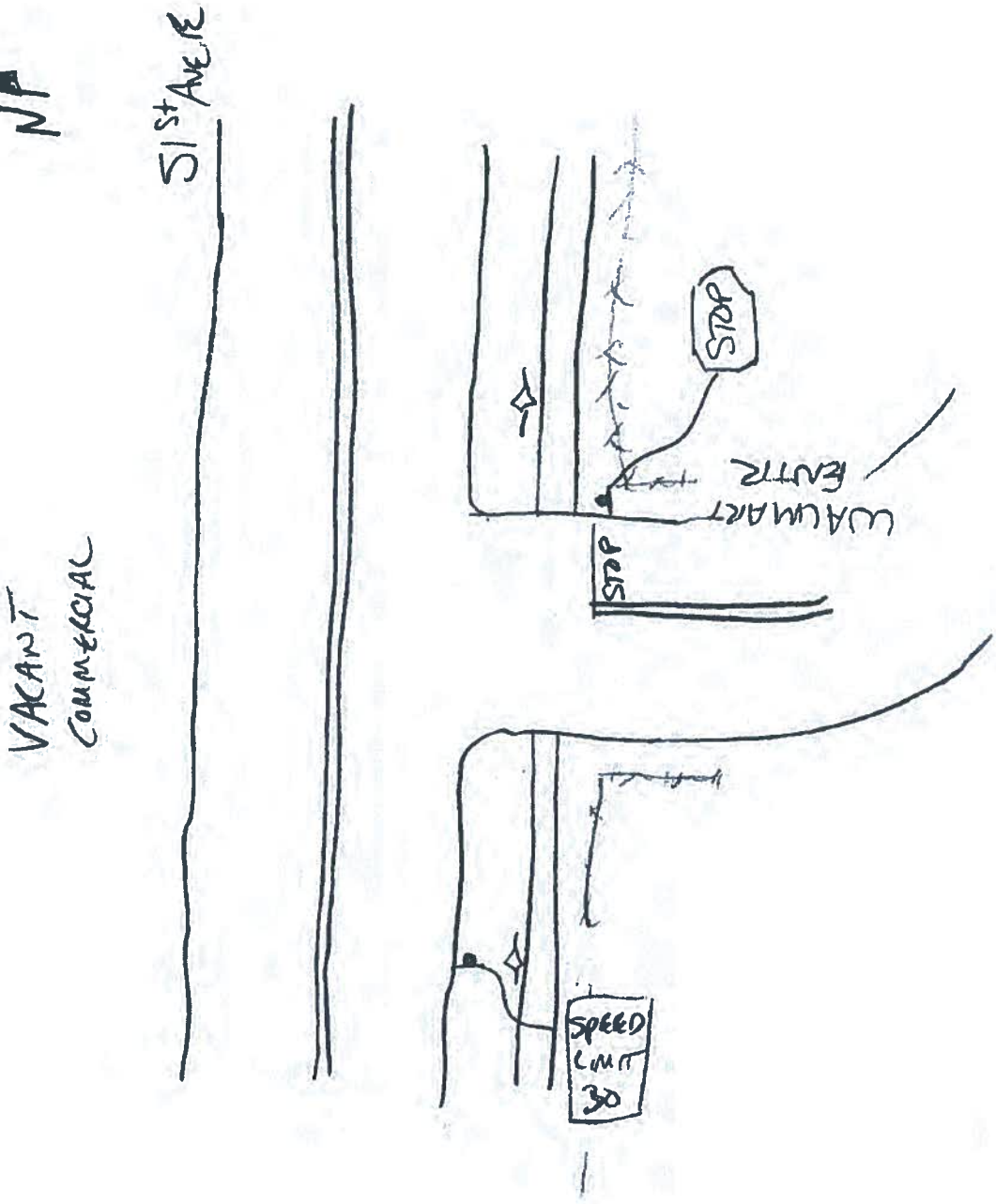
File Name : 51STAV~1
Site Code : 00000000
Start Date : 12/18/2012
Page No : 1

Groups Printed- Heavy Vehicles

	WAL MART ENTR Southbound					WAL MART ENTR Northbound					51ST AVE E Westbound					51ST AVE E Eastbound					
Start Time	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Int. Total
Factor	1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08		1.08	1.08	1.08	1.08		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8
Apprch %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	75.0	

	WAL MART ENTR Southbound					WAL MART ENTR Northbound					51ST AVE E Westbound					51ST AVE E Eastbound					
Start Time	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
04:30 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Peak Factor																					0.625
High Int.	3:45:00 PM					3:45:00 PM					04:00 PM					04:30 PM					
Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	
Peak Factor															0.500					0.375	

< 27. < 27. < 27.


N
51 St Ave. E
VACANT
COMMERCIAL
STOP
WALMART
ENTR
STOP
SPEED
LIMIT
30

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

51st Ave E at 33rd St E

County: Manatee
Weather: Clear

File Name : 51stAve_33rdStE_pm_13
Site Code : 00000000
Start Date : 3/13/2013
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	33RD ST E Southbound						33RD ST E Northbound						51ST AVE E Westbound						51ST AVE E Eastbound						
Start Time	Right	Thru	UTurn	Left	RTOR	App. Total	Right	Thru	Left	UTurn	RTOR	App. Total	Right	Thru	UTurn	Left	RTOR	App. Total	Right	Thru	Left	UTurn	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
04:00 PM	4	4	0	0	0	8	1	5	33	0	0	39	0	0	0	0	0	0	40	0	2	0	0	42	89
04:15 PM	1	3	0	0	0	4	0	8	39	0	0	47	0	0	0	0	0	0	33	0	1	0	0	34	85
04:30 PM	1	2	0	0	0	3	0	16	53	0	0	69	0	1	0	0	0	1	50	2	2	0	0	54	127
04:45 PM	2	3	0	0	0	5	2	13	29	0	0	44	0	0	0	0	0	0	51	1	7	0	0	59	108
Total	8	12	0	0	0	20	3	42	154	0	0	199	0	1	0	0	0	1	174	3	12	0	0	189	409
05:00 PM	3	4	0	0	0	7	0	16	69	0	0	85	0	0	0	1	0	1	74	0	1	0	0	75	168
05:15 PM	0	10	0	0	0	10	0	18	71	0	0	89	1	0	0	0	0	1	77	0	0	0	0	77	177
05:30 PM	0	4	0	0	0	4	0	8	42	0	0	50	0	0	0	0	0	0	47	1	5	0	0	53	107
05:45 PM	0	6	0	0	0	6	0	3	58	1	0	62	0	0	0	1	0	1	51	3	2	0	0	56	125
Total	3	24	0	0	0	27	0	45	240	1	0	286	1	0	0	2	0	3	249	4	8	0	0	261	577
Grand Total	11	36	0	0	0	47	3	87	394	1	0	485	1	1	0	2	0	4	423	7	20	0	0	450	986
Apprch %	23.4	76.6	0.0	0.0	0.0		0.6	17.9	81.2	0.2	0.0		25.0	25.0	0.0	50.0	0.0		94.0	1.6	4.4	0.0	0.0		
Total %	1.1	3.7	0.0	0.0	0.0	4.8	0.3	8.8	40.0	0.1	0.0	49.2	0.1	0.1	0.0	0.2	0.0	0.4	42.9	0.7	2.0	0.0	0.0	45.6	

	33RD ST E Southbound						33RD ST E Northbound						51ST AVE E Westbound						51ST AVE E Eastbound						
Start Time	Right	Thru	UTurn	Left	RTOR	App. Total	Right	Thru	Left	UTurn	RTOR	App. Total	Right	Thru	UTurn	Left	RTOR	App. Total	Right	Thru	Left	UTurn	RTOR	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Intersection	04:30 PM																								
Volume	6	19	0	0	0	25	2	63	222	0	0	287	1	1	0	1	0	3	252	3	10	0	0	265	580
Percent	24.0	76.0	0.0	0.0	0.0		0.7	22.0	77.4	0.0	0.0		33.3	33.3	0.0	33.3	0.0		95.1	1.1	3.8	0.0	0.0		
05:15 Volume	0	10	0	0	0	10	0	18	71	0	0	89	1	0	0	0	0	1	77	0	0	0	0	77	177
Peak Factor																									0.819
High Int.	05:15 PM						05:15 PM						04:30 PM						05:15 PM						
Volume	0	10	0	0	0	10	0	18	71	0	0	89	0	1	0	0	0	1	77	0	0	0	0	77	
Peak Factor						0.625						0.806						0.750						0.860	

51st Ave E at 33rd St E

County: Manatee
Weather: Clear

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

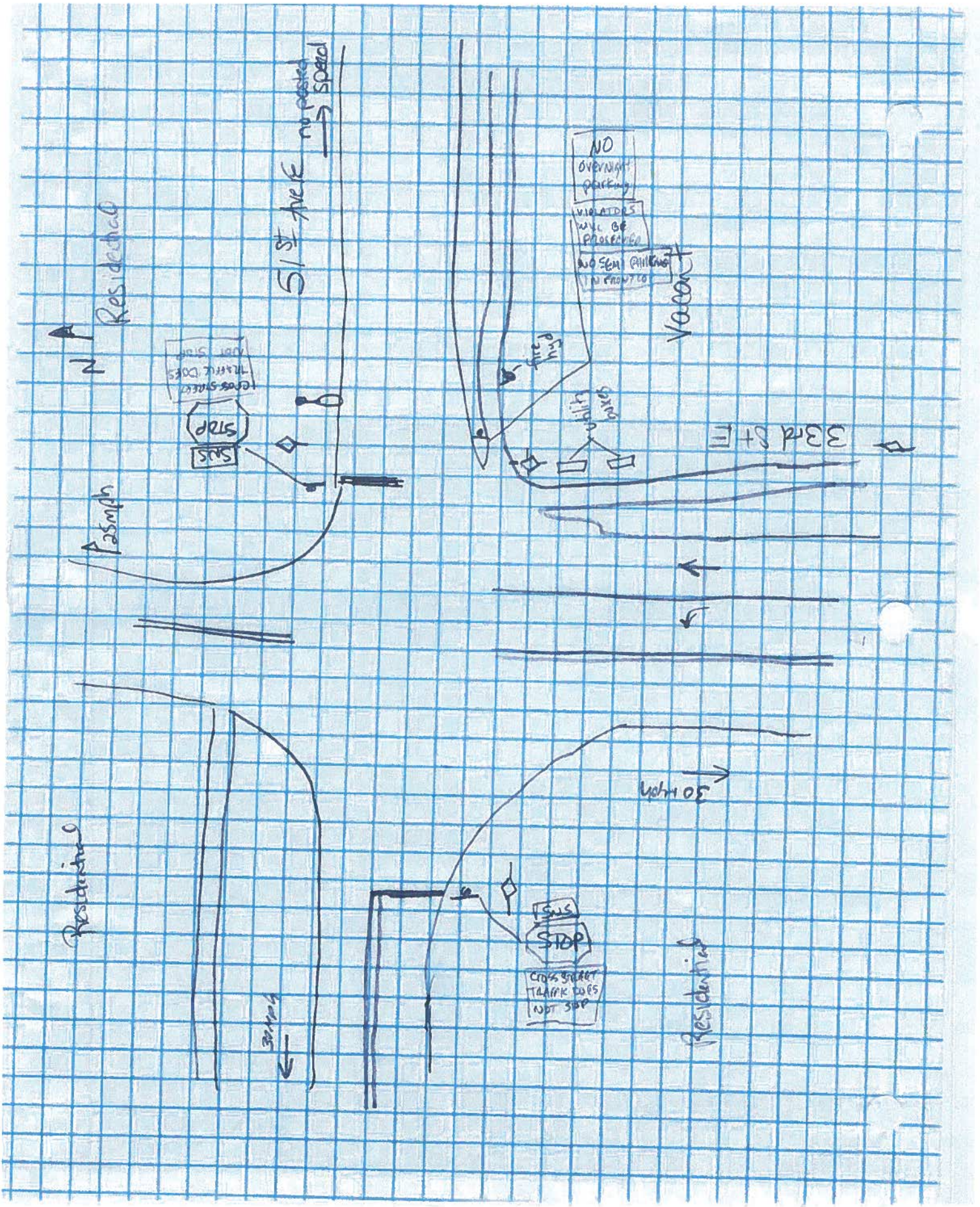
File Name : 51stAve_33rdStE_pm_13
Site Code : 00000000
Start Date : 3/13/2013
Page No : 1

Groups Printed- Heavy Vehicles

	33RD ST E Southbound						33RD ST E Northbound						51ST AVE E Westbound						51ST AVE E Eastbound						
Start Time	Right	Thru	UTurn	Left	RTOR	App. Total	Right	Thru	Left	UTurn	RTOR	App. Total	Right	Thru	UTurn	Left	RTOR	App. Total	Right	Thru	Left	UTurn	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
Apprch %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	

	33RD ST E Southbound						33RD ST E Northbound						51ST AVE E Westbound						51ST AVE E Eastbound						
Start Time	Right	Thru	UTurn	Left	RTOR	App. Total	Right	Thru	Left	UTurn	RTOR	App. Total	Right	Thru	UTurn	Left	RTOR	App. Total	Right	Thru	Left	UTurn	RTOR	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Intersection	04:00 PM																								
Volume	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
Percent	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
04:00 Volume	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
Peak Factor																									0.250
High Int.	3:45:00 PM						04:00 PM						3:45:00 PM						04:00 PM						
Volume	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	
Peak Factor												0.250												0.250	

<2?. <2?. <2?. <2?.


Residential
51st Ave E
no posted speed
NO OVERNIGHT PARKING
VIOLATORS WILL BE PROSECUTED
NO SEMI PARKING IN FRONT CO
Vacant
fire hyd
utility boxes
33rd St E
STOP
CROSS STREET TRAFFIC DOES NOT STOP
Residential
30 mph
STOP
CROSS STREET TRAFFIC DOES NOT STOP
Residential

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

301 Blvd (15th St E) at 51st Ave E

County: Manatee
Weather: Clear

File Name : 301BLV~1
Site Code : 00000000
Start Date : 3/13/2013
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	301 BLVD Southbound					301 BLVD Northbound					51ST AVE E Westbound					51ST AVE E Eastbound					
Start Time	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	10	170	38	1	219	5	138	7	0	150	19	15	5	29	68	4	12	11	1	28	465
04:15 PM	7	183	24	0	214	8	163	4	0	175	1	7	9	21	38	1	6	8	1	16	443
04:30 PM	6	159	42	3	210	10	149	4	0	163	10	14	3	25	52	5	9	8	1	23	448
04:45 PM	6	172	33	0	211	5	150	5	1	161	11	17	5	18	51	4	16	11	0	31	454
Total	29	684	137	4	854	28	600	20	1	649	41	53	22	93	209	14	43	38	3	98	1810
05:00 PM	8	190	50	1	249	7	184	4	0	195	6	16	9	15	46	1	10	7	1	19	509
05:15 PM	2	173	38	0	213	9	157	8	0	174	11	19	11	21	62	1	14	6	4	25	474
05:30 PM	3	148	35	0	186	8	182	7	0	197	9	16	8	26	59	2	15	11	3	31	473
05:45 PM	4	134	40	1	179	14	159	5	0	178	14	15	7	23	59	1	14	14	2	31	447
Total	17	645	163	2	827	38	682	24	0	744	40	66	35	85	226	5	53	38	10	106	1903
Grand Total	46	1329	300	6	1681	66	1282	44	1	1393	81	119	57	178	435	19	96	76	13	204	3713
Apprch %	2.7	79.1	17.8	0.4		4.7	92.0	3.2	0.1		18.6	27.4	13.1	40.9		9.3	47.1	37.3	6.4		
Total %	1.2	35.8	8.1	0.2	45.3	1.8	34.5	1.2	0.0	37.5	2.2	3.2	1.5	4.8	11.7	0.5	2.6	2.0	0.4	5.5	

	301 BLVD Southbound					301 BLVD Northbound					51ST AVE E Westbound					51ST AVE E Eastbound					
Start Time	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	19	683	156	1	859	29	673	24	1	727	37	68	33	80	218	8	55	35	8	106	1910
Percent	2.2	79.5	18.2	0.1		4.0	92.6	3.3	0.1		17.0	31.2	15.1	36.7		7.5	51.9	33.0	7.5		
05:00 Volume	8	190	50	1	249	7	184	4	0	195	6	16	9	15	46	1	10	7	1	19	509
Peak Factor																					0.938
High Int.	05:00 PM					05:30 PM					05:15 PM					04:45 PM					
Volume	8	190	50	1	249	8	182	7	0	197	11	19	11	21	62	4	16	11	0	31	
Peak Factor					0.862					0.923					0.879					0.855	

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

301 Blvd (15th St E) at 51st Ave E

County: Manatee
Weather; Clear

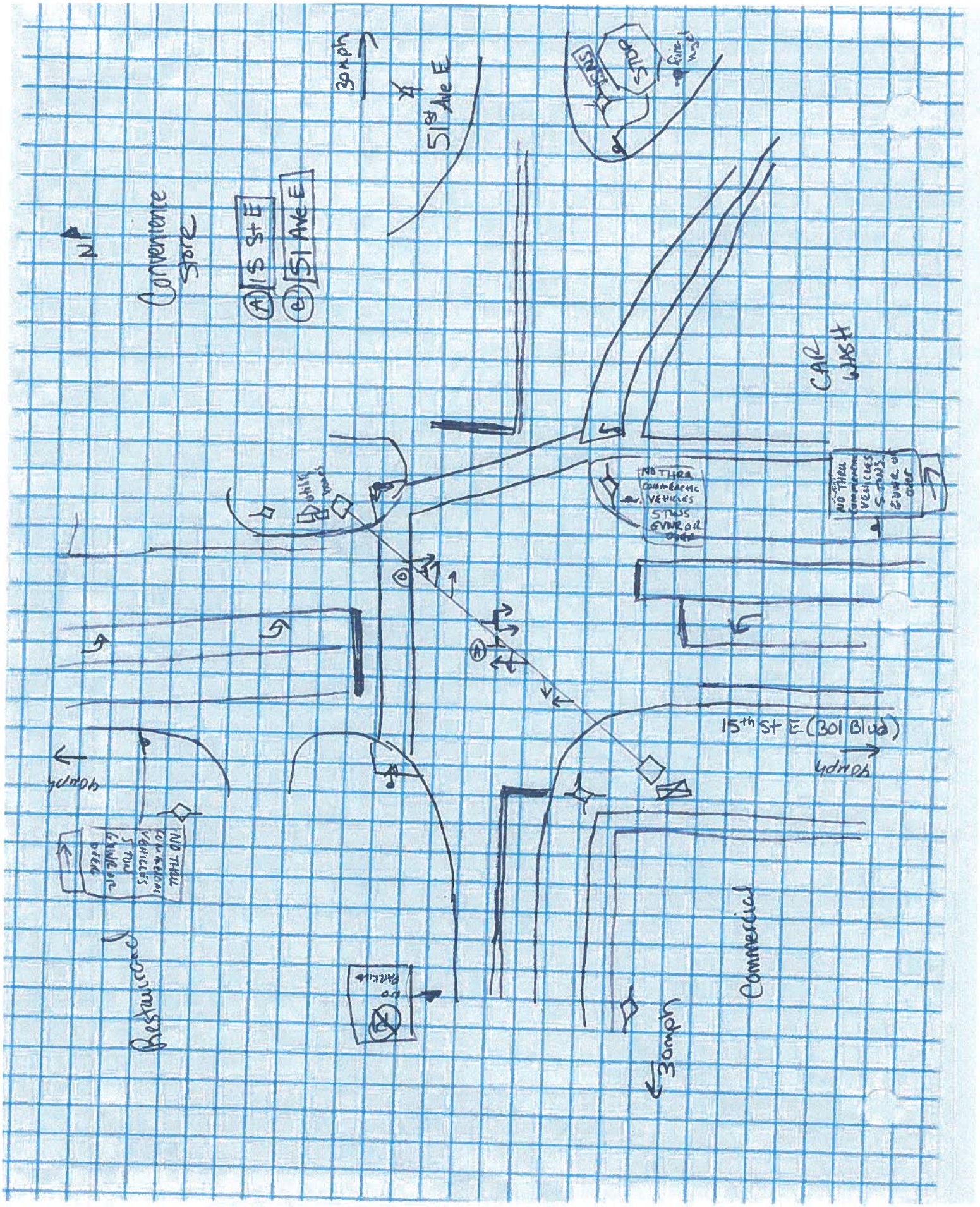
File Name : 301BLV~1
Site Code : 00000000
Start Date : 3/13/2013
Page No : 1

Groups Printed- Heavy Vehicles

	301 BLVD Southbound					301 BLVD Northbound					51ST AVE E Westbound					51ST AVE E Eastbound					
Start Time	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
04:15 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
04:45 PM	0	6	1	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12
Total	0	13	1	0	14	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	36
05:00 PM	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	9
05:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	2	0	0	2	0	6	0	0	6	0	1	1	0	2	0	0	0	0	0	10
05:45 PM	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	9	1	0	10	0	14	0	0	14	0	1	1	0	2	0	1	0	0	1	27
Grand Total	0	22	2	0	24	0	36	0	0	36	0	1	1	0	2	0	1	0	0	1	63
Apprch %	0.0	91.7	8.3	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	34.9	3.2	0.0	38.1	0.0	57.1	0.0	0.0	57.1	0.0	1.6	1.6	0.0	3.2	0.0	1.6	0.0	0.0	1.6	

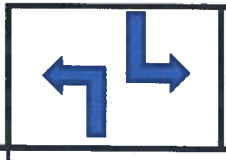
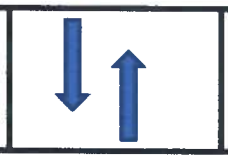
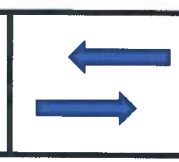
	301 BLVD Southbound					301 BLVD Northbound					51ST AVE E Westbound					51ST AVE E Eastbound					
Start Time	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	0	13	1	0	14	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	36
Percent	0.0	92.9	7.1	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
04:45 Volume	0	6	1	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12
Peak Factor																					0.750
High Int.	04:45 PM					04:30 PM					3:45:00 PM					3:45:00 PM					
Volume	0	6	1	0	7	0	7	0	0	7											
Peak Factor					0.500					0.786											

< 2% 2% < 2% < 2%



N
Convenience Store
A 15 St E
B 51 Ave E
30mph
51st Ave E
STOP
fire hyd
CAR WASH
NO THRU COMMERCIAL VEHICLES 5 TONS GVWR OR OVER
15th St E (301 Blvd)
40mph
40mph
NO THRU COMMERCIAL VEHICLES 5 TON GVWR OR OVER
Restaurant
NO PARKING
Commercial
30mph

Location: **301 Blvd (15th St E) at 51st Ave E**

		Movements							
			Direction						
	Time		N/S Left	NB	SB	NB/SB	EB	WB	EB/WB
Timing 1	4:15				12	120			27
Timing 2	4:45				19	104			36
Timing 3	5:15		12			110			38
Timing 4	5:45				15	105			38

2011 Peak Season Factor Category Report - Report Type: ALL
Category: 1341 OFF-SYSTEM WEST OF I-75

MOCF: 0.91

Week	Dates	SF	PSCF
1	01/01/2011 - 01/01/2011	1.03	1.13
2	01/02/2011 - 01/08/2011	0.99	1.08
3	01/09/2011 - 01/15/2011	0.96	1.05
4	01/16/2011 - 01/22/2011	0.94	1.03
* 5	01/23/2011 - 01/29/2011	0.93	1.02
* 6	01/30/2011 - 02/05/2011	0.92	1.01
* 7	02/06/2011 - 02/12/2011	0.91	1.00
* 8	02/13/2011 - 02/19/2011	0.89	0.97
* 9	02/20/2011 - 02/26/2011	0.90	0.98
*10	02/27/2011 - 03/05/2011	0.90	0.98
*11	03/06/2011 - 03/12/2011	0.91	1.00
*12	03/13/2011 - 03/19/2011	0.91	1.00
*13	03/20/2011 - 03/26/2011	0.91	1.00
*14	03/27/2011 - 04/02/2011	0.92	1.01
*15	04/03/2011 - 04/09/2011	0.92	1.01
*16	04/10/2011 - 04/16/2011	0.92	1.01
*17	04/17/2011 - 04/23/2011	0.94	1.03
18	04/24/2011 - 04/30/2011	0.95	1.04
19	05/01/2011 - 05/07/2011	0.97	1.06
20	05/08/2011 - 05/14/2011	0.99	1.08
21	05/15/2011 - 05/21/2011	1.00	1.09
22	05/22/2011 - 05/28/2011	1.02	1.12
23	05/29/2011 - 06/04/2011	1.04	1.14
24	06/05/2011 - 06/11/2011	1.06	1.16
25	06/12/2011 - 06/18/2011	1.08	1.18
26	06/19/2011 - 06/25/2011	1.09	1.19
27	06/26/2011 - 07/02/2011	1.11	1.21
28	07/03/2011 - 07/09/2011	1.13	1.24
29	07/10/2011 - 07/16/2011	1.14	1.25
30	07/17/2011 - 07/23/2011	1.13	1.24
31	07/24/2011 - 07/30/2011	1.12	1.23
32	07/31/2011 - 08/06/2011	1.11	1.21
33	08/07/2011 - 08/13/2011	1.10	1.20
34	08/14/2011 - 08/20/2011	1.09	1.19
35	08/21/2011 - 08/27/2011	1.08	1.18
36	08/28/2011 - 09/03/2011	1.07	1.17
37	09/04/2011 - 09/10/2011	1.06	1.16
38	09/11/2011 - 09/17/2011	1.05	1.15
39	09/18/2011 - 09/24/2011	1.04	1.14
40	09/25/2011 - 10/01/2011	1.03	1.13
41	10/02/2011 - 10/08/2011	1.02	1.12
42	10/09/2011 - 10/15/2011	1.01	1.11
43	10/16/2011 - 10/22/2011	1.01	1.11
44	10/23/2011 - 10/29/2011	1.01	1.11
45	10/30/2011 - 11/05/2011	1.01	1.11
46	11/06/2011 - 11/12/2011	1.01	1.11
47	11/13/2011 - 11/19/2011	1.01	1.11
48	11/20/2011 - 11/26/2011	1.01	1.11
49	11/27/2011 - 12/03/2011	1.02	1.12
50	12/04/2011 - 12/10/2011	1.02	1.12
51	12/11/2011 - 12/17/2011	1.03	1.13
52	12/18/2011 - 12/24/2011	0.99	1.08
53	12/25/2011 - 12/31/2011	0.96	1.05

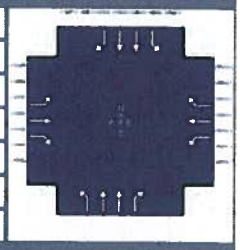
* Peak Season

APPENDIX D

EXISTING CONDITIONS HCS WORKSHEETS

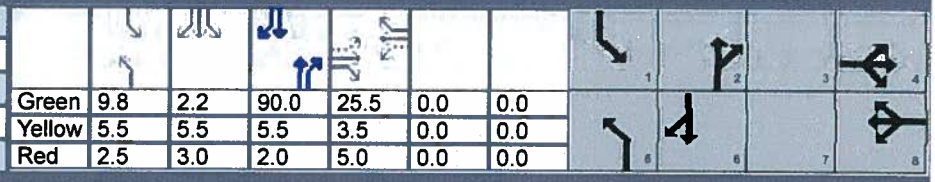
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GCI			Duration, h	0.25
Analyst	RWM	Analysis Date	Jan 3, 2013	Area Type	Other
Jurisdiction	Manatee	Time Period	PM Peak Hour	PHF	0.94
Intersection	51st Ave E & US 301	Analysis Year	Existing 2013	Analysis Period	1> 16:30
File Name	01_51st_US301_PM_2013.xus				
Project Description	Goodwill Store TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	175	117	39	153	136	80	1368	88	144	1283	86

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.8	2.2	90.0	25.5	0.0	0.0
Yellow	5.5	5.5	5.5	3.5	0.0	0.0
Red	2.5	3.0	2.0	5.0	0.0	0.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	175	117	39	153	136	80	1368	88	144	1283	86
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2	2	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	97	0	0	98	0	0	8	0	0	24
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	0	0	0	0	0	0	0	0	0	0	0
Grade (P_g), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	45	45	45	45	45	45	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		35.0		35.0	30.0	90.0	35.0	95.0
Yellow Change Interval (*Y*), s	3.5	3.5	3.5	3.5	5.5	5.5	5.5	5.5
Red Clearance Interval (R_c), s	5.0	5.0	5.0	5.0	2.5	2.0	3.0	2.0
Minimum Green (G_{min}), s	7	7	7	7	10	7	20	7
Start-Up Lost Time (l_1), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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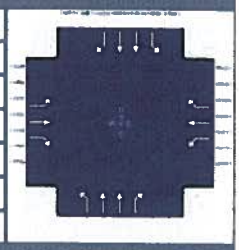
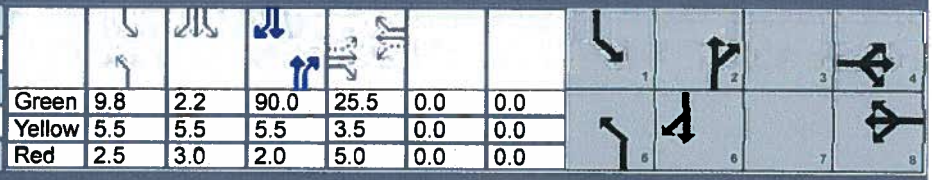
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	GCI			Duration, h	0.25
Analyst	RWM	Analysis Date	Jan 3, 2013	Area Type	Other
Jurisdiction	Manatee	Time Period	PM Peak Hour	PHF	0.94
Intersection	51st Ave E & US 301	Analysis Year	Existing 2013	Analysis Period	1> 16:30
File Name	01_51st_US301_PM_2013.xus				
Project Description	Goodwill Store TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	175	117	39	153	136	80	1368	88	144	1283	86

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	9.8	2.2		90.0	25.5	0.0	0.0					
Yellow	5.5	5.5		5.5	3.5	0.0	0.0					
Red	2.5	3.0		2.0	5.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		5.0		5.0	2.0	3.0	2.0	3.0
Phase Duration, s		34.0		34.0	17.8	97.5	28.5	108.2
Change Period, ($Y+R_c$), s		8.5		8.5	8.0	7.5	8.5	7.5
Max Allow Headway (*MAH*), s		3.1		3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		25.3		22.4	9.7		15.5	
Green Extension Time (g_e), s		0.2		0.5	0.1	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	0.98		1.00	
Max Out Probability		1.00		0.55	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	78	186	21	41	163	40	85	1455	85	153	1365	66
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1174	1863	1579	1170	1863	1579	1740	1739	1548	1740	1739	1548
Queue Service Time (g_s), s	10.4	14.9	1.8	5.5	12.9	3.5	7.7	50.3	4.1	13.5	38.3	2.6
Cycle Queue Clearance Time (g_c), s	23.3	14.9	1.8	20.4	12.9	3.5	7.7	50.3	4.1	13.5	38.3	2.6
Capacity (*c*), veh/h	138	297	252	122	297	252	106	1957	871	217	2190	975
Volume-to-Capacity Ratio (*X*)	0.564	0.627	0.085	0.339	0.548	0.161	0.801	0.744	0.098	0.705	0.623	0.068
Available Capacity (c_a), veh/h	145	309	261	130	309	261	250	1957	871	299	2190	975
Back of Queue (*Q*), veh/ln (95th percentile)	5.8	11.6	1.3	3.0	10.2	2.5	6.5	28.7	2.7	10.2	21.8	1.7
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	72.7	62.8	57.3	72.4	61.9	58.0	74.2	26.3	16.2	67.2	18.1	11.5
Incremental Delay (d_2), s/veh	2.4	2.7	0.1	0.6	1.0	0.1	5.2	2.6	0.2	2.0	1.3	0.1
Initial Queue Delay (d_3), 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
Control Delay (*d*), s/veh	75.1	65.5	57.4	73.0	62.9	58.1	79.3	28.9	16.4	69.2	19.4	11.6
Level of Service (LOS)	E	E	E	E	E	E	E	C	B	E	B	B
Approach Delay, s/veh / LOS	67.5	E		63.8	E		30.9	C		23.9	C	
Intersection Delay, s/veh / LOS	32.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.6	B	2.5	B
Bicycle LOS Score / LOS	1.0	A	0.9	A	1.8	A	1.8	A

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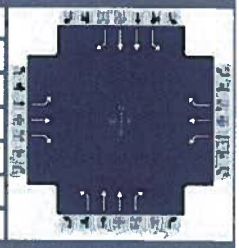
HCS 2010 Signalized Intersection Intermediate Values

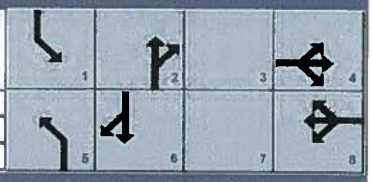
General Information				Intersection Information	
Agency	GCI			Duration, h	0.25
Analyst	RWM	Analysis Date	Jan 3, 2013	Area Type	Other
Jurisdiction	Manatee	Time Period	PM Peak Hour	PHF	0.94
Intersection	51st Ave E & US 301	Analysis Year	Existing 2013	Analysis Period	1> 16:30
File Name	01_51st_US301_PM_2013.xus				
Project Description	Goodwill Store TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	73	175	117	39	153	136	80	1368	88	144	1283	86

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			NB			SB		
Green	9.8	2.2		90.0	25.5		0.0	0.0				
Yellow	5.5	5.5		5.5	3.5		0.0	0.0				
Red	2.5	3.0		2.0	5.0		0.0	0.0				



Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980	0.980	0.980	0.980	0.980	0.962	0.962	0.962	0.962	0.962	0.962
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})		0.000			0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000			0.000			0.000			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h		1863			1863		1740	3478		1740	3478	
Platoon Ratio (R_p)		1.00			1.00		1.00	1.00		1.00	1.00	
Proportion of Vehicles Arriving on Green (P)												
Incremental Delay Factor (k)	0.07	0.14	0.04	0.04	0.07	0.04	0.04	0.50	0.50	0.05	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		8.5		8.5	8.0	7.5	8.5	7.5
Green Ratio (g/C)		0.16		0.16	0.06	0.56	0.12	0.63
Permitted Saturation Flow Rate (s_p), veh/h/ln		1174		1170	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		25.5		25.5	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		12.6		10.6	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		10.4		5.5				
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0		0		0
Protected Right Effective Green Time (g_R), s		0.0		0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.01	2.224	0.03	1.710	0.14	1.710	0.14
Pedestrian F_s / F_{delay}	0.000	0.162	0.000	0.162	0.000	0.109	0.000	0.096
Pedestrian M_{comer} / M_{cw}								
Bicycle c_b / d_b	318.67	56.54	318.67	56.54	1125.35	15.30	1259.17	10.98
Bicycle F_w / F_v	-3.64	0.47	-3.64	0.40	-3.64	1.34	-3.64	1.31

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	RWM
Agency/Co.	GCI
Date Performed	1/4/2013
Analysis Time Period	PM Peak Hour

Site Information

Intersection	51st Ave E & 30th St E
Jurisdiction	Manatee
Analysis Year	2013

Project ID *Goodwill Store TIA*

East/West Street: *51st Avenue East* | North/South Street: *30th Street East*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	85	192	26	7	126	154
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	26	116	22	103	105	40
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.88		0.88		0.88		0.88	
Flow Rate (veh/h)	343		325		185		281	
% Heavy Vehicles	2		2		3		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.3		0.0		0.2		0.4	
Prop. Right-Turns	0.1		0.5		0.1		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.3		0.0		0.0	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.30		0.29		0.16		0.25	
hd, final value (s)	6.21		5.96		6.71		6.47	
x, final value	0.59		0.54		0.34		0.50	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	4.2		4.0		4.7		4.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	542		557		435		505	
Delay (s/veh)	17.81		15.66		13.20		15.87	
LOS	C		C		B		C	
Approach: Delay (s/veh)	17.81		15.66		13.20		15.87	
LOS	C		C		B		C	
Intersection Delay (s/veh)	15.96							
Intersection LOS	C							

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*RWM*	Intersection	*51st Ave E & 33rd St E*
Agency/Co.	*GCI*	Jurisdiction	*Manatee*
Date Performed	*3/14/2013*	Analysis Year	*Existing (2013)*
Analysis Time Period	*PM Peak Hour*		

Project Description *Goodwill TIA SR1*

East/West Street: *51st Avenue East*	North/South Street: *33rd Street East*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*222*	*63*	*2*	*0*	*19*	*6*
Peak-Hour Factor, PHF	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*270*	*76*	*2*	*0*	*23*	*7*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*		*TR*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*10*	*3*	*252*	*1*	*1*	*1*
Peak-Hour Factor, PHF	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*12*	*3*	*307*	*1*	*1*	*1*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*270*	*0*		*3*			*322*	
C (m) (veh/h)	*1583*	*1520*		*316*			*954*	
v/c	*0.17*	*0.00*		*0.01*			*0.34*	
95% queue length	*0.61*	*0.00*		*0.03*			*1.50*	
Control Delay (s/veh)	*7.7*	*7.4*		*16.5*			*10.7*	
LOS	*A*	*A*		*C*			*B*	
Approach Delay (s/veh)	--	--	*16.5*			*10.7*		
Approach LOS	--	--	*C*			*B*		

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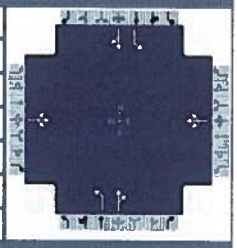
HCS 2010 Signalized Intersection Input Data

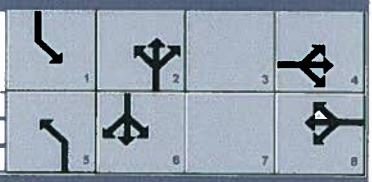
General Information				Intersection Information	
Agency	GCI			Duration, h	0.25
Analyst	RWM	Analysis Date	Mar 14, 2013	Area Type	Other
Jurisdiction	Manatee	Time Period	PM Peak Hour	PHF	0.94
Intersection	301 Blvd & 51st Ave E	Analysis Year	Existing (2013)	Analysis Period	1> 7:00
File Name	05_51st_301Blvd_PM_2013.xus				
Project Description	Goodwill TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	55	16	33	68	117	24	673	30	156	683	20

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	2.2		115.3	17.7	0.0	0.0					
Yellow	5.0	0.0		5.0	4.0	0.0	0.0					
Red	2.0	0.0		2.0	2.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	55	16	33	68	117	24	673	30	156	683	20
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2			2		2	2		2	2	
Ped / Bike / RTOR, /h	0	0	8	0	0	80	0	0	1	0	0	1
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		0	0		0	0	
Grade (P_g), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	40	40	40	40	40	40	40	40	40	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		40.0		40.0	20.0	100.0	20.0	100.0
Yellow Change Interval (*Y*), s	5.0	4.0	5.0	4.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	7	7	7	7	7	5	7	5
Start-Up Lost Time (l_1), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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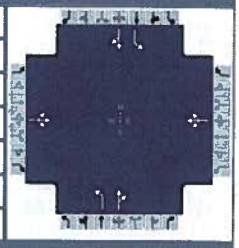
HCS 2010 Signalized Intersection Results Summary

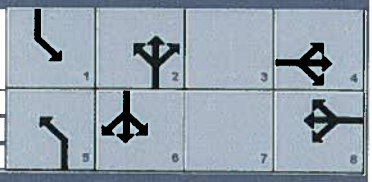
General Information				Intersection Information	
Agency	GCI			Duration, h	0.25
Analyst	RWM	Analysis Date	Mar 14, 2013	Area Type	Other
Jurisdiction	Manatee	Time Period	PM Peak Hour	PHF	0.94
Intersection	301 Blvd & 51st Ave E	Analysis Year	Existing (2013)	Analysis Period	1> 7:00
File Name	05_51st_301Blvd_PM_2013.xus				
Project Description	Goodwill TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	55	16	33	68	117	24	673	30	156	683	20

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	2.2	115.3	17.7	0.0	0.0		
Yellow	5.0	0.0	5.0	4.0	0.0	0.0		
Red	2.0	0.0	2.0	2.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		23.7		23.7	11.7	122.3	14.0	124.5
Change Period, ($Y+R_c$), s		6.0		6.0	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s		3.1		3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		15.2		17.3	2.6		5.7	
Green Extension Time (g_e), s		0.4		0.4	0.0	0.0	0.3	0.0
Phase Call Probability		1.00		1.00	0.68		1.00	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		104			147		26	747		166	747	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1248			1525		1774	1849		1774	1854	
Queue Service Time (g_s), s		0.0			2.1		0.6	30.3		3.7	28.7	
Cycle Queue Clearance Time (g_c), s		13.2			15.3		0.6	30.3		3.7	28.7	
Capacity (*c*), veh/h		169			197		493	1332		500	1362	
Volume-to-Capacity Ratio (*X*)		0.618			0.745		0.052	0.561		0.332	0.549	
Available Capacity (c_a), veh/h		329			362		765	1332		747	1362	
Back of Queue (*Q*), veh/ln (50th percentile)		4.2			6.0		0.2	12.0		1.3	11.2	
Overflow Queue (Q_3), veh/ln		0.0			0.0		0.0	0.0		0.0	0.0	
Queue Storage Ratio (*RQ*) (50th percentile)		0.00			0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh		68.3			69.8		7.3	10.5		8.7	9.4	
Incremental Delay (d_2), s/veh		1.4			2.1		0.0	1.7		0.1	1.6	
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		69.7			72.0		7.3	12.2		8.8	11.0	
Level of Service (LOS)		E			E		A	B		A	B	
Approach Delay, s/veh / LOS	69.7	E		72.0	E		12.0	B		10.6	B	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.2	B	2.1	B
Bicycle LOS Score / LOS	0.7	A	0.7	A	1.8	A	2.0	A

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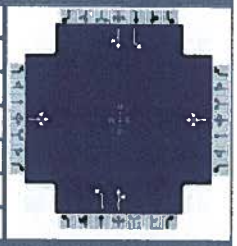
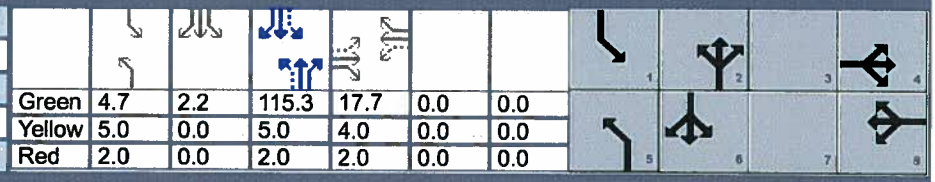
HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	GCI			Duration, h	0.25
Analyst	RWM	Analysis Date	Mar 14, 2013	Area Type	Other
Jurisdiction	Manatee	Time Period	PM Peak Hour	PHF	0.94
Intersection	301 Blvd & 51st Ave E	Analysis Year	Existing (2013)	Analysis Period	1> 7:00
File Name	05_51st_301Blvd_PM_2013.xus				
Project Description	Goodwill TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	55	16	33	68	117	24	673	30	156	683	20

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	4.7	2.2		115.3	17.7	0.0	0.0					
Yellow	5.0	0.0		5.0	4.0	0.0	0.0					
Red	2.0	0.0		2.0	2.0	0.0	0.0					

Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	0.980	1.000	1.000	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})		0.670			0.819		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000			0.000			0.993			0.995	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (*s*), veh/h		887			802		1774	1773		1774	1804	
Platoon Ratio (R_p)		1.00			1.00		1.00	1.00		1.00	1.00	
Proportion of Vehicles Arriving on Green (*P*)												
Incremental Delay Factor (*k*)		0.04			0.04		0.04	0.50		0.04	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0	7.0	7.0	7.0	7.0
Green Ratio (*g/C*)		0.11		0.11	0.76	0.72	0.78	0.73
Permitted Saturation Flow Rate (s_p), veh/h/ln		1302		1355	711	0	711	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1011		1380				
Permitted Effective Green Time (g_p), s		17.7		17.7	115.3	0.0	117.5	0.0
Permitted Service Time (g_u), s		2.4		4.5	88.9	0.0	85.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.1	1.0		9.9	
Time to First Blockage (g_f), s		3.4		3.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		3.4		3.7				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	1.389	0.11	1.389	0.01
Pedestrian F_s / F_{delay}	0.000	0.166	0.000	0.166	0.000	0.073	0.000	0.069
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	221.60	63.25	221.60	63.25	1440.95	6.25	1469.02	5.64
Bicycle F_w / F_v	-3.64	0.17	-3.64	0.24	-3.64	1.27	-3.64	1.51

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APPENDIX E

TURNING MOVEMENT VOLUME CALCULATIONS

TURNING MOVEMENT VOLUME CALCULATIONS
GOODWILL STORE TIA

(1) 51st Avenue East and US 301												
P.M. Peak Hour	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes	**EXISTING (2013)**											
	73	175	117	39	153	136	80	1368	88	144	1283	86
% Turning Movements	*20.0%*	*47.9%*	*32.1%*	*11.9%*	*46.6%*	*41.5%*	*5.2%*	*89.1%*	*5.7%*	*9.5%*	*84.8%*	*5.7%*
PHF		*0.94*			*0.94*			*0.94*			*0.94*	
% Heavy Vehicles		2%			2%			4%			4%	
Background Traffic	**BACKGROUND (2016)**											
Background Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Reserved Trips	31	25	23	21	22	21	27	33	25	14	42	30
Total Background	106	205	144	61	180	161	109	1442	116	162	1363	119
Project Traffic												
		62		33	85	72			24	51		
Total Traffic	**TOTAL (2016)**											
	106	**267**	**144**	**94**	**265**	**233**	**109**	**1442**	**140**	**213**	**1363**	**119**

(2) 51st Avenue East and 30th Street East												
P.M. Peak Hour	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes	**EXISTING (2013)**											
	85	192	26	7	126	154	26	116	22	103	105	40
% Turning Movements	*28.1%*	*63.4%*	*8.6%*	*2.4%*	*43.9%*	*53.7%*	*15.9%*	*70.7%*	*13.4%*	*41.5%*	*42.3%*	*16.1%*
PHF		*0.88*			*0.88*			*0.88*			*0.88*	
% Heavy Vehicles		2%			2%			3%			2%	
Background Traffic	**BACKGROUND (2016)**											
Background Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Reserved Trips		64			64							
Total Background	88	262	27	7	194	159	27	119	23	106	108	41
Project Traffic	**PROJECT**											
	6	18	5		12		3					5
Total Traffic	**TOTAL (2016)**											
	94	**280**	**32**	**7**	**206**	**159**	**30**	**119**	**23**	**106**	**108**	**46**

(3) 51st Avenue East and Project Driveway												
P.M. Peak Hour	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes	**EXISTING (2013)**											
		408			328							
% Turning Movements	*0.0%*	*100.0%*	*0.0%*	*0.0%*	*100.0%*	*0.0%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
PHF		*0.95*			*0.95*						*0.95*	
% Heavy Vehicles		2%			2%						2%	
Background Traffic	**BACKGROUND (2016)**											
Background Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Reserved Trips		64			64							
Total Background	0	484	0	0	402	0	0	0	0	0	0	0
Project Traffic	**PROJECT**											
	137					20				28		191
Total Traffic	**TOTAL (2016)**											
	137	**484**	**0**	**0**	**402**	**20**	**0**	**0**	**0**	**28**	**0**	**191**

TURNING MOVEMENT VOLUME CALCULATIONS
GOODWILL STORE TIA

51st Avenue East and Wal Mart Driveway												
P.M. Peak Hour	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes	**EXISTING (2013)**											
	149	281		15	175		148		30			
% Turning Movements	*34.7%*	*65.3%*	*0.0%*	*7.9%*	*92.1%*	*0.0%*	*83.1%*	*0.0%*	*16.9%*	*#DIV/0!*	*#DIV/0!*	*#DIV/0!*
PHF		*0.90*			*0.90*			*0.90*				
% Heavy Vehicles		*2%*			*2%*			*2%*				
Background Traffic	**BACKGROUND (2016)**											
Background Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Reserved Trips		64			64							
Total Background	153	353	0	15	244	0	152	0	31	0	0	0
Project Traffic	**PROJECT**											
		29			20							
Total Traffic	**TOTAL (2016)**											
	153	**382**	**0**	**15**	**264**	**0**	**152**	**0**	**31**	**0**	**0**	**0**

(4) 51st Avenue East and 33rd Street East												
P.M. Peak Hour	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes	**EXISTING (2013)**											
	10	3	252	1	1	1	222	63	2	0	19	6
% Turning Movements	*3.8%*	*1.1%*	*95.1%*	*33.3%*	*33.3%*	*33.3%*	*77.4%*	*22.0%*	*0.7%*	*0.0%*	*76.0%*	*24.0%*
PHF		*0.82*			*0.82*			*0.82*			*0.82*	
% Heavy Vehicles		*2%*			*2%*			*2%*			*2%*	
Background Traffic	**BACKGROUND (2016)**											
Background Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Reserved Trips			86				87					
Total Background	10	3	346	1	1	1	316	65	2	0	20	6
Project Traffic	**PROJECT**											
	1		17				12					
Total Traffic	**TOTAL (2016)**											
	11	**3**	**363**	**1**	**1**	**1**	**328**	**65**	**2**	**0**	**20**	**6**

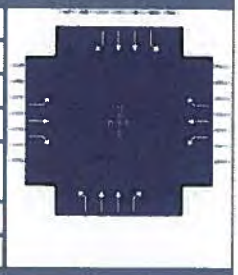
(5) 51st Avenue East and 301 Blvd												
P.M. Peak Hour	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes	**EXISTING (2013)**											
	35	55	16	33	68	117	24	673	30	156	683	20
% Turning Movements	*33.0%*	*51.9%*	*15.1%*	*15.1%*	*31.2%*	*53.7%*	*3.3%*	*92.6%*	*4.1%*	*18.2%*	*79.5%*	*2.3%*
PHF		*0.94*			*0.94*			*0.94*			*0.94*	
% Heavy Vehicles		*2%*			*2%*			*2%*			*2%*	
Background Traffic	**BACKGROUND (2016)**											
Background Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Reserved Trips				5	46	28			57	22	5	
Total Background	36	57	16	39	116	149	25	693	88	183	708	21
Project Traffic	**PROJECT**											
		18		11	24	50			8	36		
Total Traffic	**TOTAL (2016)**											
	36	**75**	**16**	**50**	**140**	**199**	**25**	**693**	**96**	**219**	**708**	**21**

APPENDIX F

FUTURE CONDITIONS HCS WORKSHEETS

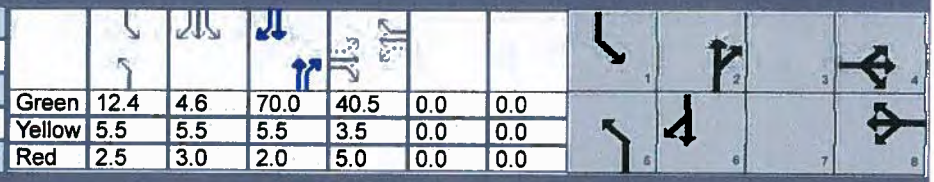
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GCI			Duration, h	0.25
Analyst	RWM	Analysis Date	Jan 3, 2013	Area Type	Other
Jurisdiction	Manatee	Time Period	PM Peak Hour	PHF	0.95
Intersection	51st Ave E & US 301	Analysis Year	Future Total Traffic 2016	Analysis Period	1> 16:30
File Name	01_51st_US301_PM_2016_rev.xus				
Project Description	Goodwill Store TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	106	267	144	94	265	233	109	1442	140	213	1363	119

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.4	4.6		70.0	40.5	0.0	0.0					
Yellow	5.5	5.5		5.5	3.5	0.0	0.0					
Red	2.5	3.0		2.0	5.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	106	267	144	94	265	233	109	1442	140	213	1363	119
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2	2	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	97	0	0	98	0	0	8	0	0	24
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	0	0	0	0	0	0	0	0	0	0	0
Grade (P_g), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	45	45	45	45	45	45	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		49.0		49.0	29.0	74.0	37.0	82.0
Yellow Change Interval (*Y*), s	3.5	3.5	3.5	3.5	5.5	5.5	5.5	5.5
Red Clearance Interval (R_c), s	5.0	5.0	5.0	5.0	2.5	2.0	3.0	2.0
Minimum Green (G_{min}), s	7	7	7	7	7	7	25	7
Start-Up Lost Time (l_1), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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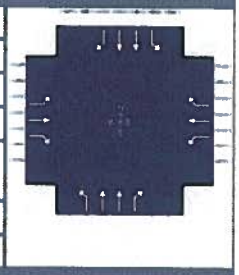
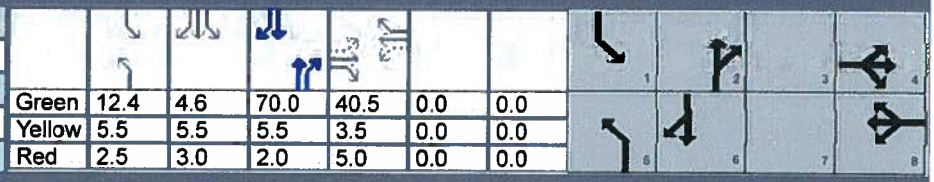
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	GCI			Duration, h	0.25
Analyst	RWM	Analysis Date	Jan 3, 2013	Area Type	Other
Jurisdiction	Manatee	Time Period	PM Peak Hour	PHF	0.95
Intersection	51st Ave E & US 301	Analysis Year	Future Total Traffic 2016	Analysis Period	1> 16:30
File Name	01_51st_US301_PM_2016_rev.xus				
Project Description	Goodwill Store TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	106	267	144	94	265	233	109	1442	140	213	1363	119

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	12.4	4.6		70.0	40.5	0.0	0.0					
Yellow	5.5	5.5		5.5	3.5	0.0	0.0					
Red	2.5	3.0		2.0	5.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		5.0		5.0	2.0	3.0	2.0	3.0
Phase Duration, s		49.0		49.0	20.4	77.5	33.5	90.6
Change Period, ($Y+R_c$), s		8.5		8.5	8.0	7.5	8.5	7.5
Max Allow Headway (*MAH*), s		3.2		3.2	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		41.5		37.9	12.4		22.0	
Green Extension Time (g_e), s		0.0		0.7	0.1	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	0.99		1.00	
Max Out Probability		1.00		1.00	0.00		0.04	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	112	281	49	99	279	142	115	1518	139	224	1435	100
Adjusted Saturation Flow Rate (*s*), veh/h/ln	962	1863	1579	1045	1863	1579	1740	1739	1548	1740	1739	1548
Queue Service Time (g_s), s	18.4	21.2	3.9	14.7	21.0	11.8	10.4	69.7	8.9	20.0	54.0	5.3
Cycle Queue Clearance Time (g_c), s	39.5	21.2	3.9	35.9	21.0	11.8	10.4	69.7	8.9	20.0	54.0	5.3
Capacity (*c*), veh/h	162	472	400	171	472	400	135	1522	677	272	1806	804
Volume-to-Capacity Ratio (*X*)	0.689	0.596	0.124	0.579	0.592	0.356	0.848	0.997	0.205	0.825	0.795	0.124
Available Capacity (c_a), veh/h	162	472	400	171	472	400	228	1522	677	310	1806	804
Back of Queue (*Q*), veh/ln (95th percentile)	8.6	15.2	2.7	7.3	15.0	8.2	8.5	43.8	6.2	15.0	31.1	3.6
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	69.8	52.6	46.1	68.4	52.5	49.0	72.8	44.9	27.8	65.4	31.5	19.8
Incremental Delay (d_2), s/veh	9.8	1.4	0.1	3.2	1.4	0.2	5.8	22.5	0.7	13.1	3.7	0.3
Initial Queue Delay (d_3), 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
Control Delay (*d*), s/veh	79.7	54.0	46.1	71.6	53.9	49.2	78.6	67.4	28.5	78.5	35.2	20.1
Level of Service (LOS)	E	D	D	E	D	D	E	E	C	E	D	C
Approach Delay, s/veh / LOS	59.6	E		56.0	E		65.1	E		39.9	D	
Intersection Delay, s/veh / LOS	53.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.2	A	1.3	A	1.9	A	1.9	A

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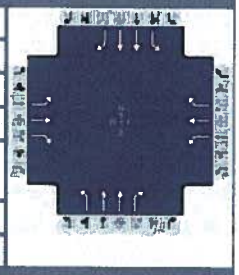
HCS 2010 Signalized Intersection Intermediate Values

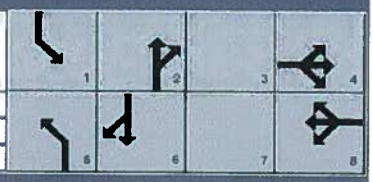
General Information				Intersection Information	
Agency	GCI			Duration, h	0.25
Analyst	RWM	Analysis Date	Jan 3, 2013	Area Type	Other
Jurisdiction	Manatee	Time Period	PM Peak Hour	PHF	0.95
Intersection	51st Ave E & US 301	Analysis Year	Future Total Traffic 2016	Analysis Period	1> 16:30
File Name	01_51st_US301_PM_2016_rev.xus				
Project Description	Goodwill Store TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	106	267	144	94	265	233	109	1442	140	213	1363	119

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			NB			SB		
Green	12.4	4.6		70.0	40.5	0.0	0.0					
Yellow	5.5	5.5		5.5	3.5	0.0	0.0					
Red	2.5	3.0		2.0	5.0	0.0	0.0					



Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980	0.980	0.980	0.980	0.980	0.962	0.962	0.962	0.962	0.962	0.962
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})		0.000			0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000			0.000			0.000			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h		1863			1863		1740	3478		1740	3478	
Platoon Ratio (R_p)		1.00			1.00		1.00	1.00		1.00	1.00	
Proportion of Vehicles Arriving on Green (P)												
Incremental Delay Factor (k)	0.21	0.13	0.04	0.11	0.12	0.04	0.04	0.50	0.50	0.25	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		8.5		8.5	8.0	7.5	8.5	7.5
Green Ratio (g/C)		0.25		0.25	0.08	0.44	0.16	0.52
Permitted Saturation Flow Rate (s_p), veh/h/ln		962		1045	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		40.5		40.5	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		19.5		19.3	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		18.4		14.7				
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0		0		0
Protected Right Effective Green Time (g_R), s		0.0		0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.01	2.224	0.03	1.710	0.14	1.710	0.14
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.130	0.000	0.117
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	506.25	44.63	506.25	44.63	875.01	25.31	1038.18	18.50
Bicycle F_w / F_v	-3.64	0.73	-3.64	0.86	-3.64	1.46	-3.64	1.45

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	RWM
Agency/Co.	GCI
Date Performed	1/4/2013
Analysis Time Period	PM Peak Hour

Site Information

Intersection	51st Ave E & 30th St E
Jurisdiction	Manatee
Analysis Year	Future Total 2016

Project ID *Goodwill Store TIA SR1*

East/West Street: *51st Avenue East*

North/South Street: *30th Street East*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	94	280	32	7	206	159
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	30	119	23	106	108	46
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.88		0.88		0.88		0.88	
Flow Rate (veh/h)	460		421		195		294	
% Heavy Vehicles	2		2		3		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.2		0.0		0.2		0.4	
Prop. Right-Turns	0.1		0.4		0.1		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.2		0.0		0.0	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.41		0.37		0.17		0.26	
hd, final value (s)	7.17		7.05		8.28		7.83	
x, final value	0.92		0.82		0.45		0.64	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	5.2		5.1		6.3		5.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	494		490		388		424	
Delay (s/veh)	48.81		35.23		17.84		23.73	
LOS	E		E		C		C	
Approach: Delay (s/veh)	48.81		35.23		17.84		23.73	
LOS	E		E		C		C	
Intersection Delay (s/veh)	34.85							
Intersection LOS	D							

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*RWM*	Intersection	*51st Ave E & Project Driveway*
Agency/Co.	*GCI*	Jurisdiction	*Manatee*
Date Performed	*1/4/2013*	Analysis Year	*Future Total 2016*
Analysis Time Period	*PM Peak Hour*		

Project Description *Goodwill Store TIA SR1*

East/West Street: *51st Avenue East*	North/South Street: *Project Driveway*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*137*	*484*			*402*	*20*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*1.00*	*1.00*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*144*	*509*	*0*	*0*	*423*	*21*
Percent Heavy Vehicles	*2*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*28*		*191*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.95*	*1.00*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*29*	*0*	*201*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*144*					*29*		*201*
C (m) (veh/h)	*1116*					*171*		*622*
v/c	*0.13*					*0.17*		*0.32*
95% queue length	*0.44*					*0.59*		*1.40*
Control Delay (s/veh)	*8.7*					*30.3*		*13.5*
LOS	*A*					*D*		*B*
Approach Delay (s/veh)	--	--				*15.6*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RWM*
Agency/Co.	*GCI*
Date Performed	*3/14/2013*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*51st Ave E & 33rd St E*
Jurisdiction	*Manatee*
Analysis Year	*Future Total 2016*

Project Description *Goodwill TIA SR1*

East/West Street: *51st Avenue East* | North/South Street: *33rd Street East*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*328*	*65*	*2*	*0*	*20*	*6*
Peak-Hour Factor, PHF	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*400*	*79*	*2*	*0*	*24*	*7*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*		*TR*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*11*	*3*	*363*	*1*	*1*	*1*
Peak-Hour Factor, PHF	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*13*	*3*	*442*	*1*	*1*	*1*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*400*	*0*		*3*			*458*	
C (m) (veh/h)	*1582*	*1517*		*167*			*916*	
v/c	*0.25*	*0.00*		*0.02*			*0.50*	
95% queue length	*1.01*	*0.00*		*0.05*			*2.86*	
Control Delay (s/veh)	*8.0*	*7.4*		*27.0*			*12.8*	
LOS	*A*	*A*		*D*			*B*	
Approach Delay (s/veh)	--	--	*27.0*			*12.8*		
Approach LOS	--	--	*D*			*B*		

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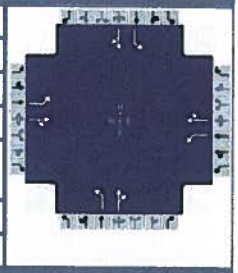
HCS 2010 Signalized Intersection Input Data

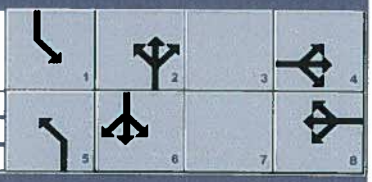
General Information				Intersection Information	
Agency	GCI			Duration, h	0.25
Analyst	RWM	Analysis Date	Mar 14, 2013	Area Type	Other
Jurisdiction	Manatee	Time Period	PM Peak Hour	PHF	0.94
Intersection	301 Blvd & 51st Ave E	Analysis Year	Future Total Traffic 2016	Analysis Period	1> 7:00
File Name	05_51st_301Blvd_PM_2016.xus				
Project Description	Goodwill TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	75	16	50	140	199	25	693	96	219	708	21

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	4.5	98.6	32.0	0.0	0.0	
Yellow	5.0	0.0	5.0	4.0	0.0	0.0	
Red	2.0	0.0	2.0	2.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	75	16	50	140	199	25	693	96	219	708	21
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	2		0	2		2	2		2	2	
Ped / Bike / RTOR, /h	0	0	8	0	0	80	0	0	1	0	0	1
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0		0	0		0	0		0	0	
Grade (P_g), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	40	40	40	40	40	40	40	40	40	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		40.0		40.0	20.0	100.0	20.0	100.0
Yellow Change Interval (*Y*), s	5.0	4.0	5.0	4.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	7	7	7	7	7	5	7	5
Start-Up Lost Time (l_1), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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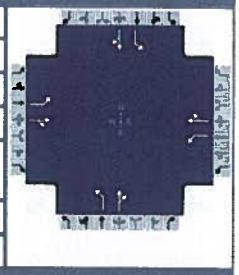
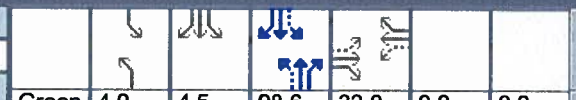
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	GCI			Duration, h	0.25
Analyst	RWM	Analysis Date	Mar 14, 2013	Area Type	Other
Jurisdiction	Manatee	Time Period	PM Peak Hour	PHF	0.94
Intersection	301 Blvd & 51st Ave E	Analysis Year	Future Total Traffic 2016	Analysis Period	1> 7:00
File Name	05_51st_301Blvd_PM_2016.xus				
Project Description	Goodwill TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	75	16	50	140	199	25	693	96	219	708	21

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.9	4.5		98.6	32.0	0.0	0.0					
Yellow	5.0	0.0		5.0	4.0	0.0	0.0					
Red	2.0	0.0		2.0	2.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		6.0		6.0	1.1	4.0	1.1	4.0
Phase Duration, s		38.0		38.0	11.9	105.6	16.4	110.2
Change Period, ($Y+R_c$), s		6.0		6.0	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s		3.2		3.2	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		31.8		26.4	2.9		9.2	
Green Extension Time (g_e), s		0.3		0.6	0.0	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	0.69		1.00	
Max Out Probability		1.00		0.06	0.00		0.07	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	38	88		53	276		27	838		233	774	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1121	1831		1329	1720		1774	1823		1774	1854	
Queue Service Time (g_s), s	5.4	6.5		5.6	24.4		0.9	52.2		7.2	40.8	
Cycle Queue Clearance Time (g_c), s	29.8	6.5		12.1	24.4		0.9	52.2		7.2	40.8	
Capacity (*c*), veh/h	98	366		257	344		369	1124		338	1195	
Volume-to-Capacity Ratio (*X*)	0.390	0.241		0.207	0.802		0.072	0.746		0.689	0.648	
Available Capacity (c_a), veh/h	113	389		274	366		482	1124		401	1195	
Back of Queue (*Q*), veh/ln (95th percentile)	2.8	5.4		3.4	17.1		0.6	30.5		8.3	24.3	
Overflow Queue (Q_3), veh/ln	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Queue Storage Ratio (*RQ*) (95th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	75.1	53.8		58.9	61.0		14.4	21.8		23.8	17.3	
Incremental Delay (d_2), s/veh	0.9	0.1		0.1	10.4		0.0	4.5		2.7	2.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	76.1	53.9		59.0	71.4		14.5	26.3		26.5	20.1	
Level of Service (LOS)	E	D		E	E		B	C		C	C	
Approach Delay, s/veh / LOS	60.6	E		69.4	E		25.9	C		21.5	C	
Intersection Delay, s/veh / LOS	32.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.4	B	2.3	B
Bicycle LOS Score / LOS	0.7	A	1.0	A	1.9	A	2.1	B

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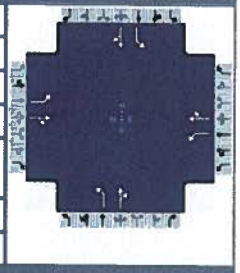
HCS 2010 Signalized Intersection Intermediate Values

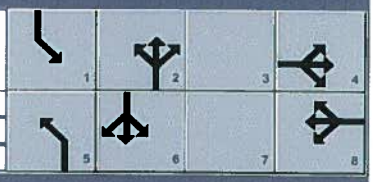
General Information				Intersection Information	
Agency	GCI			Duration, h	0.25
Analyst	RWM	Analysis Date	Mar 14, 2013	Area Type	Other
Jurisdiction	Manatee	Time Period	PM Peak Hour	PHF	0.94
Intersection	301 Blvd & 51st Ave E	Analysis Year	Future Total Traffic 2016	Analysis Period	1> 7:00
File Name	05_51st_301Blvd_PM_2016.xus				
Project Description	Goodwill TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	75	16	50	140	199	25	693	96	219	708	21

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	4.5	98.6	32.0	0.0	0.0						
Yellow	5.0	0.0	5.0	4.0	0.0	0.0						
Red	2.0	0.0	2.0	2.0	0.0	0.0						



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	0.980	1.000	1.000	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})		0.000			0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.983			0.924			0.979			0.995	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (*s*), veh/h		1654			930		1774	1603		1774	1803	
Platoon Ratio (R_p)		1.00			1.00		1.00	1.00		1.00	1.00	
Proportion of Vehicles Arriving on Green (*P*)												
Incremental Delay Factor (*k*)	0.04	0.04		0.04	0.27		0.04	0.50		0.12	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0	7.0	7.0	7.0	7.0
Green Ratio (*g/C*)		0.20		0.20	0.66	0.62	0.69	0.64
Permitted Saturation Flow Rate (s_p), veh/h/ln		1121		1329	693	0	653	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		32.0		32.0	98.6	0.0	103.2	0.0
Permitted Service Time (g_u), s		7.6		25.5	62.3	0.0	46.3	0.0
Permitted Queue Service Time (g_{ps}), s		5.4		5.6	1.4		31.5	
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	1.557	0.11	1.557	0.01
Pedestrian F_s / F_{delay}	0.000	0.158	0.000	0.158	0.000	0.099	0.000	0.093
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	399.90	51.21	399.90	51.21	1232.76	11.77	1289.43	10.10
Bicycle F_w / F_v	-3.64	0.21	-3.64	0.54	-3.64	1.43	-3.64	1.66

APPENDIX G

CIP EXCERPT FOR 51ST AVENUE EAST

MANATEE COUNTY GOVERNMENT
Fiscal Year 2013- 2017 Proposed Capital Improvement Program

Transportation	Project# 6029960	15th Street East from US 41 to 53rd Avenue East

Status: Existing Initial Year: 2000 District M Location: 15TH STREET EAST 53RD AVENUE EAST TO 51ST AVENUE EAST

Comprehensive Plan Information Project Mgr: **Vince Canna**

CIE Project: **No** LOS/Concurrency: **No** Plan Reference: Project Need: **Growth** **Maintenance**

Scope

Intersection improvements at 15th Street East and 53rd Avenue East and 15th Street East and 51st Avenue East.
Design & construct an additional eastbound left turn lane and traffic signals at the intersection of 53rd Avenue East and 15th Street East.
51st Avenue East-design and construct east and west bound turn lanes, stormwater, ponds, sidewalk, traffic signals and utility relocations at the intersection of 15th Street East and 51st Avenue East.

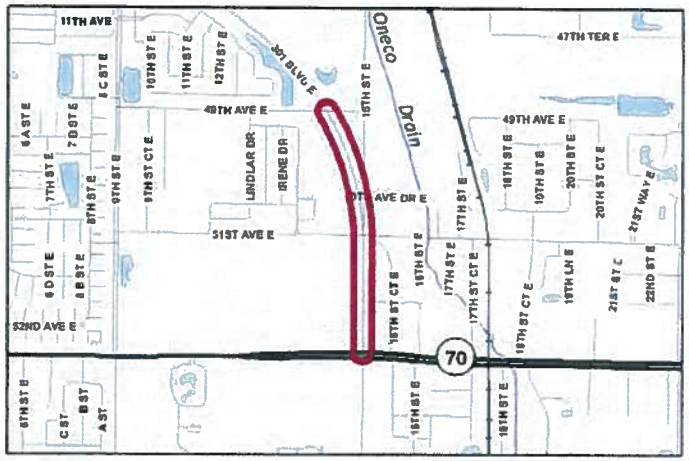
Rationale

Upgrade existing intersections to improve level of service and enhance traffic circulation.

Funding Strategy

Gas Taxes
2004 Transportation Bonds
Impact Fees

Project Map



Schedule of Activities / Programmed Funding

Activity	From	To	Expended to Date	Prior Year Approp.	FY2013	FY2014	FY2015	FY2016	FY2017	Future	Appropriated to Date
Design:	03/21/00	03/31/11	910,561	527,435	0	0	0	0	0	0	527,435
Land:	05/17/04	12/31/12	363,582	1,642,500	0	0	0	0	0	0	1,642,500
Construction:	07/01/12	09/30/13	253,744	1,270,964	0	0	0	0	0	0	1,270,964
Equipment:			0	0	0	0	0	0	0	0	0
Project Mgt.:	03/21/00	09/30/13	263,993	315,791	0	0	0	0	0	0	315,791
Totals:			1,791,880	3,756,690	0	0	0	0	0	0	3,756,690

Operating Budget Impacts

	FY2014	FY2015	FY2016	FY2017
Personal:				
Non-Personal:				
Operating Capital:				
Operating Total:	0	0	0	0
No.of Positions:	0	0	0	0

Means of Financing

Funding Sources	Amount
All Prior Funding	3,756,690
Total Funding:	3,756,690

G-1

MANATEE COUNTY GOVERNMENT
AGENDA MEMORANDUM

SUBJECT	PDR-05-64(Z)(G) – Martin Hillwood	**TYPE AGENDA ITEM**	Advertised Public Hearing – Regular
DATE REQUESTED	04/11/13 PC	**DATE SUBMITTED/REVISED**	04/04/13
BRIEFINGS? Who?	No	**CONSEQUENCES IF DEFERRED**	N/A
DEPARTMENT/DIVISION	Building & Development Services Department/Administrative Review Division	**AUTHORIZED BY TITLE**	Lisa Barrett, Planning Division Manager
CONTACT PERSON TELEPHONE/EXTENSION	Miles Gentry, AICP / 941-748-4501 ext. 6857	**PRESENTER/TITLE TELEPHONE/EXTENSION**	Miles Gentry, AICP / Senior Planner / 941-748-4501 ext. 6857
ADMINISTRATIVE APPROVAL			

ACTION DESIRED
INDICATE WHETHER 1) REPORT; 2) DISCUSSION; 3) FORM OF MOTION; OR 4) OTHER ACTION REQUIRED

I move to recommend approval of PDR-05-64(Z)(G) per the recommended motion in the staff report attached to this memo.

ENABLING/REGULATING AUTHORITY
Federal/State law(s), administrative ruling(s), Manatee County Comp Plan/Land Development Code, ordinances, resolutions, policy

Manatee County Comprehensive Plan and Manatee County Land Development Code.

BACKGROUND/DISCUSSION

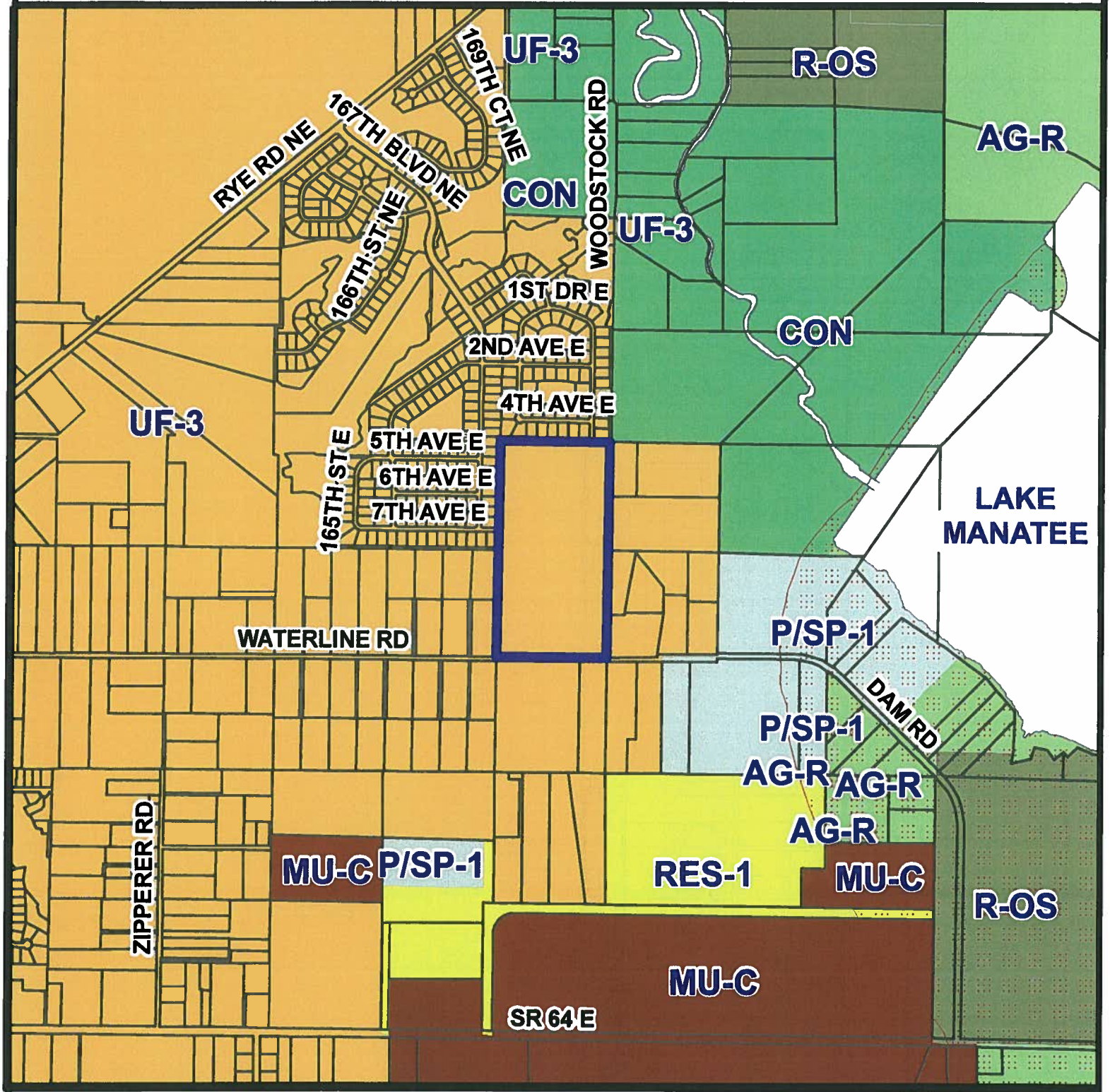
- The applicant is requesting a rezone of 77.9± acres from A (General Agriculture) to PDR (Planned Development Residential) and a General Development Plan for 195 residential units.
- The property is located on the north side of Waterline Road 1.8 miles east of Rye Rd at 17145 Waterline Road, Bradenton.
- During 2008 the Planning Commission and the Board of County Commissioners considered a different version of a plan for this site.
- Staff recommends approval.

COUNTY ATTORNEY REVIEW

Check appropriate box	
☒	**REVIEWED** **Written Comments:** ☐ **Attached** ☒ **Available from Attorney (Attorney's initials:** SAS)
☐	**NOT REVIEWED (No apparent legal issues.)**
☐	**NOT REVIEWED (Utilizes exact form or procedure previously approved by CAO.)**
☐	**OTHER**

ATTACHMENTS: (List in order as attached)		**INSTRUCTIONS TO BOARD RECORDS:**	
Staff Report		n/a	
COST:	n/a	**SOURCE (ACCT # & NAME):**	n/a
COMMENTS:		**AMT./FREQ. OF RECURRING COSTS: (ATTACH FISCAL IMPACT STATEMENT)**	

FUTURE LAND USE

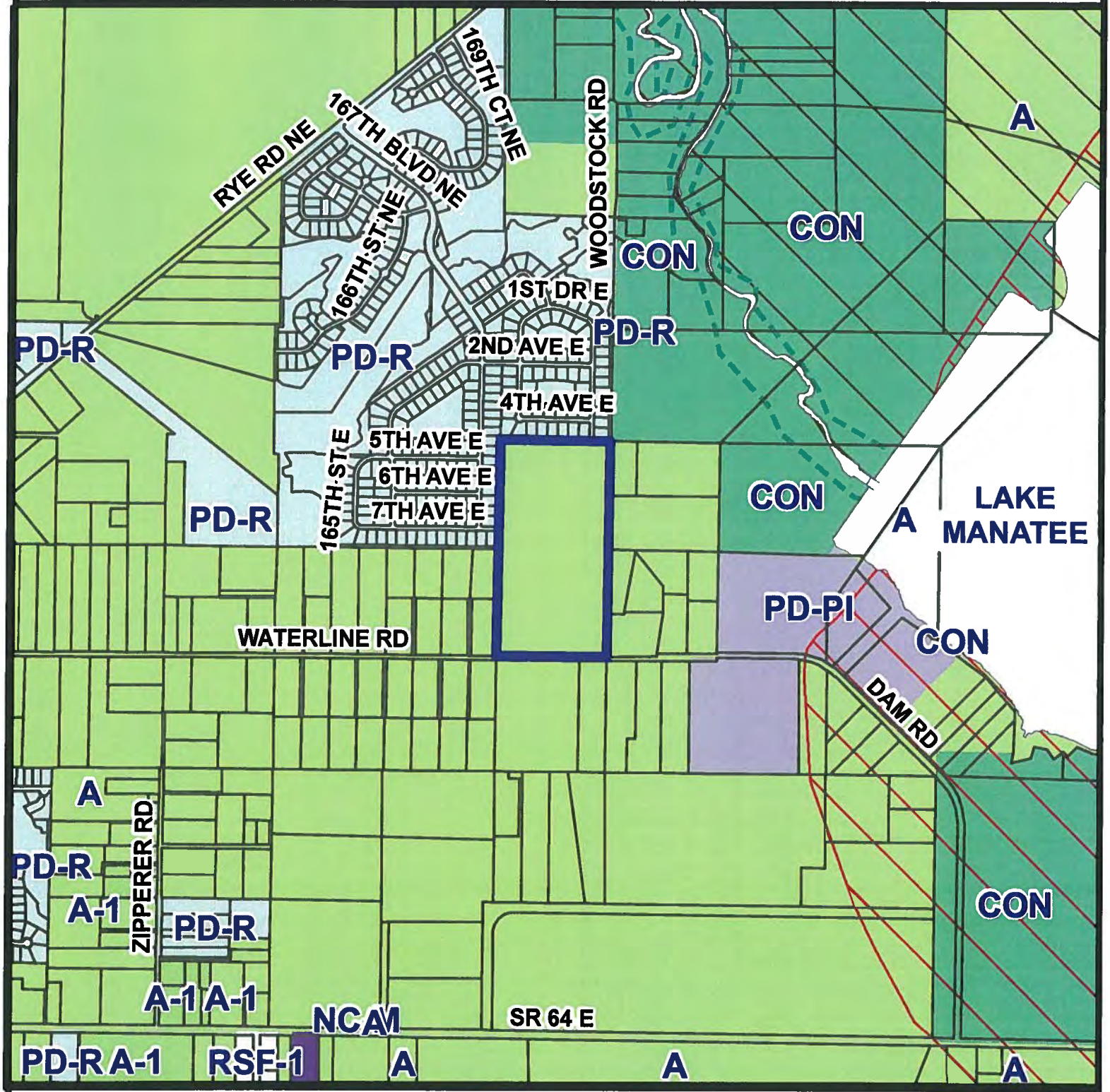


Parcel ID #(s) 560300006

Manatee County
Staff Report Map
Map Prepared 5/31/2011
1 inch = 1,617 feet

Project Name:	Martin / Hillwood
Project #:	PDR-05-64 (G)
DTS#:	20050454
Proposed Use:	Residential
S/T/R:	Sec 26,25 Twn 34 Rng 19
Acreage:	77.9
Existing Zoning:	A
Existing FLU:	UF-3
Overlays:	NONE
Special Areas:	NONE
CHH:	NONE
Watershed:	NONE
Drainage Basin:	MANATEE RIVER W,MILL CREEK,LAKE MANATEE
Commissioner:	Larry Bustle

ZONING



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Manatee County
Staff Report Map
Map Prepared 5/31/2011
1 inch = 1,617 feet

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S/T/R:	Sec 26,25 Twn 34 Rng 19
Acreage:	77.9
Existing Zoning:	A
Existing FLU:	UF-3
Overlays:	NONE
Special Areas:	NONE
CHH:	NONE
Watershed:	NONE
Drainage Basin:	MANATEE RIVER W,MILL CREEK,LAKE MANATEE
Commissioner:	Larry Bustle

AERIAL

Parcel ID #(s) 560300006

Manatee County
Staff Report Map

Map Prepared 5/31/2011

1 inch = 1,617 feet

Project Name:	Martin / Hillwood
Project #:	PDR-05-64 (G)
DTS#:	20050454
Proposed Use:	Residential
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CHH:	NONE
Watershed:	NONE
Drainage Basin:	MANATEE RIVER W,MILL CREEK,LAKE MANATEE
Commissioner:	Larry Bustle

P.C. 04/11/13

PDR-05-64(Z)(G) / fka PDR-05-64(Z)(P) – MARTIN / HILLWOOD (DTS # 20050454)

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the official zoning atlas (Ordinance 90-01, the Manatee County Land Development Code) relating to zoning within the unincorporated area; providing for a rezone of approximately 77.9 ± acres located on the north side of Waterline Road 1.8 miles east of Rye Road at 17145 Waterline Road, Bradenton, from the A (General Agriculture) zoning district to the PDR (Planned Development Residential) zoning district; approving a General Development Plan for 195 single-family detached residential dwelling units; subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, and providing an effective date.

P.C.: 02/14/08, 03/13/08, 04/11/13

B.O.C.C.: 04/03/08, 05/02/13

RECOMMENDED MOTION:

Based upon the staff report, evidence presented, comments made at the public hearing, and finding the request to be CONSISTENT with the Manatee County Comprehensive Plan and the Manatee County Land Development Code, as conditioned herein, I move to recommend ADOPTION of Manatee County Zoning Ordinance No. PDR-05-64(Z)(G); APPROVAL of the General Development Plan; and GRANTING Special Approval for a project exceeding one dwelling unit per acre in the UF-3 Future Land Use Category as recommended by staff.

PLANNING COMMISSION ACTION:

On February 14, 2008, by a vote of 6 – 0, the Planning Commission CONTINUED the public hearing for PDR-05-64(Z)(P) to March 13, 2008.

On March 13, 2008, by a vote of 4 – 1, the Planning Commission recommended APPROVAL of PDR-05-64(Z)(P). Ms. Stasica voted nay due

to the infrastructure on Waterline Road is insufficient and would like to see that in place before any homes are added to area.

BOARD OF COUNTY COMMISSIONERS ACTION:
On April 3, 2008, by a vote of 5 – 0, the Board of County Commissioners continued the public hearing to a date uncertain and to be readvertised.

PUBLIC COMMENT AND CORRESPONDENCE:
An update memo with the Board of County Commissioners public hearing date and public comment letters were entered into the record at the February 14, 2008 Planning Commission public hearing.

There was no public comment at the February 14, 2008 Planning Commission public hearing.

Cathy Reed spoke at the March 13, 2008 Planning Commission public hearing in opposition regarding not compatible with the area to many homes all other lots are 5 acres. John Spicer spoke at the March 13, 2008 Planning Commission public hearing stating with the way the current real estate market is how will the 119 houses sell, drainage in area is not good, and not compatible. Peggy Black spoke at the March 13, 2008 Planning Commission public hearing in opposition stating drainage and traffic in area are not good and more home would just add to the problem. Public comment letters were entered into the record at the March 13, 2008 Planning Commission public hearing.

An update memo with an additional public comment letter was entered into the record at the April 3, 2008 Board of County Commissioners public hearing.

At the April 3, 2008 Board of County Commissioners public hearing were the following public comments:

In opposition to were Bill Ehlen, Hollis Molton, Steve Crowley, Jeanette Abel (submitted a petition), Pat Richardson, Beth Golden, Luanne Brannen, Peggy Black, Charles Brannen, Natalie Almeter, Robert Curnen, Holly Bender, Nanette Almeter, Julie Spicer, Monica Spetnagel, Tim Almeter, John Spicer, Lisa Scherpf, Roma Glisson, David Reed and Rick Lundholm. They expressed concern regarding: density; increased traffic and speeding on Waterlien Road; lack of sidewalks; compatibility (homes should be on five-acre lots); impact to the wildlife habitat; the lack of buyers once the homes are built; the intersection of Rye Road and Waterline Road; and flooding.

PROJECT SUMMARY	
CASE#	**PDR-05-64(Z)(G) (DTS #20050454)**
PROJECT NAME	**Martin / Hillwood aka Hillwood Preserve**
APPLICANT(S)	**Mary Jane Martin Smith & Richard I. Martin**
PROPOSED ZONING	**PD-R (Planned Development – Residential)**
EXISTING ZONING	**A (General Agriculture)**
FUTURE LAND USE CATEGORY	**UF-3 (Urban Fringe – 3 dwelling units per acre)**
PROPOSED USE(S)	**Residential – 195 lots for single family detached residences**
CASE MANAGER	**Miles Gentry, AICP**
STAFF RECOMMENDATION:	**Approval**

DETAILED DISCUSSION

History

The applicant has revised the plan substantially since most recently considered by the Planning Commission and Board of County Commissioners during 2008. The old plan, known as case PDR-05-64(Z)(P), proposed 119 residential lots in a more detailed Preliminary Site Plan. Now, the applicant seeks entitlements for 195 lots without a layout. If approved, then this plan may advance to the next stage of development application, a Preliminary Site Plan that will comply with the usual development standards and the stipulations attached to General Development Plan.

Neighborhood Compatibility

The new homes will preserve the residential character of the neighborhood. The vicinity includes existing houses among pastures, suburban yards, and very little remaining natural land cover. The proposed project includes houses among native oak and pine habitats. The proposed use of the project has no element of incompatibility with the neighborhood. As in-fill of very little remaining vacant land, the new residences will blend into the established residential character of the neighborhood. Buffers and the low density will maintain a visual impact consistent with existing residences.

Utilities

The site has utility lines for water, reclaimed water, and sewer already extended to its boundary.

Travel

The site has frontage on and direct access to the Urban Collector thoroughfare road Waterline Road. Emergency vehicles may use the local roads in Rye Wilderness for emergency access to travel to Rye Road.

Open Space

The natural land cover on the entire site has primarily native Xeric Oak and Pine Flatwoods habitats. The land has no wetlands or other physical constraints to development.

The plan employs smaller lots than the vicinity to preserve more of the native upland land cover. The plan shows 0.13 to 0.09-acre lots significantly smaller than surrounding residential lots and ranchettes. The Rye Wilderness neighborhood to the northwest has 0.50-acre lots. The Waterline Road neighborhood has 5.00-acre tracts.

The upland vegetation provides wildlife habitat and screening buffers. Native forested upland provides more vegetation for buffering than the vegetation provided by wetlands and lakes typical in other developments. Hillwood has no wetlands or natural lakes. All land in the project has upland vegetation. A proposed stipulation would require at least 15 acres of Upland Preservation in areas at least 50 feet wide.

Recommendation

Staff recommends approval of this request.

SITE CHARACTERISTICS AND SURROUNDING AREA	
ADDRESS:	**17145 Waterline Road,**
GENERAL LOCATION:	**north side of Waterline Road 1.8 miles east of Rye Road**
ACREAGE:	**77.9 ± acres**
EXISTING USE(S):	**Vacant**
FUTURE LAND USE CATEGORY(S):	**UF-3 (Urban Fringe 3 dwelling units per acre)**
DENSITY / INTENSITY:	**2.5 dwelling units / gross residential acre**
SPECIAL APPROVAL(S):	**Gross density over 1 d.u. / acre**
OVERLAY DISTRICT(S):	**None**

SPECIFIC APPROVAL(S):	**None with this application. A new application later may seek Specific Approvals from the Board for alternatives to road widths and stormwater controls, perhaps when and if the county adopts standards for low impact development. Otherwise, subsequent development applications will proceed in compliance with current regulations.**
SURROUNDING USES & ZONING	
NORTH	**Single-family detached homes and lots in Rye Wilderness Estates zoned PDR (Planned Development Residential)**
SOUTH	**Thoroughfare Waterline Road then single-family homes on large lots zoned A (General Agriculture)**
EAST	**Single-family homes on large lots zoned A**
WEST	**Single-family homes on large lots zoned A**

ITE DESIGN DETAILS			
LOT SIZES	**Area**	**Width**	**Depth**
Traditional	6,050 SF	55 ft	110 ft
Low Impact	3,200 SF	40 ft	80 ft
SETBACKS	**Front**	**Side**	**Rear**
Traditional	20 ft but 25 ft if front loaded garage	6 ft	10 ft
Low Impact	10 ft but 15 ft if front loaded garage	5 ft	5 ft

OPEN SPACE:	25% minimum
RECREATIONAL AMENITIES:	Open space in upland habitat and areas available for improvement. No facilities specified.
ACCESS:	Waterline Road – boulevard entrance from Urban Collector thoroughfare road. 172nd St E – emergency entrance from local roads in Rye Wilderness for emergency access to Rye Road. Option for private internal streets.
FLOOD ZONE(S)	Zone C per FIRM Panel 120153 0380B, revised 3/15/84. No change on preliminary digital maps (D-FIRMs), proposed effective date 9/17/13
AREA OF KNOWN FLOODING	None

UTILITY CONNECTIONS	Available at project boundary: potable water, reclaimed water, and sanitary sewer

ENVIRONMENTAL INFORMATION

Overall Wetland Acreage:	**none**
Proposed Impact Acreage:	**none**

Wetlands:

Overall Wetland Acreage: none

Proposed Impact Acreage: none

It is our understanding that no jurisdictional wetlands are located within the project area. However, Sand Branch Creek (a perennial stream), located just offsite to the east, may be considered a jurisdictional wetland. Staff recommends a stipulation to ensure the limits of this feature are depicted on the Final Site Plan. Any applicable wetland/wetland buffer criteria in Section 719 of the LDC will need to be addressed with the FSP submittal.

Uplands:

This site is comprised primarily of native upland habitats (Xeric Oak and Pine Flatwoods). The applicant has indicated that 15 acres of Native Upland Habitat will be preserved in order to comply with Comp. Plan Policy 3.3.2.2. The General Development Plan does not indicate the location of the required preservation. Staff is recommending a stipulation that requires the upland preservation areas be delineated on the Preliminary Site Plan as well as the criteria for determining the location and configuration. Additionally, a stipulation is recommended that requires a conservation easement to be dedicated over the upland preservation areas.

Listed Species:

This site is in close proximity to two bald eagle nests and contains several gopher tortoise burrows. The site also contains Xeric Oak and Pine Flatwoods habitats which may utilized by scrub jay, gopher tortoise commensal species (i.e. Eastern Indigo Snake) and other listed wildlife. Staff recommends that the site be reevaluated for the presence of listed species prior to PSP submittal due to the lapse in time since the first evaluation was provided.

Trees

Tree calculations have not been provided with this application. The site is heavily forested and staff has concerns with the ability to provide tree replacement in accordance with the Land Development Code. Please note that any specific approvals which have not been requested at this time will require a future public hearing.

NEARBY DEVELOPMENT				
Project	**Lots/units**	**Density**	**Minimum Lot/Unit size**	**Approved**
Rye Wilderness Estates	298	0.87	21,780 sq. ft.	2004
Wilderness Crossing	68	1.82	14,000 sq. ft.	2011
Country Meadows	247	0.96	15,200 sq.ft.	2001
Country Creek Ph 3	82	1.13	18,600 sq.ft.	2000
Winding River	97	0.88	16,000 sq. ft.	2000

POSITIVE ASPECTS

- **Buffers 30 ft and 50 ft adjacent to A (Agricultural) zoning.**
- **Utility lines for potable water, reclaimed water, and sanitary sewer available at project boundary**
- **Frontage and direct access to thoroughfare road.**
- **Emergency access to north.**
- **Small lot sizes create opportunities for open space preservation.**

NEGATIVE ASPECTS

- **Adjacent to A (Agricultural) zoning district where agricultural uses may conflict with use of new homes.**
- **Increased traffic on Waterline Road, an Urban Collector thoroughfare road but perceived by many neighborhood residents as a rural local road.**

MITIGATING MEASURES

- **Large buffers exceed normal requirements.**
- **Even local roads by design may carry 1,000 trips daily.**

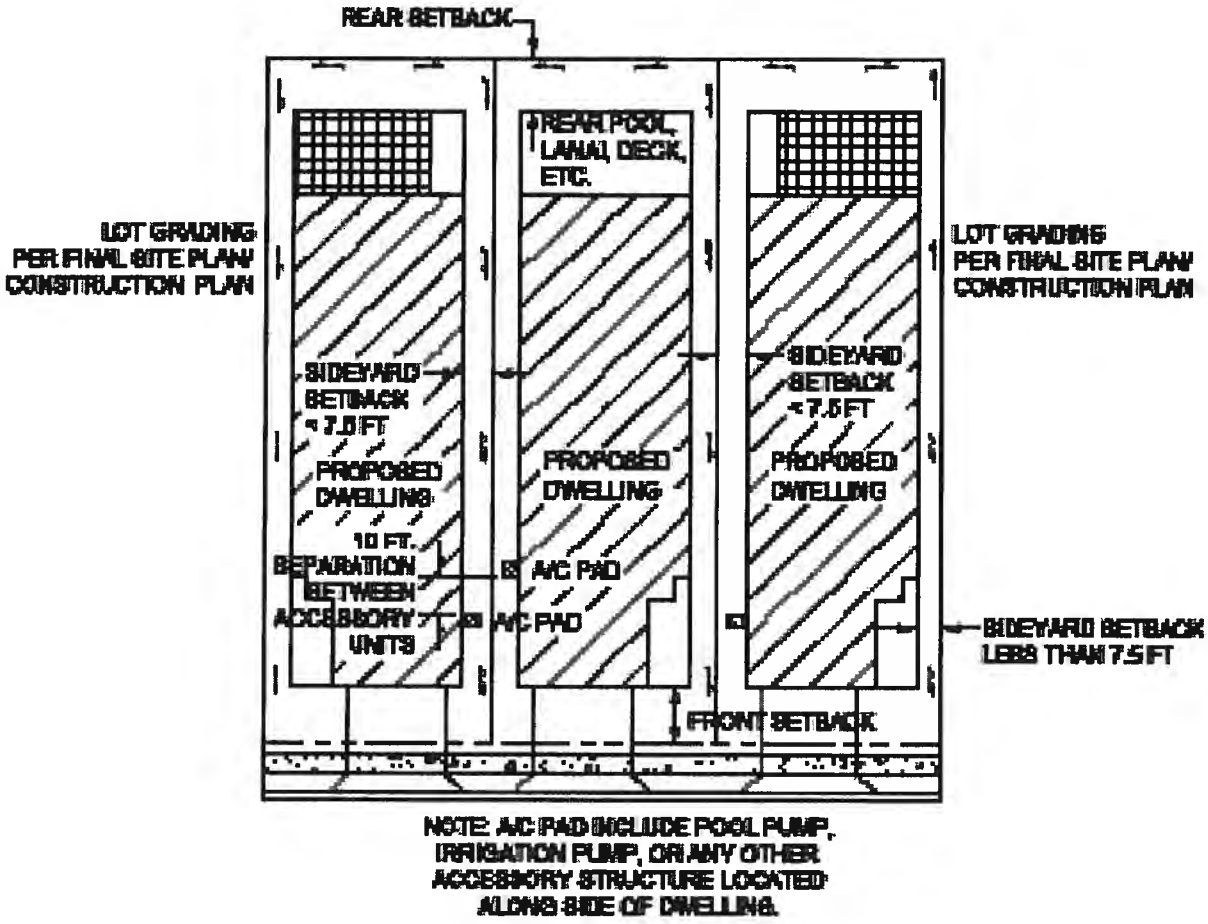
STAFF RECOMMENDED STIPULATIONS

A. TRANSPORTATION CONDITIONS

1. A detailed traffic analysis may be required prior to the the Preliminary Site Plan and Final Site Plan approval depending on type and size of development.
2. Additional on-site and off-site improvements may be required as the property is developed.
3. To allow for future widening of Waterline Road, dedication of right-of-way is required at Final Plat or FSP approval, as appropriate, to provide Manatee County with a 42' half section from the existing centerline on Waterline Road.

B. STORMWATER CONDITIONS

1. Natural areas which are to be utilized for retention in Low Impact and other alternative development shall be dedicated with Drainage Easements and under sole ownership and maintenance of a Homeowner's Association. Any impacts to dedicated drainage areas shall be fully compensated.
2. Shell paving in Low Impact and other alternative development would be considered impervious for any drainage design and calculations.
3. A minimum of ten (10) foot separation between accessory equipment and structures alongside adjoining houses with 5 or 6 feet side yard setbacks shall remain available for drainage according to the following diagram:



C. INFRASTRUCTURE CONDITIONS

1. Specific Approval requests from the applicant and approvals from the Board will be required for Low Impact and other design elements which deviate from the Land Development Code, Public Works Highway, Traffic, and Stormwater Standards, and the Stormwater Design Manual. Design elements such as the internal roadways of 18 feet in width, no use of curb and gutter, etc. which does not comply with the Land Development Code or County Highway, Traffic, and Drainage Standards shall require the Board's specific approval and shall be privately maintained. Unless the roadway infrastructure is brought up to county standards and meets design right-of-way width, the county will not accept any request to turn over such roadway for perpetual maintenance.

D. ENVIRONMENTAL CONDITIONS

1. The applicant has stated that no wetlands or wetland buffers exist within the project area. All wetland/buffer limits within 200' of the site shall be depicted on the Final Site Plan. The applicant is advised that if the waterway to the east (Sand Branch Creek) is claimed as a jurisdictional wetland feature by SWFWMD, then portions of the associated 30' buffer may encroach into this site. In such case, all applicable wetland/wetland buffer criteria in Section 719 of the LDC shall be addressed with to

Preliminary Site Plan approval.

2. The Preliminary Site Plan shall clearly delineate a minimum of 15 acres of Upland Preservation in order to comply with Comprehensive Plan Policy 3.3.2.2. The location and configuration of the required Upland Preservation shall be determined based on the following factors:
   a. Location of off-site habitats and other natural areas. Upland Preservation areas should be contiguous with surrounding habitat where possible, for better wildlife utilization
   b. Location of existing active Gopher Tortoise burrows based on the results of the required updated gopher tortoise density survey. The required upland habitat preservation should be designed to accommodate gopher tortoises.
   c. The location of any proposed improvements that may be in conflict with these areas, such as walls/fences, drainage features, inter-neighborhood ties and secondary means of access. Areas with significant improvements may not be credited toward meeting the 15 acres of Upland Preservation requirement.
   d. Areas less than 50' in width shall not be credited toward meeting the 15 acres of Upland Preservation requirement.
3. Prior to Final Plat approval, a Conservation Easement for upland preservation areas (15 acres) and wetlands/wetland buffers (if identified onsite) shall be dedicated to the County in accordance with Section 719.11.1.3 of the LDC.
4. A Management Plan for Upland Preservation areas shall be submitted for review at the time of application for Preliminary Site Plan. EPD shall be notified prior to commencing any management activities. Language documenting the Management Plan requirements shall be included in the HOA documents.
5. No lots shall be platted through wetlands, wetland buffers or upland preservation areas.
6. Prior to Final Site Plan submittal, the entire site shall be resurveyed for listed animal species (inclusive but not limited to eagles, scrub jays and gopher tortoises) in accordance with applicable reviewing agency guidelines. Copies of surveys and findings shall be provided to the EPD for review. Copies of approved Wildlife Management Plans, if required, shall be provided prior to commencement of construction activities. The applicant is advised that design reconfigurations may be necessary to allow for the preservation of wildlife habitat areas.
7. The Final Site Plan shall identify wildlife connections between preservation areas severed by construction. Oversized culverts, rumble strips and/or wildlife crossing signage may be required to maintain habitat connectivity or alert motorists of the presence of wildlife in the area.

REMAINING ISSUES OF CONCERN – NOT RESOLVED OR STIPULATED
None

COMPLIANCE WITH LDC				
Standard(s) Required	Design Proposal	Compliance		Comments
		Y	N	
BUFFERS				
20' roadway buffer Waterline Rd	50'	Y		Exceeds requirement
15' perimeter buffer	15', 30' & 50'	Y		Exceeds requirement
Buffer landscaping		Y		Applied at PSP/FSP
SIDEWALKS				
5' internal sidewalks		Y		Applied at PSP/FSP
5' sidewalk, exterior		Y		Applied at PSP/FSP
ROADS & RIGHTS-OF-WAY				
Internal rights-of-way		Y		Applied at PSP/FSP
Access		Y		Boulevard entrance will require sufficient length for 2 means of access
Paved roadways		Y		Applied at PSP/FSP
Dedicate ROW for Waterline Rd		Y		On GDP
Inter-neighborhood Ties		Y		Two provided to adjacent Rye Wilderness Estates but limited to emergency access

COMPLIANCE WITH THE LAND DEVELOPMENT CODE
Factors for Review and Adoption of Proposes Amendments (Section 504.5)
Factors for Reviewing Proposed Site Plans (Section 508.6)
Planned Districts - Rezone Review Criteria (Section 603.4)

Physical Characteristics:
The applicant's original engineer had prepared a preliminary site plan for development without hazard to persons or property, on or off the tract, without risk of erosion, subsidence, slipping of the soil, or flood hazard. The design had considered conditions of soil, ground water level, drainage and topography appropriate to the proposed uses. This current General Development Plan relies on the original preliminary site plan.

Public Utilities, Facilities and Services:
The General Development Plan does not provide engineering detail for utilities. However, the development will be required to connect to Central Potable Water and Sanitary Sewer at the developer's expense. The site will have availability of or guarantees for transportation systems, sanitary sewers, emergency services, public safety, water lines, storm and surface drainage systems and other utilities at the time of issuance of the Certificate of Level of Service. Schools have adequate capacity according to attached review.

Major Transportation Facilities:
The project will have a boulevard entrance from Waterline Road, an Urban Collector thoroughfare. The plan provides for dedication of additional right-of-way to Waterline Road.

Compatibility, Transitions and Design Quality
Because of its low density and low building height the project does not need any architectural controls or intensity limitations. The project provides perimeter buffering exceeding the requirements of the LDC and sufficent to minimize any external impacts. The site shares half of its boundary with other properties in the PDR district. The remaining boundary abuts properties in the A zoning district. The project must provide setbacks from any adjacent agricultural land during design of the preliminary site plan. Perimeter landscaped buffers will mitigate the view from off-site. The proposed 50-ft roadway buffer exceeds the minimum LDC 20-ft requirement by an additional 30 feet. The character of the area and the land use types do not vary enough to require a design to provide for gradual changes in intensity and/or density.

Changes from Original Conditions
The conditions that determined the original zoning designation have changed. Major land uses have changed since the establishment of the zoning. Land uses along Waterline Road have changed from large farms to houses among pastures, suburban yards, and very little remaining natural land cover. Development of Rye Wilderness Estates further changed the adjacent land use.

Adjacent Property
The new homes will preserve the residential character of the neighborhood. The vicinity includes existing houses among pastures, suburban yards, and very little remaining natural land cover. The proposed project includes houses among native oak and pine habitats. The proposed use of the project has no element of incompatibility with the neighborhood. As in-fill of very little remaining vacant land, the new residences will blend into the established residential character of the neighborhood. Buffers and the low density will maintain a visual impact consistent with existing residences.

Orderly Development
The project sits between a suburban subdivision and a neighborhood of homes on large parcels. The zoning change allows a reasonable use of the property consistent with development patterns in the area and appropriate for orderly development of the community.

Expanding District
The zoning change will expand the adjacent PDR zoning district compactly without leaving an enclave.

Trends
The neighborhood along Waterline Road has grown increasingly more dense as homesites have divided larger tracts into smaller parcels. The development of the adjacent Rye Wilderness Estates further set the trend toward more density.

Environmental Impacts
Although the site contains no wetland areas, the site is predominately covered by Xeric Oak and Pine Flatwoods habitats. The applicant has committed to preserving 15 acres of the existing Native Upland Habitats with the details to be shown on the Preliminary Site Plan.

Lighting
The proposed use will increase ambient outdoor lighting.

County-Wide Changes
The change will not adversely affect the health, safety, and welfare of the County as a whole.

Comprehensive Plan
The projects conform to the Comprehensive Plan in terms of land use and density. The proposed land use conforms to the Future Land Use category better than an agricultural use.

Compliance with Land Development Code
The proposed change complies with all applicable requirements of the LDC.

Conflicts with Public Improvements
The project will not conflict with existing or planned public improvements.

Sufficient Public Facilities
The site has sufficient public facilities (potable water, reclaimed water, sanitary sewer) available at its boundary.

Access
The site has frontage on and direct access to the Urban Collector thoroughfare road Waterline Road. Emergency vehicles may use the local roads in Rye Wilderness for emergency access to travel to Rye Road

Streets, Drives, Parking and Service Areas:
The GDP provides a boulevard entrance. Otherwise, the preliminary site plan will provide details for internal streets in compliance with the LDC.

Pedestrian Systems:
Pedestrian systems will comply with sidewalk requirements in the Land Development Code.

Natural and Historic Features, Conservation and Preservation Areas:
The applicant has committed to preserving 15 acres of native upland habitat.

Density:
The proposed density of 2.5 DU/ac does not exceed the maximum 3.0 DU/ac established in the Comprehensive Plan for the UF-3 land use category.

Height:
The 35 ft maximum building height will minimize external visual impacts.

Fences and Screening:
Fences and screening measures will comply with the LDC.

Yards and Setbacks:
The proposed setbacks barely provide enough separation between buildings for light, air, and stormwater drainage.

Signs:
Any proposed neighborhood entry signage will comply with the LDC.

Landscaping:
The GDP does not provide details for landscaping. The landscaping plan will accompany the preliminary site plan and will be required to meet the requirements of the LDC.

Water Conservation:
The General Development Plan does not provide engineering detail for water conservation measures. However, the site has a county reclaimed water line available at its boundary.

Rights-of-Way:
The plan indicates future right-of-way for Waterline Road for dedication. The plan does not provide enough detail to indicate ROW for internal streets.

Utility Standards:
The General Development Plan does not provide engineering detail for utilities. However, the development will connect to Central Potable Water and Sanitary Sewer at the developer's expense.

Stormwater Management:
The preliminary site plan will include the design of stormwater management facilities and any available Low Impact techniques.

Open Space:
The proposed minimum 25% open space will provide sufficent space for the use and enjoyment of the residents and preservation of some upland habitat.

COMPLIANCE WITH COMPREHENSIVE PLAN

The site is in the UF-3 Future Land Use Category. A list of Comprehensive Plan Policies applicable to this request is attached. This project was specifically reviewed for compliance with the following policies:

Policy 2.1.2.7 Appropriate Timing. The timing is appropriate given development trends in the area. The surrounding area is characterized by agricultural uses, but is starting to transition to residential. Based on approved and proposed projects, this area is in transition from agricultural and low density residential to a suburban development pattern.

Policy 2.2.1.12.1 Intent. This project complies with the intent of the UF-3 category, which is for development to follow a logical expansion of the urban environment, typically growing from west to east, consistent with the availability of services. The UF-3 category also anticipates low density or clustered low to moderate density residential. These designations allow residential uses.

Policy 2.2.1.12.2 Range of Potential Uses. Residential land uses are in the range of potential uses.

Policy 2.6.1.1 Compatibility. The Preliminary Site Plan design is compatible with surrounding development. Appropriate buffers are provided for compatibility and transition between this site and surrounding uses.

Policy 2.6.2.7 Require Clustering to Limit Impacts. There are no wetlands on site

Policy 2.6.5.5 Preserve/Protect Open Space.
The plan provides for 25% open space as required.

Policy 3.3.2.2 Require the preservation of native upland habitat during land development activities. The applicant has committed to preserving 15 acres of native upland habitat.

TRANSPORTATION

Major Transportation Facilities

The site is expected to have access onto Waterline Road, a two-lane collector roadway.

Transportation Concurrency

Since the Applicant is only seeking Rezone and General Development Plan (GDP) approval at this time, transportation concurrency cannot be granted until the Preliminary Site Plan (PSP) or Final Site Plan (FSP) review stage of this project. At that time, the Applicant will be required to submit a detailed Traffic Impact Analysis (TIA) which will determine if any off-site concurrency-related improvements will be required by the project. However, the Applicant did prepare and submit a Traffic Impact Statement (TIS) at this time to determine preliminary impacts to the segment of Waterline Road adjacent to the project site. The results of the TIS, which were reviewed and approved by the Transportation Planning Division, indicated that the impacted roadway segment is expected to operate above the level of service (LOS) D performance standard with project-related traffic and with no off-site improvements needed (see Certificate of Level of Service Compliance table below).

Access

As previous stated, the site is expected to have access onto Waterline Road through one driveway which will provide for full turning movements. At the time of the detailed TIA, the access point will be evaluated to determine if any site-related improvements will be required for the site.

CERTIFICATE OF LEVEL OF SERVICE (CLOS) COMPLIANCE

TRANSPORTATION CONCURRENCY

CLOS APPLIED FOR: **No**
TRAFFIC STUDY REQ'D: **Yes (a TIS was submitted, however, a TIA will be required at PSP or FSP)**

NEAREST THOROUGHFARE	LINK(S)	ADOPTED LOS	FUTURE LOS (W/PROJECT)
Waterline Road	**Rye Road to SR 64 (Link #6120)**	**D**	**B**

In summary, the results of the TIS identified no off-site improvements at this time. However, a detailed TIA will be required at the PSP or FSP review stage to determine if

any improvements will be required.

OTHER CONCURRENCY COMPONENTS

Solid waste landfill capacity, parks needs, and preliminary drainage intent will be reviewed at the time of PSP. School capacity, potable water and wastewater will be reviewed at the time of FSP/Construction Drawings.

SPECIFIC APPROVALS – ANALYSES, RECOMMENDATIONS, FINDINGS

None

ATTACHMENTS

1. Applicable Comprehensive Plan Policies
2. Zoning Disclosure Affidavit
3. School report
4. Copy of Newspaper Advertising
5. Traffic Impact Analysis

ATTACHMENT #1 APPLICABLE COMP PLAN POLICIES

Policy: 2.1.2.3

Permit the consideration of new residential and non-residential development with characteristics compatible with existing development, in areas which are internal to, or are contiguous expansions of existing development if compatible with future areas of development.

Implementation Mechanism(s):

a) Designation of maximum allowable densities on the Future Land Use Map to permit consistent and compatible residential development on vacant areas within and adjacent to existing residential areas.

b) Designation of nonresidential categories on the Future Land Use Map to permit compatible nonresidential development on vacant areas within and, where appropriate, adjacent to existing nonresidential development.

Policy: 2.1.2.4

Limit urban sprawl through the consideration of new development and redevelopment, when deemed compatible with existing and future development, and redevelopment area planning efforts when applicable in areas which are internal to, or are contiguous expansions of the built environment.

Policy: 2.1.2.5

Permit the consideration of new residential and non-residential development in areas which are currently undeveloped, which are suitable for new residential or non-residential uses.

Implementation Mechanism(s):

a) Designation of maximum allowable residential densities on the Future Land Use Map which would encourage transition in densities proximate to existing residential areas, and which are conducive to a wide range of residential uses in areas established for new residential development. Such areas will also serve as alternative locations to those residential areas described in Policy 2.1.2.1.

b) Designation of a variety of future nonresidential areas on the Future Land Use Map at locations conducive to the development of a variety of employment generators. Such areas will serve as alternative locations to those future nonresidential areas described in Policy 2.1.3.1.

Policy: 2.1.2.6	Limit urban sprawl through the consideration of new development, when deemed compatible with future growth, in areas which are currently undeveloped yet suitable for improvements.
y: 2.1.2.7	Review all proposed development for compatibility and appropriate timing. This analysis shall include: - consideration of existing development patterns, - types of land uses, - transition between land uses, - density and intensity of land uses, - natural features, - approved development in the area, - availability of adequate roadways, - adequate centralized water and sewer facilities, - other necessary infrastructure and services. - limiting urban sprawl - applicable specific area plans - (See also policies under Objs. 2.6.1 - 2.6.3) Implementation Mechanism(s): a) Planning Department review of all plan amendments and development proposals for consistency with this policy. b) Placement of conditions, as necessary on development orders to ensure policy compliance.
Policy: 2.2.1.11	**UF-3:** Establish the Urban Fringe - 3 Dwelling Units/Gross Acre future land use category as follows:
Policy: 2.2.1.11.1	Intent: To identify, textually, in the Comprehensive Plan's goals, objectives, and policies, or graphically on the Future Land Use Map, areas limited to the urban fringe within which future growth (and growth beyond the long term planning period) is projected to occur at the appropriate time in a responsible manner. The development of these lands shall follow a logical expansion of the urban environment, typically growing from the west to the east, consistent with the availability of services. At a minimum, the nature, extent, location of development, and availability of services will be reviewed to ensure the transitioning of these lands is

	conducted consistent with the intent of this policy. These UF-3 areas are those which are established for a low density urban, or clustered low-moderate density urban, residential environment, generally developed through the planned unit development concept. Also, to provide for a complement of residential support uses normally utilized during the daily activities of residents of these low or low-moderate density urban environments, and in limited circumstances non-residential uses of a community serving nature to allow for a variety of uses within these areas which serve more than the day to day needs of the community. (See further policies under 2.2.1.11.5 for guidelines)
Policy: 2.2.1.11.2	Range of Potential Uses (see Policies 2.1.2.3 - 2.1.2.7, 2.2.1.5): Suburban or urban density planned residential development with integrated residential support uses as part of such developments, retail wholesale or office commercial uses which function in the marketplace as neighborhood or community serving, short-term agricultural uses, agriculturally-compatible residential uses, farmworker housing, public or semi-public uses, schools, low intensity recreational uses, and appropriate water-dependent/water-related/water-enhanced uses (see also Objectives 4.2.1 and 2.10.4).
Policy: 2.2.1.11.3	Range of Potential Density/Intensity: Maximum Gross Residential Density: 3 dwelling units per acre Maximum Net Residential Density: 9 dwelling units per acre (except within the WO or CHHA Overlay Districts pursuant to Policies 2.3.1.5 and 4.3.1.5) Maximum Floor Area Ratio: 0.23 (0.35 for mini-warehouse uses only) Maximum Square Footage for Neighborhood Retail Uses: Medium (150,000sf) Large (300,000)* *With Limitations (See Policy 2.2.1.11.5)
Policy: 2.2.1.11.4	Other Information: a) All mixed, multiple-use, and community serving non-residential projects require special approval, as defined herein, and as further defined in any land development regulations developed pursuant to § 163.3202, F.S. b) All projects for which gross residential density exceeds 1 dwelling unit per acre, or in which any net residential density exceeds 3 dwelling units per acre, shall require

special approval.

c) Any nonresidential project exceeding 30,000 square feet shall require special approval.

Policy: 3.3.2.2

Require the preservation of native upland habitat during land development activities through the following strategies:

(1) Maintenance of areas of non-exotic vegetation, or viable portions thereof, on any project site, especially when such area or viable portions of areas, are part of larger upland habitats which may extend beyond the boundaries of the development site;

(2) Encourage increased preservation of native upland habitat by providing incentives, including but not limited to:

(a) Transfer of density/intensity out of preserved native upland habitat

(b) reduced lot sizes and setbacks

(c) consideration of increased building height when native upland preservation provides additional buffering and screening

(3) Removal of all nuisance exotic plant species from upland development sites during construction unless Special Approval is granted.

(4) Designation of upland preservation areas at time of general development plan, preliminary site plan, preliminary plat, or other preliminary development plan or similar approval.

(5) Manatee County shall consider habitat size, adjacency to other natural areas, and habitat value when reviewing site development plans for uplands preservation.

Implementation Mechanism(s):

(a) Implement the land development regulations to provide standards for upland preservation.

(b) Identification of native vegetative communities on site development plans and landscape plans.

	(c)	Planning Department's review of all proposed site development plans to ensure consistency with this policy.

PDR-05-64(Z)(P)
20050454 August 30, 2005
Martin/Hillwood

ZONING DISCLOSURE AFFIDAVIT

PLANNING
AUG 30 2005
DEPARTMENT

File Number _____

Name HillWood

The Manatee County Land Development Code 90-01 as amended under Ordinance 91-29 requires that all applications for Zoning Atlas Amendments shall include public disclosure of applicants and their percentage of interest.

If the property is owned by a CORPORATION, list the principal officers and principal stockholders and the percentage of stock owned by each.

If the property is in the name of a TRUSTEE, list the beneficiaries of the trust with percentage of interest.

If the property is in the name of a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the principals below, including general and limited partners.

If there is a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. If any contingency clause or contract terms involve additional parties list all individuals or officers, if a corporation, partnership or trust. This is in additional to the list of owners.

FOR ANY CHANGES OF OWNERSHIP OR CHANGES IN CONTRACTS FOR PURCHASE SUBSEQUENT TO THE DATE OF THE APPLICATION, BUT PRIOR TO THE DATE OF FINAL PUBLIC HEARING, A SUPPLEMENTAL DISCLOSURE OF INTEREST SHALL BE FILED.

Disclosure shall not be required of any entity whose interest are solely equity interest which are regularly traded on an established securities market in the United States or another country.

NAME, ADDRESS AND OFFICER	PERCENTAGE OF STOCK, INTEREST OR OWNERSHIP
X Check if owner (X) or contract purchaser ( )	
Mary Jane Martin Smith, Executive	Mary Jane Martin Smith - 50%
Estate of Mary Jane Martin	Richard E. Martin - 50%
4401 Chickering Lane Nashville, TN 37215	

Under penalties of perjury, I declare that I have read the foregoing affidavit and that the facts stated in it are true.

X Signature: Mary Jane Martin Smith

X (Applicant): Mary Jane Martin Smith

X STATE OF Tennessee
COUNTY OF Davidson

The foregoing instrument was sworn to (or affirmed) and subscribed before me this 25th day of July, 20 05, by

Mary Jane Martin Smith, who is personally known to me or who has produced

USA Passport #214111522 as identification.
(type of identification)

Angie Freudenthal
Notary Signature

My Commission Expires: July 25, 2009
Commission No: _____

Title or Rank

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STATE OF TENNESSEE
NOTARY PUBLIC
DAVIDSON COUNTY

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SCHOOL DISTRICT OF MANATEE COUNTY

March 27, 2013

Miles Gentry
Manatee County Government, Planning Department
Post Office Box 1000
Bradenton, FL 34206-1000

RE: School Report – Martin/Hillwood
PDR-05-64(Z)(G), DTS#20050454(7)

Dear Mr. Gentry,

This report is in response to a request for analysis of the projected demands on school facilities for the proposed land development application for Martin/Hillwood. This report is intended to be only information and analysis to assist Manatee County Government in its land-use decision.

The application is regarding land development pertaining to approximately 77.97+/- acres at 14145 Waterline Road. The applicant has requested approval of a Rezone/General Development Plan for 195 single-family dwelling units. The development schedule was not included.

The School Report Fee is $650 and to date has not been received by the School District of Manatee County. The School Report is being sent in good faith the fees will be collected and remitted by Manatee County Government.

School Service Area and Current School Attendance Zones

This property is located in School Service Area 2 for school planning and concurrency purposes. The 2012-2013 school attendance zones are as follows:

1. Witt Elementary School
2. Haile Middle School
3. Lakewood Ranch High School

Five Year Capital Improvements Plan (CIP)

The School Board of Manatee County's 2012-2013 Five-Year Capital Improvement Plan does not include any capacity related improvements within the next five years.

Projected Student Generation
Martin/Hillwood for 195 single-family dwelling units could potentially generate the following projected number of students based on the Student Generation Rate:

- Elementary Students: 33
- Middle Students: 18
- High School students: 21
- **Total: 72**

Projected Educational Facilities Impact Fee
The Board of County Commissioners (BOCC) adopted Ordinance 09-36 Impact Fee Suspension that provides a two-year temporary moratorium for Educational Facilities Impact Fees (July 27, 2009 – July 27, 2011). The BOCC has approved Ordinance 11-22 providing for a two-year extension of the temporary moratorium (July 27, 2011 – July 27, 2013).

Preliminary School Concurrency Analysis
The School Board of Manatee County and Manatee County Government have adopted a school concurrency management system and this development is required to obtain a Certificate of Level of Service for Public School Facilities upon submission of an application for horizontal or vertical construction approval (final site plan or functional equivalent).

This is a preliminary report of the potential effects on school capacity and does not encumber, reserve or guarantee capacity will be available. The available capacity for elementary and middle schools is analyzed by the four School Service Areas (SSA) and High Schools are analyzed district-wide.

The following is a preliminary analysis of available school capacity based on the proposed Rezone/General Development Plan allowing 195 additional single-family dwelling units:

In accordance with the results of this report at this time the following was found within the affected School Service Area (SSA) **2**:

1. Elementary Schools **do** have sufficient capacity to support the proposed land development application in School Service Area **2**.

2. Middle Schools **do** have sufficient capacity to support the proposed land development application in School Service Area **2**.

3. High Schools **do** have sufficient capacity to support the proposed land development application.

Development Compatibility
Martin/Hillwood development is not located adjacent to an existing school site and appears to be compatible with nearby school sites.

Projected School Sites
A school site is not being requested within the property boundaries.

Sidewalks and Bicycle Paths
Martin/Hillwood development is not located within the two-mile walking radius of an existing school. The School District requests the sidewalks and bicycle paths connect throughout the neighborhood providing students with a safe route to bus stops. Additional sidewalk needs will be evaluated when a site plan is submitted.

Crosswalks, Traffic Signalization, School Signs & Markings
The School District is not requesting school signs or markings for this project at this time.

Transportation, Bus Stops, and Bus Shelters
The School District has observed a growing trend of parents driving students to bus stops and parking vehicles near the bus stop. The School District generally suggests providing a wider roadway near bus stops to accommodate additional parked cars or a parking area so the bus will be able to safely load/unload students and pass parked cars on the roadway. Wherever possible, a bus stop should have a waiting area 10 to 15 feet from the roadway.

Martin/Hillwood development is not located within the two-mile walking radius of an existing school. Future circumstances may require a bus to enter the subdivision (i.e. special needs students). Should the development be gated, the School District recommends providing a key pad at an accessible height for bus drivers, and that roundabouts and cul-de-sacs provide sufficient radius for a bus turn around. The school buses require 10 feet of roadway and have a turning radius of 30 to 42.7 feet curb to curb.

At this time, potential bus stop locations would be on Waterline Road at the entrance boulevard to the subdivision, for student pickup and drop off for this development. This will be re-evaluated at the time a full site plan is submitted. The School District is requesting to meet and discuss the potential requirement for a bus stop shelter and/or student pickup area, any time prior to submittal of the final site plan, as appropriate.

If you have any questions regarding this School Report, feel free to contact me at (941) 708-8800 Ext. 1182.

Sincerely,

A Amoroso

Alisa Amoroso
Planning Specialist

AA

TRAFFIC IMPACT STATEMENT
FOR
GENERAL DEVELOPMENT PLAN

HILLWOOD PRESERVE
Manatee County, Florida

Prepared for:
Mary Jane Martin Smith

Prepared by:

ADEASQ
TRANSPORTATION ENGINEERING - PLANNING

Jason Collins, Ph.D., P.E, AICP
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Saint Petersburg, FL 33701
(813) 495-7382

20050454
POR-05-64(2)(G)

March 2013

INTRODUCTION

ADEAS-Q has completed a generalized Traffic Impact Statement toward the general development plan for the proposed Hillwood Preserve residential project located on Waterline Road in Manatee County, Florida. The following sections of this Statement summarize the project trip generation, project trip distribution, and the general assignment of project traffic onto public roadways. This document is not intended to be referenced as a detailed traffic impact analysis, but rather an evaluation of estimated project trips in advance of the Preliminary Site Plan (PSP) application or Construction Plan. A more detailed traffic impact analysis will be required with a Certificate of Level of Service (CLOS) application at a later time.

The approximate address for the project is 17145 Waterline Road, which is located between Rye Road and Dam Road. Waterline Road is a County maintained two-lane road located north of SR 64 east of Rye Road. Waterline Road is currently classified by Manatee County as an Urban Collector. The proposed development plan calls for 195 single family detached homes.

TRIP GENERATION

Daily and PM peak hour trip generation for the project traffic have been estimated using the equations in the *ITE Trip Generation, 9th Edition.* This project is a single use residential development, therefore no internal trips or pass-by trips are expected. ITE land use code 210 (Single Family Detached Housing) was used to forecast the number of trips for the proposed 195 single family dwellings units. A detailed report printout from the ITE Trip Generation Software is provided in the appendix. In summary, the proposed development is anticipated to generate a total of 1,922 Daily vehicle trips and 192 PM Peak Hour trips (121 entering and 71 exiting).

Trip Generation Summary

Land Use	Size	Land Use Code (LUC)	Average Daily Trips	PM Peak Hour Trips		
				Enter	*Exit*	*Total*
Single Family Dwelling Units	195 DU	210	1,922	121	71	192

SITE TRAFFIC DISTRIBUTION

The arrival/departure distribution of site traffic was estimated at a 60/40 split for the purpose of this Statement. The turning movement counts will determine a more detailed directional split of traffic as part of the traffic impact analysis.

All traffic to/from the Hillwood Preserve development is anticipated to access via one site driveway on Waterline Road. Waterline Road is the first directionally accessed functionally classified concurrency regulated road by Manatee County. The following table summarizes the estimated number of project trips expected to use Waterline Road.

Estimated Project Traffic Distribution

Road Name	From	To	Percent Project Trip Distribution	Two-Way Peak-Hour Project Traffic
Waterline Rd	Rye Rd	Project	60.0%	115
Waterline/Dam Rd	Project	SR 64	40.0%	77
TOTAL			100%	192

TRAFFIC ASSIGNMENT

Project traffic from Hillwood Preserve was then assigned to Waterline Road in addition to existing traffic volumes. The most recent available year from daily traffic counts maintained by Manatee County were referenced. The total traffic was then identified for a generalized level of service evaluation. The 2009 Florida DOT Quality/Level of Service tables were referenced to identify a generalized LOS for Hillwood Preserve. A ratio of peak hour volumes to daily volumes (K-factor) of 10% was assumed for this initial evaluation. Since Waterline Road and Dam Road serves as one-continuous road without being interrupted by existing traffic controls between Rye Road and SR 64, it was considered as one continuous facility for evaluation purposes.

Estimated Total Traffic and Level of Service

Road Name	From	To	Total Two-Way Peak-Hour Project Trips	Existing Daily Two-Way Traffic Count (Count Station 11-39)	PM Peak Hour Existing Volume (Assume 10% K-Factor)	Total Two-Way PM Peak-Hour Traffic	Resulting Generalized LOS*
Waterline/Dam Rd	Rye Rd	SR 64	192	733	73	265	B

*Source: Table 4 – Generalized Peak-Hour Two-Way Level of Service Tables for an urbanized two-lane non-state uninterrupted flow highway, 2009 Florida DOT Quality/Level of Service Handbook.

SUMMARY

A generalized Traffic Impact Statement toward the general development plan of the Hillwood Preserve residential project has been completed. The project is located on Waterline Road and consists of 195 single family homes. This document is not intended to be referenced as a detailed traffic impact analysis, but rather a preliminary evaluation of estimated project trips in advance of the Preliminary Site Plan (PSP) application or Construction Plan. A more detailed traffic impact analysis will be required with a Certificate of Level of Service (CLOS) application at a later time.

Waterline Road currently experiences low traffic volumes. The Hillwood Preserve project is anticipated to generate 192 PM Peak Hour Trips. In addition to currently reported volumes, the total traffic condition with Hillwood Preserve is still expected to be within the County's Level of Service Standards. The existing LOS may be maintained with the inclusion of the Hillwood Preserve Project.

APPENDIX

Summary of Trip Generation Calculation
For 195 Dwelling Units of Single Family Detached Housing
February 04, 2013

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	9.86	0.00	1.00	1922
7-9 AM Peak Hour Enter	0.13	0.00	1.00	37
7-9 AM Peak Hour Exit	0.56	0.00	1.00	110
7-9 AM Peak Hour Total	0.75	0.00	1.00	146
4-6 PM Peak Hour Enter	0.62	0.00	1.00	121
4-6 PM Peak Hour Exit	0.36	0.00	1.00	71
4-6 PM Peak Hour Total	0.98	0.00	1.00	192
Saturday 2-Way Volume	10.24	0.00	1.00	1997
Saturday Peak Hour Enter	0.50	0.00	1.00	97
Saturday Peak Hour Exit	0.44	0.00	1.00	86
Saturday Peak Hour Total	0.94	0.00	1.00	183

Note: A zero indicates no data available.
The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	LN(T) = .92LN(X) + 2.71, R^2 = 0.96	
7-9 AM Peak Hr. Total:	T = .7(X) + 9.74	
	R^2 = 0.69 , 0.25 Enter, 0.75 Exit	
4-6 PM Peak Hr. Total:	LN(T) = .9LN(X) + .51	
	R^2 = 0.91 , 0.68 Enter, 0.37 Exit	
AM Gen Pk Hr. Total:	T = .7(X) + 12.97	
	R^2 = 0.89 , 0.26 Enter, 0.74 Exit	
PM Gen Pk Hr. Total:	LN(T) = .86LN(X) + .62	
	R^2 = 0.91 , 0.64 Enter, 0.36 Exit	
Sat. 2-Way Volume:	LN(T) = .95LN(X) + 2.59, R^2 = 0.92	
Sat. Pk Hr. Total:	T = .89(X) + 9.56	
	R^2 = 0.91 , 0.53 Enter, 0.47 Exit	
Sun. 2-Way Volume:	T = 6.84(X) + -13.31; R^2 = 0.94	
Sun. Pk Hr. Total:	LN(T) = .91LN(X) + .35	
	R^2 = 0.87 , 0.53 Enter, 0.47 Exit	

Source: Institute of Transportation Engineers
Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Copy of Newspaper Advertising

Bradenton Herald

NOTICE OF DRI/ZONING CHANGES IN UNINCORPORATED MANATEE COUNTY

NOTICE IS HEREBY GIVEN, that the **Planning Commission of Manatee County** will conduct a Public Hearing on **Thursday, April 11, 2013 at 9:00 a.m. at the Manatee County Government Administrative Center, 1st Floor Chambers, 1112 Manatee Avenue West, Bradenton, Florida** to consider, act upon, and forward a recommendation to the Board of County Commissioners on the following matters:

PDR-05-64(Z)(G) / fka PDR-05-64(Z)(P) – MARTIN / HILLWOOD (DTS # 20050454)
An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the official zoning atlas (Ordinance 90-01, the Manatee County Land Development Code) relating to zoning within the unincorporated area; providing for a rezone of approximately 77.9 ± acres located on the north side of Waterline Road 1.8 miles east of Rye Road at 17145 Waterline Road, Bradenton, from the A (General Agriculture) zoning district to the PDR (Planned Development Residential) zoning district; approving a General Development Plan for 195 single-family detached residential dwelling units; subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, and providing an effective date.

PDC-13-04(Z)(P) - 2705 51st AVENUE EAST, LLC/GOODWILL CORPORATE CAMPUS – DTS#20130070 - Buzzsaw #181
An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the Official Zoning Atlas (Ordinance No. 90-01, the Manatee County Land Development Code), relating to zoning within the unincorporated area; providing for the rezoning of approximately 9.44 acres at the northeast corner of 51st Ave E. and U.S. 301, Bradenton, from A-1(Suburban Agriculture, one dwelling unit per acre) to the PDC (Planned Development Commercial) zoning district; approval of a Preliminary Site Plan for a 69,605 square foot commercial center to include an administration/education center, neighborhood retail store and a commercial out parcel in the southwest corner of the site; subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

It is important that all parties present their concerns to the Planning Commission in as much detail as possible. The issues identified at the Planning Commission hearing will be the primary basis for the final decision by the Board of County Commissioners. Interested parties may examine the Official Zoning Atlas, the applications, related documents, and may obtain assistance regarding these matters from the Manatee County Building and Development Services Department, 1112 Manatee Avenue West, 2nd Floor, Bradenton, Florida, telephone number (941) 748-4501x6878; e-mail to: planning.agenda@mymanatee.org

According to Section 286.0105, Florida Statutes, if a person decides to appeal any decision made with respect to any matters considered at such meetings or hearings, he or she will need a record of the proceedings, and for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record would include any testimony or evidence upon which the appeal is to be based.

Americans With Disabilities: The Board of County Commissioners of Manatee County does not discriminate upon the basis of any individual's disability status. This non-discrimination policy involves every aspect of the Board's functions including one's access to and participation in public hearings. Anyone requiring reasonable accommodation for this meeting as provided for in the ADA, should contact Kaycee Ellis at 742-5800; TDD ONLY 742-5802 and wait 60 seconds, or FAX 745-3790.

THIS HEARING MAY BE CONTINUED FROM TIME TO TIME PENDING ADJOURNMENTS.
MANATEE COUNTY PLANNING COMMISSION
Manatee County Building and Development Services Department
Manatee County, Florida
3/27/2013

Sarasota Herald Tribune

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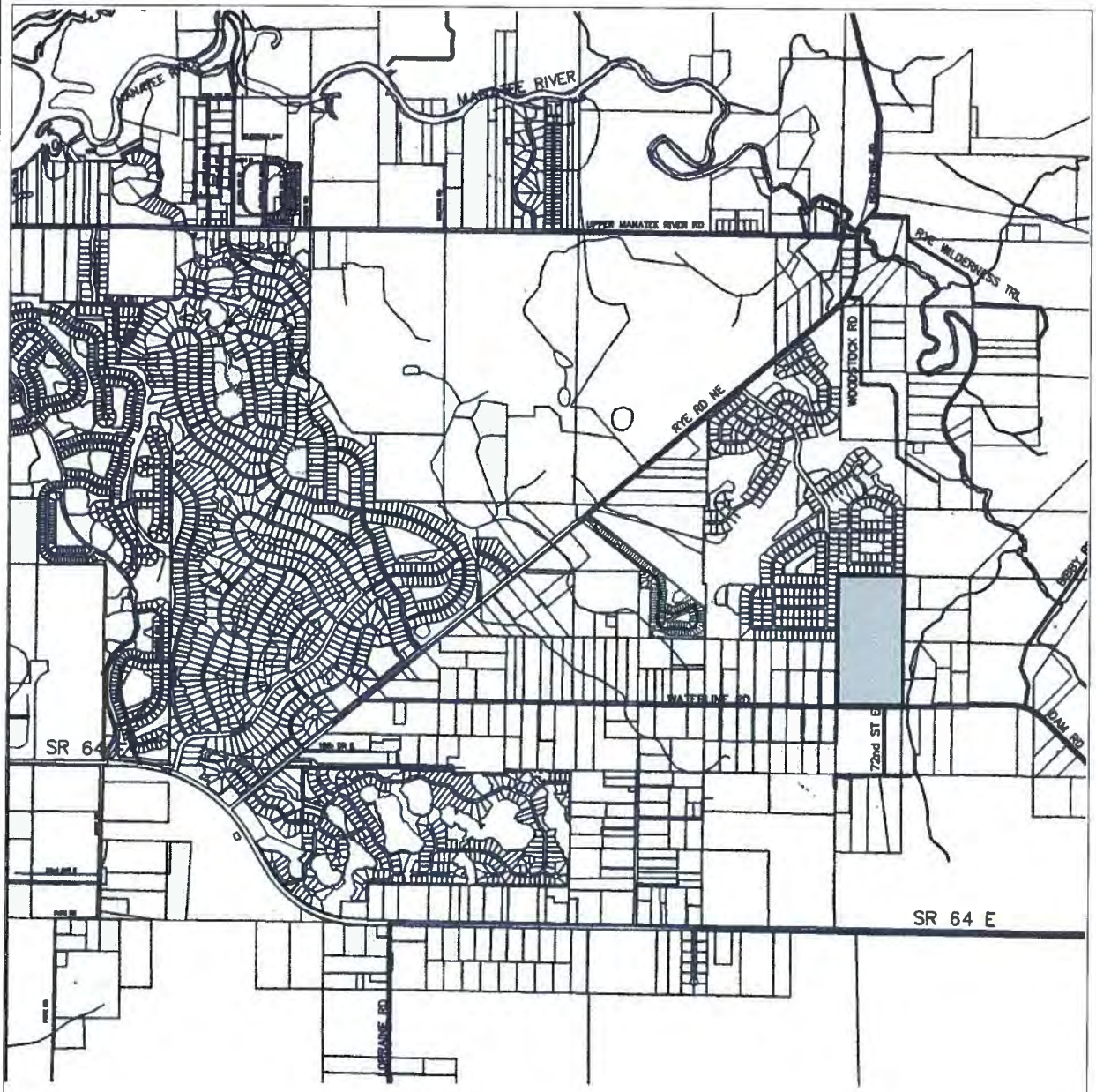

LOCATION

HILLWOOD PRESERVE

GENERAL DEVELOPMENT PLAN - DECEMBER 20, 2012

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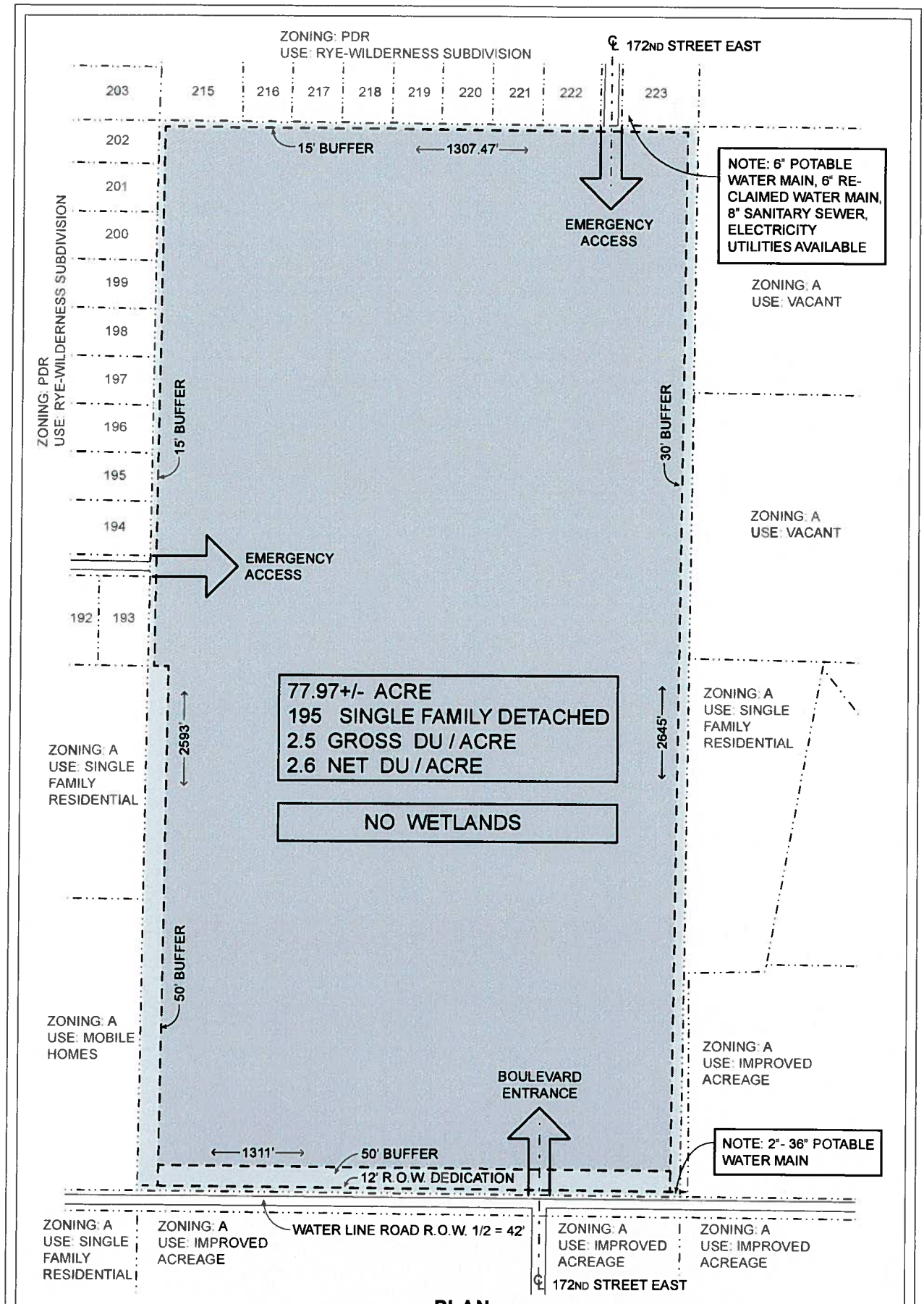

PLAN

HILLWOOD PRESERVE

GENERAL DEVELOPMENT PLAN - DECEMBER 20, 2012

GENERAL NOTES:

1. OPEN SPACE 25% Minimum
2. Developer may elect to develop the project as a "Low Impact Development" upon review and approval of the Building and Development Services Director. Low Impact Development is intended to include one or more of the following features to lessen the impact of the development on the environment: clustered homesites, elevated homes, shell driveways and parking, internal roadways that are 18 feet wide that flare to 22 feet at intersections, no curb and gutter, minimal impervious areas and use of natural areas in stormwater retention
3. No wetlands on site or within 50 feet of property
4. No perennial stream adjacent to or within the property
5. Developer reserves the right to have private streets with Low Impact Development
6. Construction Schedule: N/A for GDP
7. Height, Setback and Minimum Lot Size:

	Height	Front*	Side	Rear	Lot Size**
Traditional	35'	20/25'	6'	10'	6050 SF
Low Impact	35'	10/15'	5'	5'	3200 SF

* to front loaded garage
** Minimum area

0 100' 200'

HILLWOOD PRESERVE

GENERAL DEVELOPMENT PLAN - DECEMBER 20, 2012

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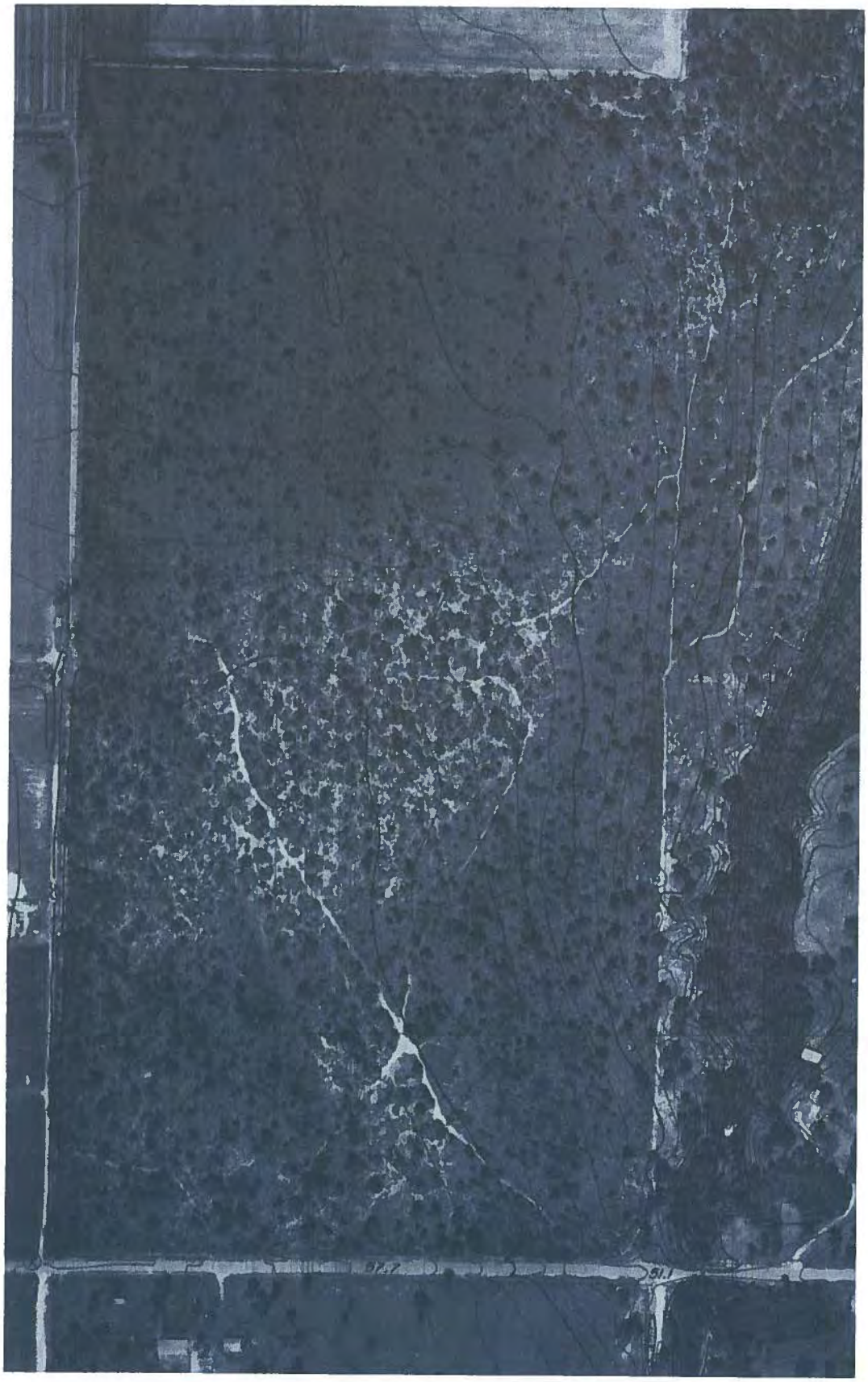

0 100' 200'

HILLWOOD PRESERVE

GENERAL DEVELOPMENT PLAN - DECEMBER 20, 2012

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0 100' 200'

HILLWOOD PRESERVE

GENERAL DEVELOPMENT PLAN - DECEMBER 20, 2012

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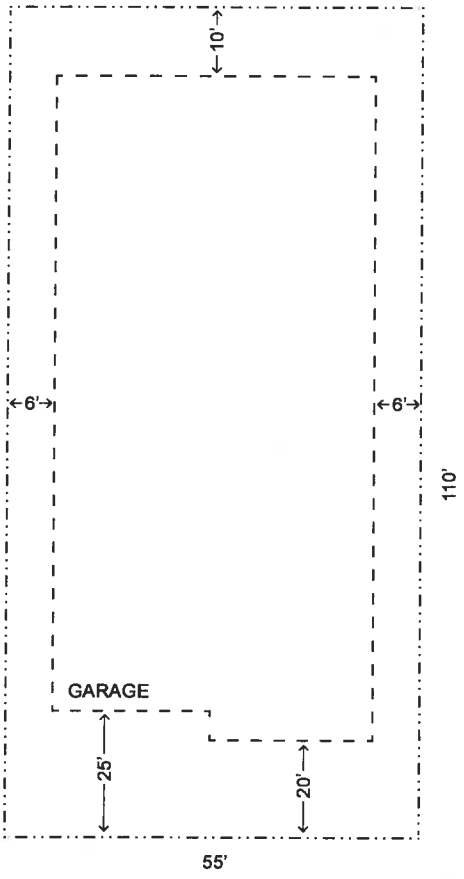
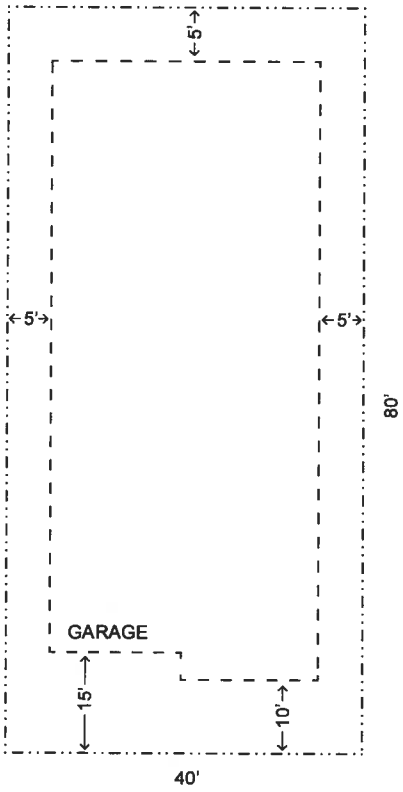


TRADITIONAL



LOW IMPACT

TYPICAL LOT

HILLWOOD PRESERVE

GENERAL DEVELOPMENT PLAN - DECEMBER 20, 2012

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