

ZNS Engineering

Giddons/Commercial Development

TRAFFIC IMPACT STATEMENT - REZONE

Submitted May 31, 2018

Revised January 22, 2019

Record Number: PLN1807-0022 /Project Number: PDC-18-15(Z)(G)

Narrative

This project is located north of SR 64 and west of 117th Street East and is comprised of two parcels. The property is currently mostly vacant with the smaller 1.15-acre parcel occupied by a single-family home. The proposed project is to rezone two parcels totaling 18.22 +/- acre of land from Agricultural-1 (A-1) and Agricultural (A) to Planned Development – Commercial (PD-C). This Traffic Impact Statement (TIS) is supporting a rezone with a General Development Plan (GDP) application. This TIS will evaluate the trip generation potential associated with the existing parcel conditions to the maximum “worst case scenario” allowed under the proposed zoning.

Trip Generation – Existing Conditions (Current Zoning)

Table 1a below indicates the estimated trips using ITE Trip Generation 10th Edition for the existing site conditions under the current zoning.

TABLE 1a. Trip Generation – Existing Conditions

ITE Code	Land Use Type	Size	PM Peak-Hour Trips In	PM Peak-Hour Trip Out	PM Peak-Hour Total Trips
210	Single Family	13 DU	9	5	14

Trip Generation – Proposed Conditions (Proposed Zoning)

Table 1b below indicates the estimated trips using ITE Trip Generation 10th Edition for a “worst case scenario” of maximum development under the proposed zoning conditions.

TABLE 1b. Trip Generation – Proposed Zoning

ITE Code	Land Use Type	Size	PM Peak-Hour Trips In	PM Peak-Hour Trips Out	Passerby Rate	New PM Peak-Hour Trips In	New PM Peak-Hour Trips Out	New PM Peak-Hour Total Trips
820	Shopping Center	150,000 SF	352	382	34%	232	252	484

Based on the trip generation calculations, the proposed “worst case scenario” rezoning would have an increase of 470 PM Peak Hour trips to the adjacent thoroughfare network.

Impact Area

To gauge the impacts of a “worst case scenario” of maximum development under the proposed zoning conditions the significant impact area includes the first-impacted thoroughfares. Once a site plan is available and actual impacts of the project are known, further analysis will be conducted to determine the full impacts of the proposed development.

SR 64 is the first-impacted thoroughfare and is included in the analysis. Table 2 below indicates the impacted roadway links and the project traffic impacts on the impacted links and the capacity of those facilities.

Table 2. Impact Area

Link No	Road	From	To	Lanes	Adopted LOS	PM Peak Service Volume	Peak Hour Project Traffic	Project Traffic as % of Svc Vol
3062	SR 64	Lakewood Ranch Blvd	Rye Rd	4D	D	3,750	484	12.9%

As shown in Table 2, the development’s traffic exceeds the five percent threshold on the first-impacted road segment. At the time of Preliminary Site Plan/Final Site Plan with an application for concurrency, the applicant will be required to submit a Traffic Impact Statement (TIA) for the proposed development.

Level of Service Analysis

Table 3 below summarizes the generalized level of service analysis on the impacted roadways under the proposed conditions.

Table 3. Level of Service Analysis

Road	From	To	PM Peak Hour Base Volume	Peak Hour Reserved	Estimated Project Traffic	Peak Hour Total Traffic	LOS
SR 64	Lakewood Ranch Blvd	Rye Rd	2,565	1,472	484	4,521	E

Based on the analysis, the impacted segment of SR 64 already operates at an unacceptable level of service given the large volume of reserved trips. Therefore, it is expected to continue to operate below the adopted LOS D standard. There is a project in the currently approved Manatee County Capital Improvement Program (CIP) to widen SR 64 to six lanes from Lakewood Ranch Boulevard to Lorraine Road. This improvement should bring SR 64 to an acceptable LOS.

Access

The project will have access to the thoroughfare network via one driveway along SR 64 and one driveway along 117th Street East. A more detailed access analysis will be required at the time of application for concurrency with the Preliminary Site Plan (PSP) or Final Site Plan (FSP) submittal.

Right of Way

This is not a determination of right of way. The Applicant will coordinate with Manatee County and/or FDOT regarding right of way needs.

Multi-Modal Transportation

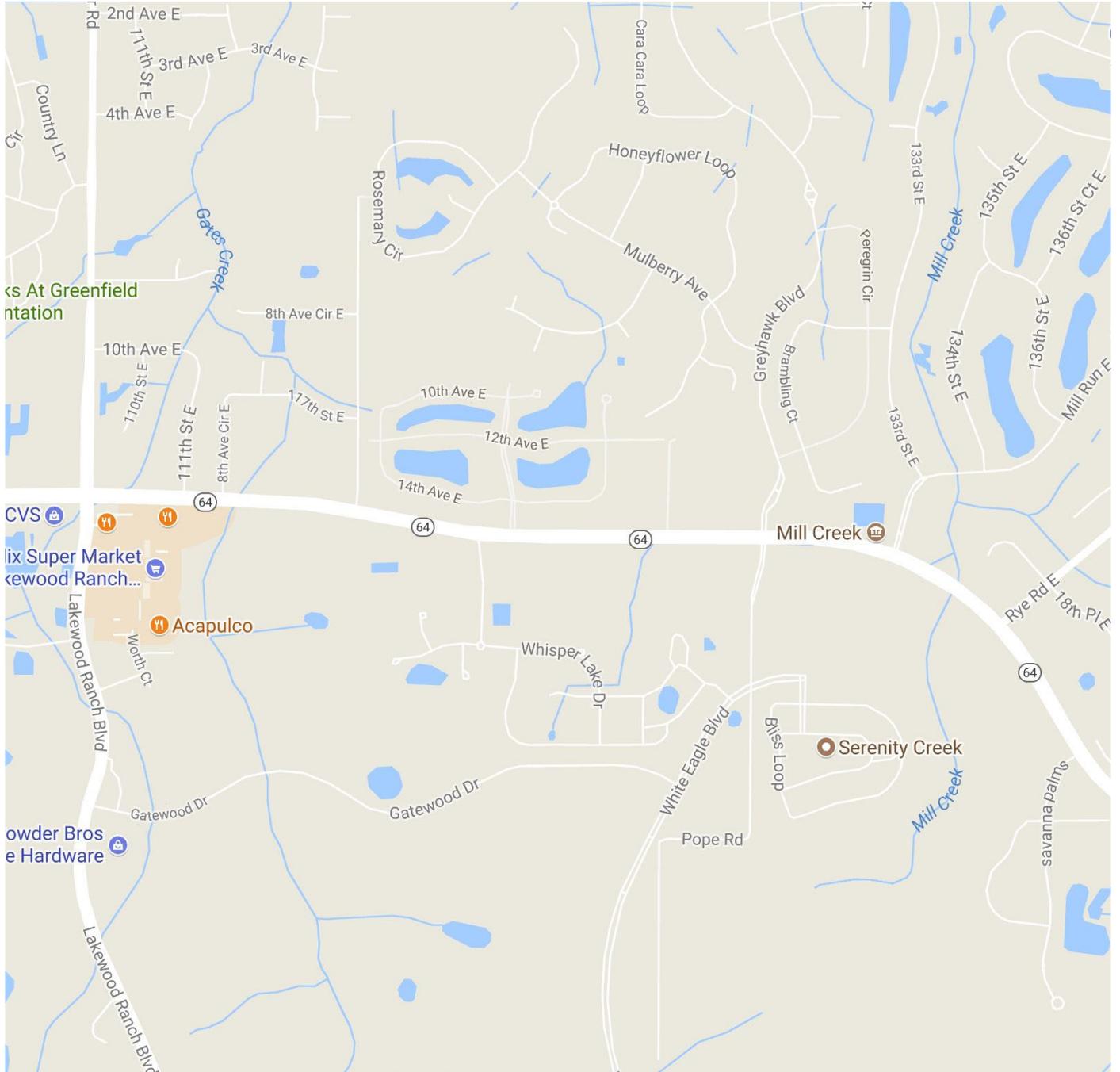
Sidewalks currently exist on both the north and south side of SR 64 adjacent to the site. Bicycle lanes currently exist on the transportation link adjacent to the project site. There are no bus routes on SR 64 east of I-75.

The project will encourage the use of bicyclists by the installation of bicycle racks. The project will consider pedestrian and bicycle mobility when preparing the Final Site Plan. Pedestrians using the site will be connected to existing sidewalks improving walking-connectivity and safety via striping at the driveways and in the parking lot areas.

Conclusion

SR 64 currently operates with an acceptable LOS. However, with the addition of the reserved trips, the operation falls below LOS D. The proposed rezoning, with a “worst case scenario” adds to the deficiency as demonstrated in the level of service analysis conducted in this report. A more detailed analysis will be required as part of the Preliminary Site Plan (PSP) or Final Site Plan (FSP) submittal. There is a currently approved project in the Manatee County Capital Improvement Program to widen SR 64 and should improve the operation to an acceptable LOS.

Site Location

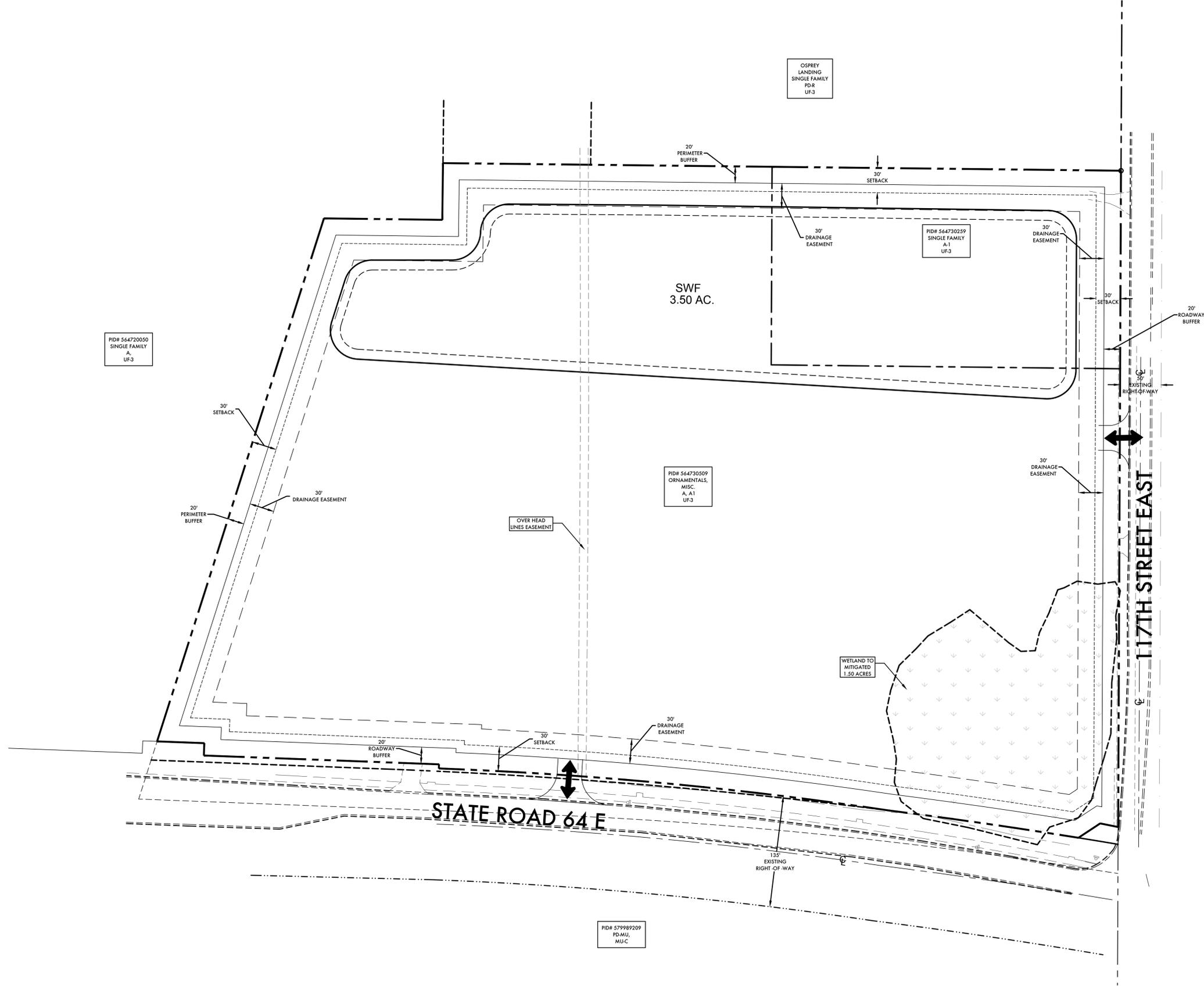


Vicki Castro
Vicki L Castro, PE
Whitehouse Group

APPENDIX

APPENDIX
GENERAL DEVELOPMENT PLAN

Tue, 29 May 2018 3:24pm V:\acad\Cox Chevrolet SR 64 (44229)\PL\05-Cox-GDP.dwg



DESIGNED: JML
 DRAWN: KGL
 DATE: 5/2018
 JOB NO.: 44229
 SCALE: 1" = 100'

GENERAL DEVELOPMENT PLAN
 FOR:
COX PROPERTIES
 LOCATED IN:
 SECTION 29, TOWNSHIP 34 SOUTH, RANGE 19 EAST
 MANATEE COUNTY, FLORIDA

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ZNS ENGINEERING
 LAND PLANNING ENGINEERING SURVEYING LANDSCAPE ARCHITECTURE
 LIBERTYVILLE, FLORIDA 33508
 201 99 AVENUE DRIVE EAST BRADENTON, FL 34208
 TEL: 813.748.8000 FAX: 813.748.8316
 EMAIL: ZNS@ZNSENGINEERING.COM | WWW.ZNSENGINEERING.COM

JEB C. MILOCK
 PROFESSIONAL ENGINEER #64692
 SIGNATURE



APPENDIX
TRIP GENERATION - PROPOSED

PERIOD SETTING

Analysis Name :	Daily	No :	
Project Name :	Cox Properties - SR 64	City:	
Date:	5/31/2018	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	ITE-TGM 10th Edition
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
820 - Shopping Center (General Urban/Suburban)	1000 Sq. Ft. GLA	150	Weekday	Best Fit (LOG) $\ln(T) = 0.68\ln(X)$ +5.57	3961 50%	3960 50%	7921

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
820 - Shopping Center	0 %	3961	0 %	3960

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
820 - Shopping Center	7921	34	2693	5228

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 820 - Shopping Center (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	3961
Total Exiting	3960
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	1347
Total Exiting Pass-by Reduction	1346
Total Entering Non-Pass-by Trips	2614
Total Exiting Non-Pass-by Trips	2614

PERIOD SETTING

Analysis Name :	AM Peak Hour	No :	
Project Name :	Cox Properties - SR 64	City:	
Date:	5/31/2018	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	ITE-TGM 10th Edition
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
820 - Shopping Center (General Urban/Suburban)	1000 Sq. Ft. GLA	150	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.5 (X)+151.78	141 62%	86 38%	227

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
820 - Shopping Center	0 %	141	0 %	86

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
820 - Shopping Center	227	34	77	150

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 820 - Shopping Center (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	141
Total Exiting	86
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	48
Total Exiting Pass-by Reduction	29
Total Entering Non-Pass-by Trips	93
Total Exiting Non-Pass-by Trips	57

PERIOD SETTING

Analysis Name :	PM Peak Hour	No :	
Project Name :	Cox Properties - SR 64	City:	
Date:	5/31/2018	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	ITE-TGM 10th Edition
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
820 - Shopping Center (General Urban/Suburban)	1000 Sq. Ft. GLA	150	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.74\ln(X) + 2.89$	352 48%	382 52%	734

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
820 - Shopping Center	0 %	352	0 %	382

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
820 - Shopping Center	734	34	250	484

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips No deviations from ITE.

SUMMARY

Total Entering	352
Total Exiting	382
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	120
Total Exiting Pass-by Reduction	130
Total Entering Non-Pass-by Trips	232
Total Exiting Non-Pass-by Trips	252

APPENDIX
TRIP GENERATION - Existing

PERIOD SETTING

Analysis Name :	Daily	No :	
Project Name :	Cox Property - Existing	City:	
Date:	5/31/2018	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	ITE-TGM 10th Edition
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	13	Weekday	Best Fit (LOG) Ln(T) = 0.92Ln(X) +2.71	80 50%	79 50%	159

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	80	0 %	79

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	159	0	0	159

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	80
Total Exiting	79
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	80
Total Exiting Non-Pass-by Trips	79

PERIOD SETTING

Analysis Name :	AM Peak Hour	No :	
Project Name :	Cox Property - Existing	City:	
Date:	5/31/2018	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	ITE-TGM 10th Edition
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	13	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.71 (X)+4.8	4 29%	10 71%	14

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	4	0 %	10

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	14	0	0	14

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	4
Total Exiting	10
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	4
Total Exiting Non-Pass-by Trips	10

PERIOD SETTING

Analysis Name :	Daily	No :	
Project Name :	Cox Property - Existing	City:	
Date:	5/31/2018	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	ITE-TGM 10th Edition
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	13	Weekday	Best Fit (LOG) Ln(T) = 0.92Ln(X) +2.71	80 50%	79 50%	159

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	80	0 %	79

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	159	0	0	159

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	80
Total Exiting	79
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	80
Total Exiting Non-Pass-by Trips	79

PERIOD SETTING

Analysis Name :	PM Peak Hour	No :	
Project Name :	Cox Property - Existing	City:	
Date:	5/31/2018	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	ITE-TGM 10th Edition
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	13	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.96\ln(X) + 0.2$	9 64%	5 36%	14

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	9	0 %	5

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	14	0	0	14

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	9
Total Exiting	5
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	9
Total Exiting Non-Pass-by Trips	5

APPENDIX

MANATEE COUNTY CONCURRENCY TRANSPORTATION LINK SHEET

Manatee County Planning Department Concurrency Transportation Link Sheet

Report run on: May 7, 2018 9:26 AM

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 rns	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 Total	(#2) Peak Hr LOS Vol	Avail Peak Hour Cap	3 Yr Growth Rate	Cn Yr	Con Typ	De Im Rs	Stn Num
3000	SR 64	PERRICO BAY BLVD	PALMA SOLA BLVD	ST	PA	U	2U	0.50	1	US	Y	88	D	C	C	16	17300	0.090	C	1,557	0	1,557	1,760	203	0.000			0	0036	
3010	SR 64	PALMA SOLA BLVD	75 ST W	ST	PA	U	4D	2.44	1	US	Y	187.5	D	C	C	16	17300	0.090	O	1,557	0	1,557	3,750	2,193	0.000			0	0036	
3025	SR 64	75 ST W	59 ST W	ST	PA	U	4D	1.00	1	II	Y	187.5	D	C	C	16	32000	0.090	O	2,880	0	2,880	3,750	870	0.000			0	5033	
3035	SR 64	59 ST W	51 ST W	ST	MA	U	4D	2.08	1	II	Y	187.5	D	C	C	16	32000	0.090	C	2,880	0	2,880	3,750	870	0.000			0	5033	
3036	SR 64	51 ST W	43 ST W	MC	MA	U	4D	2.00	1	II	Y	187.5	D	F	F	16	46000	0.090		4,140	0	4,140	3,750	-390	0.000				5025	
3037	SR 64	43 ST W	34 ST W (BRAD CL)	MC	MA	U	4D	2.00	1	II	Y	179	D	F	F	16	46000	0.090		4,140	0	4,140	3,580	-560	0.000				5025	
3040	SR 64	CARLTON ARMS BLVD	43RD ST BLVD E	ST	PA	U	4D	2.38	1	II	Y	282.5	D	C	C	16	46500	0.090	C	4,185	857	5,042	5,650	608	0.000			0	0005	
3050	SR 64	43RD ST BLVD E	48TH ST CT E	ST	PA	U	4D	2.33	1	II	Y	282.5	D	C	C	16	46500	0.090	O	4,185	925	5,110	5,650	540	0.000			0	0005	
3051	SR 64	48TH ST CT E	MORGAN-JOHNSON RD	ST	PA	U	4D	1.39	1	I	Y	282.5	D	C	C	16	46500	0.090		4,185	923	5,108	5,650	542	0.000				0005	
3052	SR 64	MORGAN-JOHNSON RD	CYPRESS CREEK BLVD	ST	PA	U	4D	2.78	1	II	Y	282.5	D	C	C	16	46500	0.090		4,185	1,132	5,317	5,650	333	0.000				0005	
3053	SR 64	CYPRESS CREEK BVD	66 ST CT E	ST	PA	U	6D	2.70	1	II	Y	282.5	D	C	C	16	46500	0.090		4,185	1,155	5,340	5,650	310	0.000				0049	
3054	SR 64	66 ST CT E	I-75	ST	PA	U	6D	3.57	1	II	Y	282.5	D	C	C	16	46500	0.090		4,185	1,055	5,240	5,650	410	0.000				0049	
3055	SR 64	I-75	GRAND HARBOUR PKWY	ST	PA	U	6D	4.00	1	II	Y	282.5	D	C	C	16	41000	0.090		3,690	1,133	4,823	5,650	827	0.000				0049	
3060	SR 64	GRAND HARBOUR PKY	LENA RD	ST	PA	U	6D	1.12	1	I	Y	282.5	D	C	F	16	41000	0.090	O	3,690	2,088	5,778	5,650	-128	0.000			0	0050	
3061	SR 64	LENA RD	LAKWOOD RANCH BLVD	ST	PA	U	6D	0.71	1	I	Y	282.5	D	C	D	16	37500	0.090		3,375	2,223	5,598	5,650	52	0.000				0072	
3062	SR 64	LAKWOOD RANCH BL	RYE RD	ST	PA	U	4D	0.00	0	I	Y	187.5	D	C	F	16	28500	0.090		2,565	1,472	4,037	3,750	-287	0.000				0073	
3063	SR 64	RYE RD	LORRAINE RD	ST	PA	U	4D	0.00	0	I	Y	187.5	D	C	C	16	12900	0.090		1,161	433	1,594	3,750	2,156	0.000				5076	
3070	SR 64	LORRAINE RD	CR 675/RUTLAND RD	ST	PA	T	2U	0.00	0		Y	81	C	B	B	16	6125	0.090	O	551	158	709	1,620	911	0.000			0	0146	
3080	SR 64	CR 675/RUTLAND RD	HARDEE CO	ST	PA	R	2U	0.00	0		Y	41	C	C	C	16	5400	0.095	C	513	38	551	820	269	0.000			0	0021	
2300	SR 684/CORTEZ RD	SR 789	127 ST W	ST	PA	U	2U	1.54	1	US	Y	69.5	D	D	E	16	15100	0.090	C	1,359	72	1,431	1,390	-41	0.000			0	0001	



Public Works Department
Transportation Planning Division
1022 26th Avenue East
Bradenton, FL 34208
Phone: (941) 708-7450
www.mymanatee.org

September 24, 2020

Ms. Vicki Castro, P.E.
Palm Traffic, LLC.
400 North Tampa Street, Suite 308
Tampa, FL 33602

Giddens/Commercial Development Traffic Impact Statement Acceptance Letter (Revised)

Project # PDC-18-15(Z)(G) Record # PLN1807-0022

Dear Ms. Castro,

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) submitted May 31, 2018 and revised on January 22, 2019 and September 21, 2020 for the Giddens/ Commercial Development project. The TIS is supporting a rezone of two parcels totaling +/- 18.22 acres from Agricultural (A) and Suburban Agriculture (A-1) to Planned Development Commercial (PDC), with a General Development Plan (GDP) to accommodate 150,000 square feet of retail.

Based on the data provided, the Applicant has addressed the Comprehensive Plan requirements for a General Development Plan (GDP) with a rezone application. However, concurrency may not be granted for a GDP application and a detailed analysis will be required at the time of concurrency application.

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,

Prony Bonnaire Fils, Ph.D.
Transportation Planning Section Manager
Manatee County Public Works Department
Transportation Planning Division

cc: Dorothy Rainey
Nelson Galeano