Mrs. Waters,

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 8th at 9:00 a.m. and 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,

Vida Gordon

Executive Administrative Assistant
Board of County Commissioners
Phone: 941-745-3721
Fax: 941-745-3790
E-mail: vida.gordon@mymanatee.org
Dear Ms. Trace,

Thank you for your June 20th stance on the 60th Avenue traffic and the proposed Springs at Ellenton 292 Apartment Complex that would further complicate our traffic nightmares. As Kay McFarland, our spokesperson for Bougainvillea Place stated “this is putting the horse before the cart.” This matter is of such magnitude that I don’t know where to start to address it. You are very aware and Commissioner Bellamy seemed to be very familiar with the congestion, but others on the panel of commissioners seemed to have only a slight awareness of our problem. By copy of this letter, all other commissioners are being included in this address.

First, I can’t see that there is enough property available to build a round-a-bout that will handle the traffic from all directions, replacing the traffic light. The 100 plus residents of Bougainvillea Place will not be able to get to the round-a-bout, because the traffic in the short left turn lane into the proposed 292 apartment complex will extend beyond and block our entrance/exit.

I certainly don’t have traffic engineering expertise, but where is our Manatee Traffic Department? Why hasn’t our traffic dilemma been a priority with them? It seems like DOT and our Planning Department are not working together. The roads need to be in place to handle the increase in traffic before the 292 apartments, the movie theater and the hotel are built. Four laning 60th Avenue to Moccasin Waller should already be in the short term plan. And what about access to and from the outlet mall and I-75? That would make a huge difference and timing is of the essence!

I would like to call your attention to the attached information previously provided by resident, Peter Kriegel. It provides a very in depth look into our traffic issues. I feel that all involved in the approval process of this project should leave their desk/office and come to the intersection of Highway 301 and 60th Avenue, and observe during several peak traffic times to see the congestion. Saturday and Sunday (August 3-4) would have been a good time. The back-to-school tax free traffic was backed up bumper to bumper from 301 to the traffic light at the entrance to the factory outlet stores.

As for the smooth talking attorney for Springs at Ellenton, yes, he got confirmation that there is a sidewalk along 60th Avenue, but as I view the proposed lane increases, the current sidewalk will not be left in place as it is today. And I feel strongly, that the “suggestion of law suit” should not impact doing the right thing. While the majority of affected residents are not opposed to the proposed 292 new apartments, all feel strongly that the infrastructure should be made whole before the apartments are built. Of course, the Springs at Ellenton/IMG
Enterprises, Inc., should have the option to provide the roads/infrastructure needed to accommodate the increase in traffic if they want to proceed with their project at this time.

And for those of you that feel we need more retail shops to “keep us off the main roads,” here is a list of the commercial businesses within our small area, to be accessed off 60th Avenue. We definitely don’t lack for sufficient retail to keep us in the neighborhood.

Mobil Gasoline/Food Mart
Dunkin Donut
SunTrust Bank
Chili’s Restaurant
North River Hair Salon
H R Block
Premier Family Chiropractor
T J Max Department Store
Beall’s Outlet
Audibell Hearing Aids
Pinebrook Dental
Angel Nails
King’s Wok
Florist
Tobacco Depot
Mattress Outlet
Dollar Tree
At Home (replacing K Mart)
130 Factory Outlet Stores/8 Restaurants
Rumored to Come Soon:
17 Movie Theaters
330 Bed Hotel

Circle K Gasoline/Food Mart
Wendy’s Restaurant
Ruby Tuesday Restaurant
Hampton Inn & Suites
Wing House Restaurant
Discount Liquors
Peaches Restaurant
Dry Cleaners
Subway Restaurant
Sixty East Restaurant/Martini Bar
Dentist
Jalapeno Mexican Grill
Batteries Plus
Tokyo Thai Grill
Evie’s Tavern
Edwin Watts Golf Shop
Swimwear Mart
Le Petit Nails
Radiant Hair Salon
Good Feet Store

Please know that I am very respectful of the awesome responsibilities that fall within the realm of your job, and I am thankful that I am not charged with those responsibilities. But, we are already over built so please consider postponing approval of this project and see how the planned roads help congestion as already approved projects are in place.

Respectfully,

Faye Waters
Bougainvillea Place
1. The average number of cars per household in Florida as well as Manatee County is two, not the 1.71 as IMG Enterprises, Inc has indicated. (https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdatausa.io%2Fprofile%2Fgeo%2Fflorida&amp;data=02%7C01%7Cvanessa.baugh%40mymanatee.org%7C9e6f0b91370b45f9a93c08d6f3208d7e%7Ccbf18587742240f2a8f2faa3a4ea4240%7C0%7C1%7C636963719044563020&amp;mdclient=Uw%2BoJtgtBG9CXgi7u%2B0XzCcquRv2FzifLSqijiDbKU%3D&amp;reserved=0)

2. In light of the above information, the proposed number of units, 292, would result in an additional 584 cars to the already overburdened 60th Avenue East traffic. That would be 584 cars coming AND 584 cars going each day. 1168 addition cars!

3. 584 cars, bumper to bumper, is equivalent to 2.1 miles. The distance between the light at US 301 to the proposed entrance of the complex is approximately 2080 feet. That equates to only 104 cars! Where are the rest of the cars going?

4. The distance between the light a US 301 to the end of 60th Avenue East is approximately 5,800 feet. That would be 290 cars. This is only half of the proposed additional traffic.

5. The proposed 6 lane roundabout update, scheduled in the future, will not mitigate the problem. Of the three proposed lanes north bound, one lane is a dedicated lane to the Kmart Mall, one lane is dedicated to Ellenton Premium Mall. Only one lane dedicated to through traffic.

6. Also, ALL north bound traffic MUST go around the roundabout due to the fact that there is no left-hand turn before the roundabout. If you want to visit any of the establishments on the west side of 60th, you will have to go around the roundabout and come back to the stores.

7. There will be two lanes exiting the rotary travelling north, one lane is dedicated to Bougainvillea, one lane for through traffic. The entrance to Springs at Ellenton will have an exit lane, but that will in no way alleviate the north bound traffic flow.

8. If this is not enough to deny approval of this project, recall that a 330-room hotel and a movie theater have already been approved. This is another 1000 cars coming and going per day!

9. What is going to happen in an emergency when all these cars are attempting to leave at the same time? How are police, fire and emergency vehicles going to navigate through this? How are these emergency vehicles and school busses going to exacerbate the situation? What happens when the Snowbirds return? What about Amazon deliveries, FedEx, UPS, USPS, Spring break, etc.
Hi Bobbi-----Sorry for the inconvenience. I transposed some figures on this page when I was preparing it for you Friday morning. Please pull out the original page it’s incorrect. Please replace that page with this page.

Please confirm.

Andy
I would like to take this opportunity to respectfully express my uneasiness with the PM Peak Tour Trips presentation. I am not an engineer but I do have the advantage of almost 14 years experiencing the trials of navigating and observing 60th Ave E to US 301 at all times of day, and all days of the week. These formulas are without a doubt complicated with a number of variables to be applied to achieve a result. But in the end to be realistic they are based on theory. If I may I would like to have you look at the more simplistic approach making use of the traffic data collected and using simple reasoning.


6:15 AM to 8:00 AM—Out---South---1137 In---North---315
4:30 PM to 6:15PM-----Out---South---597 In---North---1114
10:30 AM to 11:45Am--Out---South---549 In---North---1192
12:00 PM to 1:45PM—Out---South---513 In---North---1234

3855 In—2796 Out = 6651__ 57.9 % In & 42.1 % Out. A 5% swing up vs PM Fig. This presents the hypothesis that if you are measuring in & Out movement from a pool of identical matter and including the residents in the same pool. They get up, go to work, run errands. They still have to return to their place of origin—Home. The only variations are what time they leave & return. If you look at the numbers in and out you can develop a pattern of travel time. Rush hour in, & rush hour out. The PM method shows too much of a swing for in & out Comparisons. If you use blocks of time and actual counts over the 24 hour day might be a better fit. I am not an engineer. I just wanted to present another approach.
These are the developments that share 60th Ave E to access US 301: Bougainvillea—Oakley—Oakley Place—Oak Creek—Tuscany Lakes—Covered Bridge Estates—Oak leaf Hammock—Willow Walk—& Silverstone North.------- Not to be overlooked I would like to point out that the primary entrance to The Springs will consist of an 80 ft wide street out from The Springs onto 60th Ave E. 60th Ave E to get to US 301. That will be located 450 ft. south of 29th St E. Note that 60th Ave E is a two lane street at this location. Making a left hand turn here on to 60th Ave E should prove to be an interesting challenge for drivers leaving The Springs and turning left to go north to Mendoza Rd.

The traffic approaching The Springs from U S 301 going north on 60th Ave E will have to turn left into oncoming traffic to enter The Springs. All drivers going north on 60th Ave E will always have to enter The Springs by making a left turn into oncoming traffic to access any entrance. Please note this will certainly include all residents of The Springs returning home at rush hour from work. Again this is also only a two lane street at this location. This should raise a red flag. The traffic department will be creating exposure of the public to a hazardous driving condition. Only left turns for assess. Not the best idea on a street with a LOA rating of D to F.

When exiting The Springs onto 60th Ave E to access US 301. All of the residents of The Springs will have the advantage, especially at rush hour, of entering 60th Ave E at both 29th St E & at the main entrance of The Springs ahead of all other area traffic. This advantage is the result of The Springs geographical position in relation to 60th Ave E. They will always be ahead of all other developments in the area.
I would like to take this opportunity to respectfully express my uneasiness with the PM Peak Tour Trips presentation. I am not an engineer but I do have the advantage of almost 14 years experiencing the trials of navigating and observing 60th Ave E to US 301 at all times of day, and all days of the week. These formulas are without a doubt complicated with a number of variables to be applied to achieve a result. But in the end to be realistic they are based on theory. If I may I would like to have you look at the more simplistic approach making use of the traffic data collected and using simple reasoning.


6:15 AM to 8:00 AM—Out South—1137  In North—315
4:30 PM to 6:15Pm----Out---South1114  In---North---597
10:30 AM to 11:45Am--Out---South---477  In—North---879
12:00 PM to 1:45PM—Out—South---513  In---North---1234

3025 In---3241Out= 6266----I get a ratio of 48.2% In & 51.7% Out
This presents the hypothesis that if you are measuring in & Out movement from a pool of identical matter and including the residents in the same pool. They get up, go to work, run errands. They still have to return to their place of origin—Home. The only variations are what time they leave & return. If you look at the numbers in and out you can develop a pattern of travel time. Rush hour in, & rush hour out. The PM method shows too much of a swing for in & out Comparisons. If you use blocks of time and actual counts over the 24 hour day might be a better fit. I am not an engineer. I just wanted to present another approach.
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 Taylor 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.
I have included a picture of their site plan. It is small. I labeled on the picture with arrows & circles problem areas.

Access to 60th Ave E at 29th St E. Both Bougainvillea (144 Homes) & The Springs (348 living units) will have to share this intersection for access. This should be a real joy in the morning.

Main entrance to The Springs onto 60th Ave E----It’s a 2 lane street there.

There is a new proposed exit onto 60th Ave E that is approximately 1150 to 1200 feet south of 29th St E. This is a bad idea because the residents and possibly the shoppers will use this as an exit because it’s closer to the intersection of Factory Shops Blvd. This will now become another interruption in the flow of south bound traffic. Why build a bridge over the canal? Is it to improve access to the theater complex?

This is also an IMG property.

Don’t forget the exit already approved onto 60th Ave E from the theater complex that is 300 ft north of the intersection at Factory Shops Blvd. This will be another interruption to the south bound traffic flow.
The Argument put forth before the county commissioners as to why the county can’t deny approval is because they have property rights. If the applicant “IMG” has completed all of the requirements to develop that property the county cannot deny approval on the grounds of infrastructure. My question is how can their property rights supersede ours? The people that are going to live there are not home owners and they don’t pay taxes. They have no ties to the community. They are not going to be permanent residents. Their only tie the community will be that it is where they park their car. This is what the County Commission & IMG are trying to force us to accept. They are in effect favoring the property rights of IMG which is not a living entity. IMG is a piece of paper. They are outsiders to the community. No one from IMG will have to live at The Springs. They will not have to endure what they are creating. They will certainly not have to suffer the stresses caused by sitting daily in a traffic jam. Those people representing The Springs at Ellenton will go back to Wisconsin. If there is an unintended conflict in the interpretation of the law as written then the decision should not favor the rights of a paper owner over the rights of our real live residents. Many of whom that have lived here for 15 to 20 years or more. This seems to be a case for requiring a ruling in favor of the greater good. That would be those of us living in the 9 developments that will be directly affected. We have endured the shortcomings of this infrastructure for years and now the county commission wants to make it worse. We should not have to stand by quietly to be sacrificed in the name of development.
Thank you for writing to share your concerns. Please accept this email as acknowledgment that your message was received by the Board of County Commissioners and will be shared with staff of Building & Development Services and the County Attorney’s Office and included as public comment for this hearing.

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, currently scheduled for June 20, 2019, to offer your comments and opinions.

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

Marianne Lopata
Executive Administrative Assistant
Board of County Commissioners
Phone: (941) 745-3707; Fax: (941) 745-3790
E-mail: marianne.lopata@mymanatee.org

-----Original Message-----
From: Peter Kriegel <namquid@icloud.com>
Sent: Monday, June 17, 2019 8:37 AM
To: Priscilla WhisenantTrace <priscilla.whisenanttrace@mymanatee.org>; Reggie Bellamy <reggie.bellamy@mymanatee.org>; Stephen R Jonsson <steve.jonsson@mymanatee.org>; Misty Servia <misty.servia@mymanatee.org>; Vanessa Baugh <vanessa.baugh@mymanatee.org>; Carol Whitmore <carol.whitmore@mymanatee.org>; Betsy Benac <betsy.benac@mymanatee.org>
Cc: Howard Fletcher <hfletche@tampabay.rr.com>; Kay McFarland <mkay741@hotmail.com>
Subject: PDMU-19-05(Z)(G) Springs at Ellenton/IMG Enterprises, Inc. PLN1902-0194

Dear Honorable Commissioners:

I am opposed to the PDMU-19-05(Z)(G) Springs at Ellenton/IMG Enterprises, Inc. PLN1902-0194 for the following reasons:
1. The average number of cars per household in Florida as well as Manatee County is two, not the 1.71 as IMG Enterprises, Inc has indicated. (https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdatausa.io%2Fgeo%2Fflorida&data=02%7C01%7Cvanessa.baugh%40mymanatee.org%7C9e6f0b91370b45f9a93c08d6f3208d7c%7Ccbf18587742240f2a8f2eaa3a4ea4240%7C0%7C1%7C636963719044563020&sdata=Uw%2BoOjigtBG9CXgi7u%2B0XzCcquRv2FzifSLqjtDbKU%3D&ampp;reserved=0)

2. In light of the above information, the proposed number of units, 292, would result in an additional 584 cars to the already overburdened 60th Avenue East traffic. That would be 584 cars coming AND 584 cars going each day. 1168 addition cars!

3. 584 cars, bumper to bumper, is equivalent to 2.1 miles. The distance between the light at US 301 to the proposed entrance of the complex is approximately 2080 feet. That equates to only 104 cars! Where are the rest of the cars going?

4. The distance between the light a US 301 to the end of 60th Avenue East is approximately 5,800 feet. That would be 290 cars. This is only half of the proposed additional traffic.

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6. Also, ALL north bound traffic MUST go around the roundabout due to the fact that there is no left-hand turn before the roundabout. If you want to visit any of the establishments on the west side of 60th, you will have to go around the roundabout and come back to the stores.

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8. If this is not enough to deny approval of this project, recall that a 330-room hotel and a movie theater have already been approved. This is another 1000 cars coming and going per day!

9. What is going to happen in an emergency when all these cars are attempting to leave at the same time? How are police, fire and emergency vehicles going to navigate through this? How are these emergency vehicles and school busses going to exacerbate the situation? What happens when the Snowbirds return? What about Amazon deliveries, FedEx, UPS, USPS, Spring break, etc.

There are two possible solutions:
1. Build dedicated on/off ramps directly connecting to I-75. This would funnel virtually all Ellenton Premium Mall customers and virtually all tenants of the Springs at Ellenton away from 60th Avenue East completely.

2. Upgrade 60th Avenue East to four lanes to accommodate through traffic for its entire length. (This would be the least expensive for the county as there is vacant land to the east of 60th Avenue East from the entrance to Bougainvillea all the way north to the end of 60th Avenue East. There would be no need to condemn any housing. See attached file.)

In summary, we should not put the cart before the horse: BUILD THE INFRASTRUCTURE FIRST, THEN, AND ONLY THEN, CONSIDER APPROVAL.

Respectfully,

Peter Kriegel
6206 25th Street East
Ellenton, Fl 34222

727-643-6253