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Transportation Planning Division
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February 07, 2019

Mr. Andrew Allison, P.E.
Allison Engineering, Inc.
705 10th Avenue West
Palmetto, FL 34221

Travel Imagination Rezone Traffic Impact Statement Acceptance Letter

Project # PDMU-19-02(Z)(G)

Record # PLN1812-0053

Dear Mr. Allison,

Traffic study reviews are conducted by two Public Works divisions. The first is the Traffic Design Division, whose staff review design, safety, and operational aspects of access points and intersections in proximity to access points. Traffic Design Division review will be provided under separate cover.

The second is the Transportation Planning Division, whose review of site impact mitigation is the subject of this letter. Transportation Planning Division staff have reviewed and accepted the Traffic Impact Statement (TIS) received on January 30, 2019 for the Travel Imagination Rezone project. The TIS is supporting a rezone of a 5.0 +/- acres parcel of land from General Agriculture (A) to Planned Development Mixed Use to allow for outdoor storage.

Concurrency may not be granted with a Rezone application; therefore, a Certificate of Level of Service Compliance (CLOS) will not be issued until an application for concurrency is applied for during the preliminary or final site plan process. With a request for CLOS, an updated Traffic Study may be required to establish any required mitigation, if applicable.

If you have any questions or require further assistance, please contact Nelson Galeano (941.708.7450 x7420, nelson.galeano@mymanatee.org) or me at the number above.

Sincerely,

Merih Wahid
Multimodal Transportation Planner
Manatee County Public Works Department
Transportation Planning Division

cc: Stephanie Moreland
Nelson Galeano

Civil
Engineering
Land Planning



TRAFFIC IMPACT STATEMENT

FOR

Nielsen Rezone

Project No.: PDMU-19-02(Z)(G)

Application No.: PLN1812-0053

Prepared for:

Travel Imagination LLC
Attn: Mr. Rolf Nielsen
6603 Cooper's Hawk Court
Lakewood Ranch, FL 34202

Prepared by:

Allison Engineering, Inc.
705 10th Avenue West, Suite 101
Palmetto, FL 34221

October 24, 2018

A handwritten signature in blue ink, appearing to read 'mcc', is written over a horizontal line.

M. Andrew Allison, P.E.

2-7-19

ACCEPTED
By: Transportation Planning Division
Feb. 7, 2019

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EXHIBITS TO REPORT

1. M.C. Planning Department Concurrency Transportation Link Sheet Data (October 2018)



Introduction

This project is located at 5517 Lorraine Road in Bradenton of Manatee County, Florida (Parcel ID #581910353). The existing ±5.00 acre parcel is established as a boat/rv storage & agriculture use within the Agriculture (A) zoning district. The project proposes a rezone of the ±5.00 acres parcel from General Agriculture (A) to the Planned Development Mixed Use (PDMU) zoning district.

This Traffic Impact Statement generalizes traffic impacts associated with typical land uses applicable to the current and requested zoning categories for the project site. As concurrency for a straight rezone is deferred, this comparison is conceptual in nature and will be a “Reasonable Worst Case Scenario” in which a maximum potential development for the proposed zoning category is assumed within the project area, and the project trips are based on general land use types associated with the proposed zoning category.



Access

Primary access to the project site is currently provided from Lorraine Road.

A future access is anticipated to be provided to/from the future Rangeland Parkway extension as shown on the GDP. Access to the site will continue to be provided from Lorraine Road until required roadway improvements for access to/from Rangeland Parkway are placed into service. Future access should be reviewed for consistency with applicable Manatee County standards during future site planning and applications requesting concurrency.

Lorraine Road

- Manatee County Link No. 2650, from SR64 to SR70
- Manatee County Traffic Count Station Number 11-26
- Existing 50 mph posted speed limit
- Existing 2 lane undivided
- Adopted Level of Service Standard D
- ±8,325 AADT (2017)
- Existing Functional Classification = Urban Collector (per Map 5-A)

Impact Area Determination

As this analysis is conceptual in nature, this assessment is limited to the first-impacted, functionally classified (concurrency regulated) roadway segment from the project site which includes Lorraine Road (Link No. 2650) from SR64 to SR70.

Trip Distribution

All estimated project trips for this analysis are distributed onto Lorraine Road.

Multi-Modal Transportation

A bike lane and transit route do not currently exist on the transportation link adjacent to the project site. There is an existing sidewalk segment located on the west side of Lorraine Road.

Trip Generation – Current Zoning Category

Table 1-A, below, indicates the estimated maximum development intensity under the current zoning category. The LDC allows a variety of permitted uses within the current General Agriculture (A) zoning, as referenced in table 4-1 of the LDC. Single Family Residence land use (ITE code 210) is used to establish the existing p.m. peak hour trip generation rate.

TABLE 1-A. Existing Development

Zoning Category	Maximum Density (D.U.)	Acres	Estimated Max. Dwelling Units
General Agriculture (A)	0.20*	±5.00	1*

*Maximum Density (in terms of Residential Dwelling Units) for General Agriculture (A) zoning category is 0.20 as defined in the LDC table 4-4.

Table 1-B, below, indicates the estimated trips based on the above development density using *ITE Trip Generation Manual 10th Edition*. Single Family Residence land use (ITE code 210) is used to establish the existing p.m. peak hour trip generation rate..

TABLE 1-B. Estimated Existing Trip Generation

ITE Code	Land Use Type	Estimated Max. D.U.	Average Rate	PM Peak-Hour Trips In	PM Peak-Hour Trip Out	Gross PM Peak-Hour Total Trips
210	Single Family Detached Housing	1.0	0.99 trip/D.U.	1 (100%)	0 (0%)	1 (100%)



Trip Generation – Proposed Zoning Category

Table 2-A, below, indicates the estimated maximum development following a rezone of ±5.00 acres to Planned Development Mixed Use (PDMU) zoning category.

TABLE 2-A. Estimated Maximum Development Under Proposed Zoning Category

Zoning Category	Maximum Intensity (FAR)	Acres	Estimated Max. GFA
Planned Development Mixed Use (PDMU)	0.23**	±5.00	50,000

**Maximum allowable Intensity, in terms of FAR, for PDMU zoning category is based on the Comprehensive Plan and associated Future Land Use (FLU) category restrictions for the project site as well as the proposed development combination type. Although the FLU category (MU-C/AC-1) allows an FAR of 1.00, due to other development restrictions and typical land planning constraints, this analysis considers a “reasonable” worst case scenario development intensity of the project site to be an FAR of 0.23 associated with commercial type activities. This scenario is consistent with previous analysis of the site.

Table 2-B, below, indicates the estimated trips based on the above development intensity using *ITE Trip Generation Manual 10th Edition*. Based on the GFA considered for this analysis, a shopping center (ITE code 820), is established as the proposed land use under the proposed PDMU zoning category. Pass-by capture was estimated based on average rates from the third edition of the ITE Trip Generation Handbook.

TABLE 2-B. Estimated Max. Potential Trip Generation Under Proposed Zoning Category

ITE Code	Land Use Type	Acres	Estimated Max. GFA (ksf)	Equation	PM Peak-Hour Trips In	PM Peak-Hour Trip Out	Total PM Peak-Hour Trips
820	Shopping Center	±5.00	50.00	$\ln(T)=0.74\ln(X)+2.89$	156 (48%)	169 (52%)	325 (100%)
Gross PM Peak Hour Trips					156	169	325
Proposed Pass-By Trips (estimated 34% of Gross)					-(55)	-(56)	-(111)
Existing Trips (from table 1-B)					-(1)	(-0)	(-1)
Net PM Peak Hour Trips					100	113	213

Level of Service Analysis

Table 3-A summarizes the existing maximum two-way peak hour level of service volumes of the roadway segment relative to the adopted level of service standard and the *current* condition of the roadway. Manatee County has established a minimum level of service standard of “D” for this segment of Lorraine Road.

Table 3-A. Existing Traffic Level of Service (2018)

Link No	Road	From	To	Lanes	Ex. PM Peak Hour 2-way Volume	Adopted LOS Standard	Existing Adopted LOS Peak hr. 2-way max service volume	Existing LOS	Estimated Net p.m. peak hour Project Site Trips	Net Project Trips as % of Ex. Svc Vol.
2650	Lorraine Road	SR64	SR70	2U	749 ¹	D ²	2,190 ³	B ⁴	213	9.73%

1. *Manatee County Concurrency Planning Link Sheet* dated October 2018.
2. Adopted Level of Service Standard of D per *Manatee County Level of Service Standards Table 5-1*.
3. Existing Adopted LOS 2-way max service volume is based on 2 lane, undivided, uninterrupted flow facility (highways) in transitioning areas per table 5 of the *2012 FDOT QLOS Handbook Tables*.
4. Existing LOS is based on 2 lane, undivided, uninterrupted flow facility in transitioning areas per table 5 of the *2012 FDOT QLOS Handbook Tables*.

Table 3-B, below, summarizes the Level of Service under future 2018 total traffic conditions of the impacted roadway segment in the current condition. Total traffic conditions include the existing peak hour volume, reserved peak hour trips, and the estimate max. potential *gross project* peak hour trips.

Table 3-B. Future 2018 Total Traffic Level of Service

Road	Ex. PM Peak Hour 2-way Volume	Ex. 2-Way PM Peak Hour Reserved Trips	Estimated Gross Project Traffic (p.m. peak hour)	Future Peak Hour Total Traffic	Adopted LOS Peak hr. 2-way max service volume	Future Total Traffic LOS
Lorraine Road (link No. 2650)	749 ¹	302 ¹	325	1,376 ²	2,190 ³	C ⁴

1. *Manatee County Concurrency Planning Link Sheet* dated October 2018.
2. Future Peak Hour Total Traffic = Ex. Peak Hr. Volume + Reserved Trips + Estimated Max. Potential *Gross Project* Trips.
3. Existing Adopted LOS 2-way max service volume is based on 2 lane, undivided, uninterrupted flow facility (highways) in transitioning areas per table 5 of the *2012 FDOT QLOS Handbook Tables*.
4. Future (2018) LOS under Total Traffic conditions is based 2 lane, undivided, uninterrupted flow facility (highways) in transitioning areas per table 5 of the *2012 FDOT QLOS Handbook Tables*.



Conclusion

Based on the above analysis, the proposed rezoning of ±5.00 acres parcel from General Agriculture (A) to Planned Development Mixed Use (PDMU) could create transportation impacts on the adjacent, directly accessed and functionally classified thoroughfare facility (Lorraine Road) in the thoroughfare's current condition. This analysis shows the impacted roadway segment can maintain the adopted level of service standards (in terms of 2-way pm peak hour volume) under the analysis scenario, and does not include additional roadway improvements which may be provided in the future under capital improvement plans or other privately funded projects. As concurrency for this project application is deferred, this analysis is conceptual in nature assuming potential impacts based on a "reasonable worst-case scenario". Actual impacts are unknown at this time; therefore, future development planning should consider project specific impacts and the condition of the adjacent thoroughfare system when seeking future development orders and concurrency.

A more detailed analysis will be required as part of the Preliminary Site Plan (PSP) or Final Site Plan (FSP) submittal for future development, where specific impacts can be assessed in relation to the proposed development at the time of application.

EXHIBITS



Manatee County Planning Department Concurrency Transportation Link Sheet

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Link No	Road Name	From Street	To Street	Jrs Dtn	Fnc Cls	U T R	(#1) Crs Sec	Sig/ Mile	Nu m Sig	Cl ass Gr p	Le ft Tu rms	5% Peak Hour Vol	Los Std	Exist Los	Proje cted LOS	Art Plan LOS	Trf Cnt Yr	Exist AADT	K100	O C S	Peak Hour Base	Peak Hour Res	Peak Hour Pend	Peak Hour Total	(#2) Peak Hr LOS Vol	Avail Peak Hour Cap	3 Yr Growth Rate	Cn Yr	Con Typ	De Im Rs	Stn Num
2560	I-75	US 301	I-275	ST	F/PA	U	6D	0.26	1	G1	Y	418.5	C	C	D	17	92000	0.090	O	8,280	1,343	119	9,742	8,370	-1,372	0.000			0	0042	
2570	I-75	I-275	MOCCASIN WALLOW RD	ST	F/PA	U	6D	0.75	1	G1	Y	418.5	C	C	D	17	78500	0.090	O	7,065	2,294	0	9,359	8,370	-989	0.000			0	0043	
2580	I-75	MOCCASIN WALLOW R	HILLSBOROUGH CO	ST	F/PA	R	6D	0.23	1	US	Y	448.5	C	C	C	17	71500	0.095	O	6,793	1,003	0	7,796	8,970	1,174	0.000			0	0044	
2590	I-275	I-75	US 41	ST	F/PA	U	4D	0.63	1	G1	Y	277	C	C	C	17	53000	0.090	O	4,770	196	0	4,966	5,540	574	0.000			0	0058	
2600	I-275	US 41	US 19	ST	F/PA	U	4D	0.41	1		Y	277	C	B	B	17	43500	0.090	O	3,915	82	0	3,997	5,540	1,543	0.000			0	0059	
2610	I-275	US 19	HILLSBOROUGH CO	ST	F/PA	R	4D	0.21	1		Y	225.5	C	E	E	17	63000	0.095	O	5,985	0	0	5,985	4,510	-1,475	0.000			0	1000	
2620	CYPRESS CREEK BLVD	1ST AVE E	SR 64	MC	UC	U	4D	4.55	1	US	Y	131	D	D	D	17	16355	0.090	O	1,472	231	7	1,710	2,620	910	0.000			0	11-11	
2625	KAY RD	1 AVE E	PORT HARBOUR PKWY	MC	UC	U	2U	1.43	1		Y	62.5	D	D	D	17	8527	0.090		767	0	0	767	1,250	483	0.000				11-32	
2630	LINGER LODGE RD	BRADEN RIVER RD	I-75	MC	UC	U	2U	1.09	1	US	Y	62.5	D	C	C	17	1996	0.090	O	180	209	0	389	1,250	861	0.000			0	07-46	
2635	LINGER LODGE RD	I-75	85 ST CT E	MC	UC	U	2U	1.85	1		N	47.5	D	C	C	17	1150	0.090		104	0	0	104	950	846	0.000				4179	
2640	LOCKWOOD RIDGE RD	UNIVERSITY PKY	TALLEVAST RD	MC	MA	U	4D	1.01	1		Y	137.5	D	D	D	17	20611	0.090	O	1,855	61	4	1,920	2,750	830	0.000			0	07-12	
2641	LOCKWOOD RIDGE RD	TALLEVAST RD	WHITFIELD AV E	MC	MA	U	4D	0.99	1	US	Y	161	D	C	C	17	21650	0.090		1,949	107	0	2,056	3,220	1,164	0.000				07-50	
2642	LOCKWOOD RIDGE RD/45TH ST E	WHITFIELD AV E	63 AV/SAUNDERS	MC	MA	U	4D	1.32	1	US	Y	169	D	C	C	17	19259	0.090		1,733	133	0	1,866	3,380	1,514	0.000				06-03	
2643	LOCKWOOD RIDGE RD/45T ST E	63 AV/SAUNDERS	SR 70	MC	MA	U	4D	0.85	1	US	Y	169	D	C	C	17	26554	0.090		2,390	329	0	2,719	3,380	661	0.000				07-49	
2650	LORRAINE RD	SR 64	SR 70	MC	MA	T	2U	0.33	1	US	Y	114.5	D	B	C	17	8325	0.090	O	749	302	626	1,677	2,290	613	0.000			0	11-26	
2651	LORRAINE RD	SR 70	UNIVERSITY PKWY	MC	MA	U	4D	0.32	1		Y	137.5	D	C	C	17	10597	0.090		954	146	0	1,100	2,750	1,650	0.000				07-52	
2655	M & J RD	SR 70	CLAY GULLEY RD	MC	MIC	R	2U	5.00	1		Y	77.5	C	B	B	17	608	0.095		58	0	0	58	1,550	1,492	0.000				12-04	
2660	17 ST E/MEMPHIS RD	BUS US 41	US 41	MC	UC	U	2U	1.32	1		Y	62.5	D	D	D	17	13074	0.090	O	1,177	4	0	1,181	1,250	69	0.000			0	09-01	
2670	17 ST E/MEMPHIS RD	US 41	CANAL RD	MC	UC	U	4D	1.35	1		Y	161	D	C	C	17	9907	0.090	O	892	0	95	987	3,220	2,233	0.000			0	09-02	
2680	17 ST E/MEMPHIS RD	CANAL RD	ELLENTON-GILLETTE	MC	UC	U	2U	0.81	1		Y	62.5	D	C	D	17	6511	0.090	O	586	83	197	866	1,250	384	0.000			0	09-04	