From: Vida Gordon
Sent: Monday, August 19, 2019 4:45 PM
To: bruceanna@tampabay.rr.com
Cc: Bobbi Roy <bobbi.roy@mymanatee.org>; Debbie Bassett <debbie.bassett@mymanatee.org>; Betsy Benac <betsy.benac@mymanatee.org>; Carol Whitmore <carol.whitmore@mymanatee.org>; Misty Servia <misty.servia@mymanatee.org>; Priscilla WhisenantTrace <priscilla.whisenanttrace@mymanatee.org>; Reggie Bellamy <reggie.bellamy@mymanatee.org>; Stephen R Jonsson <steve.jonsson@mymanatee.org>; Vanessa Baugh <vanessa.baugh@mymanatee.org>
Subject: FW: THE SPRINGS---VOTE & COMMENTS---

Mr. Branco,

Thank you for writing to share your concerns. Please accept this email as acknowledgement that your message was received and will be shared with all Commissioners as well as staff of Building & Development Services and the County Attorney’s Office.

As a quasi-judicial matter, commissioners must refrain from prejudging this project by discussing it outside of the public hearing setting. As well as your written correspondence you are welcome to attend the hearing scheduled for August 22nd at 1:30 p.m. (Time Certain), Manatee County Government Administration Building- 1st Floor Patricia M. Glass Chambers to offer your comments and opinions.

On behalf of Chairman Jonsson and the other Commissioners, thank you for your interest and participation.

Thank you in advance,
Vida Gordon
Executive Administrative Assistant
Board of County Commissioners
Phone: 941-745-3721
Fax: 941-745-3790
E-mail: vida.gordon@mymanatee.org

-----Original Message-----
From: Andy Branco <bruceanna@tampabay.rr.com>
Sent: Friday, August 16, 2019 3:22 PM
To: Priscilla WhisenantTrace <priscilla.whisenanttrace@mymanatee.org>; Bobbi Roy <bobbi.roy@mymanatee.org>
Subject: THE SPRINGS---VOTE & COMMENTS---

To the Manatee County Commissioners regarding the upcoming hearing on The Springs at Ellenton. My vote is no. Please be sure that my County Commissioner, Priscilla Trace receives a copy. There are a whole list of concerns about this project. Unfortunately they cannot be expressed in three minutes. I have to rely on the integrity of the body to address my concerns. These are not all. I think that you are at somewhat of a disadvantage. I have lived here 15 years. You really don't see the day to day
here. I am not opposed to this because I have nothing better to do. I want the same things that you do. A healthy well functioning, prosperous, and pleasant county to live in. But sometimes you have to reach out to its residents and look under the covers for a better look. I can only sincerely say if this passes it will be a mistake.

Respectfully Submitted ————Andy Branco
6342 36th Ct E
Ellenton, Fl. 34222
RETAIL SPACE 125,000 Sq FT. How many units will there be?

Assume that each unit will measure 50 Ft X 100 Ft. That works out to be 5,000 Sq Ft per Unit. Now divide 125,000 sq ft by 5,000 sq ft. That comes to 25 retail rental spaces. Each space will employ 2 people. That’s 50 employees who will arrive each morning during the 7:45 & 8:30 am rush hour. That will present 50 employees having to attempt to make a left hand turn into The Springs complex at the absolute worst traffic period of the day. I warned you about this. That will be the AM traffic period. Don’t forget they will have to leave during the PM traffic period. There are no concurrency figures for the employees or the number of rental spaces. I can’t attempt to offer a computation because I am not an engineer. This is one reason why I do not agree with the PM Peak Hour traffic computations. The number of home living rentals and employees are the same type pool. You have 348 apartments. Everyone living there will be young and will have to go to work in the morning. That at the very least will contribute 348 people traveling during the morning rush hour. Let’s assume that from the remainder of the one bedroom through three bedroom units totaling 298 units at least 35% will have a second car and a job. They too will have to leave for work during morning rush hour and return home. That will come to 104 additional people leaving The Springs during the AM rush hour. You have home living units and retail living space sharing the same location. This is not a shopping center. Why PM peak hour computations? The day is 24 hours long and can be divided into 4 two hour segments totaling 8 hours in all. You can also tailor their time of day to fit a unique situation or unique area. This could give a better picture of traffic hot spots where they will occur and at what time of day.
Trip generation

Original number of units 292   PM IN  PM OUT  Total PM Peak hour Trips
   96      57       153

63%    37%    52%

The total of 153 trips is only 52% of 292 units. Let us assign a factor of one car per unit. Does that imply that 139 of the cars never leave the complex during the normal rush hour of 6:15 AM to 8:00 AM. They are certainly not included in the PM counts submitted.

Of the remaining 139 cars, 63% = 87 cars & 37% = 52 cars. This brings the adjusted totals to the PM IN to 183 cars and PM OUT to 109 cars. 153 + 139 = 292. That is one car per unit. 292 units, 292 cars.

The new number of units 348   PM IN  PM OUT  Total PM Peak hour Trips
   113     66       179

They use the same factor 63%    37%    52%

The total of 179 trips is only 52% of 348 units. Let us assign a factor of one car per unit. Does this also imply that 169 of the cars never leave the complex during the normal rush hour of 6:15 AM to 8:00 AM. They again don’t appear to be included in the PM counts submitted.

Of the remaining 169 cars, 62% = 106 cars & 37% = 63 cars. This brings the adjusted totals to the PM IN to 219 cars and the PM OUT to 129 cars. 219 + 129 = 348. That is one car per unit. 348 units = 348 cars.

I absolutely do not agree with their representation for 348 units to generate only 113 PM PEAK TRIPS IN and only 66 PM TEAK TRIPS OUT to total 179 trips. They are only using 52% of the total units.

I use 100% of the units using their % formulas by category. I come to 219 PM PEAK TRIPS IN & 129 PM PEAK TRIPS OUT to total 348 units. This does not even consider any factor for a household having 2 cars.

Actual traffic figures for 60th Ave E for March 7, 2019 intended to be a comparison of methods.

Out is going south to 301—IN is going north to Mendoza Rd

Morning rush hour 6:15 am to 8:00 am – 1137 cars OUT—Evening rush 4:30 pm to 6:30 pm 1114 cars IN

Morning rush hour 6:15 am to 8:00 am – 315 cars IN—Evening rush 4:30 pm to 6:30 pm 597 cars OUT

Do you see the consist in relation of in & out using real traffic numbers.
Look at point A & B on the map. 29thSt E is the entrance & exit for both The Springs (348 units) & Bougainvillia (144 units). This is a 2 lane street with Rt. & Lt. turn access to 60th Ave E. Could be a problem at rush hour.

Look at point C. This is the main entrance in & out of The Springs & the shopping area. This is a Rt. & Lt. turn access on to 60th Ave.

Look at point D. The left turn access into the Springs is available to north bound traffic on 60th Ave. This is 2 lanes here. If remains as it is north bound traffic will not be able to pass any car that's turning left into the SPRINGS. If they are to put a dedicated turn lane for C & D entry points, where will they get the land for the expansion these 2 points? While under construction, they will have to reduce 60th Ave to one lane servicing both the north & south traffic on 60th Ave E causing a major traffic jam in both directions.

Look at the problems at point E for the exiting residents of Bougainvillia trying to go south on 60th Ave E to get to U S 301. This will now be hampered by the additional traffic from the Springs.

Look at point F. The new exit purposed at F with a bridge to cross over the flood plane on both sides of the canal to access the Theater Complex. That is also owned by I M G. Can you or should you build on a flood plain & a buffer zone? Do you need approval from the state? This little goodie will allow additional access at point H to 60th Ave E. Remember the point H exit was approved with the Theater Complex. It will also increase the availability to new customers from the Springs to shop there, who otherwise would not been inclined to do so because it was not easily accessible on the original site plan submitted by the Springs. What could have possibly been the intention for a bridge over the canal?

There is currently no site plan showing the details of what roads will access points G & F. To what areas and streets will they connect to internally?

Please take note that the map included shows an increase of access points to 60th Ave E south bound rush hour traffic going to 301. They are at points A-C & F. Every interruption to traffic flow will cause at the very least a slow down to the flow or possibly a stop to the flow. Each circumstance causes traffic back up. This will be the effect on 60th Ave E as a result of the construction of the Springs. This will be the NEW load added to 60th Ave E. --- 60th Ave E has an L O S rating of D, meaning it’s operating at capacity. I asked an engineer to explain what D means. Any additional traffic load will cause stress to the system which will operate but not to standard. Another interruption to traffic flow, which I’m sure no one thought about, will be
the added need for a school bus stop to accommodate the school children that will now be living at the SPRINGS. School bus stops do exactly that. They stop all traffic both ways. This is not a divided highway. There will be one stop south during morning rush and one stop north during the afternoon rush hour.

Another unintended interruption will be caused by the crossover bridge at point F allowing access to the exit at point H in the theater complex. The residents & shoppers will use it because it’s the closest exit to 301.

There are 9 developments that use 60th Ave E to access US 301. Willow Walk & Silverstone North are the latest developments to our area. They really hurt the traffic on 60th Ave E. Please be aware that they are not completely finished building the homes that are already approved.

YOU ARE GOING TO MAKE A MISTAKE!

If you pass this you are going to heap unintended hardships on the quality of life of YOUR CONSTITUENTS. Take careful pause. FIX the infrastructure before you continue. You are going to make a really bad situation very painful and possibly unable to be repaired. Stop catering to the developers. They DON’T LIVE HERE. When this is over they will be gone.