

Manatee County Government Center  
First Floor, Chambers  
Work Session 8:30 A.M. - Meeting 9:00 A.M.

March 12, 2015 Planning Commission Agenda  
Agenda Item #6

Subject

PDMU-15-04(Z)(G) fka 13-01(Z)(G)-Robinson Land Holdings Joint Venture, a Florida General Partnership-  
Robinson Gateway-Quasi-Judicial-Stephanie Moreland

Briefings

None

Contact and/or Presenter Information

Contact and Presenter:

Stephanie Moreland

Principal Planner

941 748 4501 ext. 3880

Contact:

Sonia Zambrano

Senior Planning Technician

941 748 4501 ext. 6207

Action Requested

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, and making a specific finding that the proposed buildings exceeding 35 feet in height are consistent with Section 603.7.4.9 of the Land Development Code I move to recommend ADOPTION of the Manatee County Zoning Ordinance No. PDMU-15-04(Z)(G); APPROVAL of the General Development Plan with Stipulations A.1–A.10, B.1–B.3, C.1–C.3; GRANTING Special Approval for a: 1) project in MU FLUC; 2) mixed use project in UF-3 FLUC; 3) gross density exceeding one dwelling unit per acre in UF-3; 4) net residential density exceeding three dwelling units per acre in UF-3; 5) non- residential project exceeding 30,000 square feet in UF-3 FLUC and 6) a project in an Entranceway; as recommended by staff.

Enabling/Regulating Authority

Manatee County Comprehensive Plan

Manatee County Land Development Code

Background Discussion

Mr. Edward Vogler, MW, Gateway Development, LLC, authorized agent for Robinson Land Holdings Joint Venture, filed an Application for Development Approval (ADA) for a Development of Regional Impact (DRI) to allow a single-phased mixed-use development. Uses proposed include; 542 residential units (320 single-family attached lots and 222 multi-family units, 900,000 square feet of retail space, 600,000 square feet of office space, 1,750 seats or 130,680 square feet movie theatre, and 350 rooms or 219,800 square feet for hotel(s).

Along with the ADA request, the applicant requests a rezone of the 288± acre site and approval of a General Development Plan for a mixed use development.

The site is on the east side of I-75, north side of Moccasin Wallow Road and west side of Carter Road, approximately two miles south of the Hillsborough County line. The site is in a designated entranceway of Manatee County and is subject to applicable standards of LDC Section 737. The proposed Ellenton Willow Trail is planned to run along Carter Road in the vicinity of the site.

Historically, the site has been used for agricultural uses (i.e., sod farm, row crops, tree farm). The remnants of a tree farm and nursery and two small office buildings (to be demolished) exist today. There is a Florida Power and Light transmission line easement crossing the western part of the site.

The 2020 Manatee County Comprehensive Plan designates the site as MU (Mixed Use), UF-3 (Urban Fringe-three dwelling units per acre), and P/SP-1(Public/Semi-Public-1) on the Future Land Use Map. Special Approvals are required for a project; in the MU FLUC, the Entranceway, a non-residential project exceeding 30,000 square feet of gross building area in the UF-3 FLUC; and a mixed use project in UF-3 FLUC.

The current A-1 (Suburban Agriculture - one dwelling unit per acre) zoning district allows agricultural and related uses on short term agricultural lands. The proposed PDMU zoning district provides greater flexibility for a project having a mix of uses (commercial, office, and residential) when establishing appropriate buffers and setbacks to help mitigate any potential adverse impacts relative to I-75, Moccasin Wallow Road, Carter Road, and the overhead transmission lines.

The General Development Plan indicates a mixed-use development allowing residential, commercial, and office uses to be placed together throughout the site, including the vertical integration of uses. This form of development allows for a more cohesive community allowing people to live and work within their neighborhoods. An area designated for community open space or parks is shown adjacent to Carter Road. The Land Use Operative Provision provides a formula for gross intensity and gross density compliance when there is more than one FLUC on a site. Based on the formula, the project has established gross density and intensity compliance with the Future Land Use Map.

The LDC requires two means of access for a project with more than 100 residential units and 50 lots for commercial or professional developments. The General Development Plan indicates three primary access points for the mixed use development; a full access and a right-in/right-out access connecting Moccasin Wallow Road, and one full access connecting Carter Road. A future inter-neighborhood tie is to the north. The site is within a commercial node. Developments within the MU FLUC are not required to achieve compliance with commercial locational criteria. Additionally, Policy 2.10.4.2, exempts DRI's and Large Project developments (which have mixed uses with a residential component and meet minimum development characteristics, have commercial uses internal to neighborhoods), whose main neighborhood access is on a road designated as a collector or higher, from commercial locational criteria.

The maximum number of residential dwelling units is 542. Ten percent (10%) or 54 residential units will be

designated as affordable or work-force housing.

There are no wetlands or wetland buffers on-site or within thirty feet of the site.

A Transportation Impact Analysis (TIA) was approved by the Transportation Planning Division. The project-related concurrency improvements and requirements are detailed in the Transportation Section of the staff report.

Off-street parking and loading will be provided in accordance with the requirements of the Land Development Code.

The General Development Plan shows the following roadway buffers; 20-feet along I-75, 50-feet along Moccasin Wallow Road, and 100 feet along Carter Road. A 50-foot perimeter buffer is proposed along the northern boundary adjacent to the proposed Wellington Lake Manor Subdivision.

Some mixed use buildings with residential above commercial/office are proposed with a height of 40'-60'. LDC Section 603.7.4.9 requires a finding be made by the Board of County Commissioners, for increases in residential height above 35 feet. The height analysis is included further in the staff report.

Future residents adjacent to the interstate may be subject to noise from vehicles traveling along I-75. To address any potential noise impacts from I-75, staff recommends the applicant submit a noise analysis which would determine the types of buildings (architectural design with noise mitigating features, orientation of habitable structures, and placement of habitable rooms) and buffers to be constructed at Final Site Plan stage.

Staff recommends approval subject to the recommended stipulations.

#### County Attorney Review

Other (Requires explanation in field below)

#### Explanation of Other

Sarah Schenk reviewed and responded by email on 2/17/15, 2/18/15 and 2/23/15

#### Reviewing Attorney

Schenk

#### Instructions to Board Records

N/A

#### Cost and Funds Source Account Number and Name

N/A

#### Amount and Frequency of Recurring Costs

N/A

Attachment: Staff Report-Robinson Gateway-PDMU-15-04(Z)(G) fka PDMU-13-01(Z)(G)-03-12-15 PC.pdf

Attachment: Ordinance PDMU-15-04(Z)(G) fka PDMU-13-01(Z)(G)-Robinson Gateway-03-12-15 PC.pdf

Attachment: Zoning Disclosure Affidavit-Robinson Gateway-PDMU-15-04(Z)(G) fka PDMU-13-01(Z)(G)-03-12-15PC.pdf

Attachment: Copy of Newspaper Advertising-Robinson Gateway GDP-PDMU-15-04(Z)(G) fka13-01(Z)(G)-Sarasota Herald Tribune.pdf

Attachment: Copy of Newspaper Advertising-Robinson Gateway-PDMU-15-04(Z)(G) fka 13-01(Z)(G)-Bradenton Herald.pdf

Attachment: GDP-Robinson Gateway-PDMU-15-04(Z)(G) fka PDMU-13-01(Z)(G)-03-12-15 PC.pdf

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Attachment: Public Comment Letter-Robinson Gateway GDP-03-12-15PC.pdf

Attachment: FLU, Zoning and Aerials maps-PDMU-15-04(Z)(G)-RobinsonGateway-03-12-15PC.pdf

Attachment: Traffic Impact Analysis-Robinson Gateway-PDMU-15-04(Z)(G) fka PDMU-13-01(Z)(G)-03-12-15  
PC.pdf



P.C. 03/12/15

**PDMU-15-04(Z)(G) [f.k.a. 13-01 (Z) (G)] – ROBINSON LAND HOLDINGS JOINT VENTURE, A FLORIDA GENERAL PARTNERSHIP/ROBINSON GATEWAY**

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 288 acres on the north side of Moccasin Wallow Road, east side of I-75 and west side of Carter Road at 6750 and 7350 Moccasin Wallow Road, North Palmetto, from the A-1 (Suburban Agriculture, one dwelling unit per acre) to PDMU (Planned Development Mixed Use) zoning district; 2) approval of a General Development Plan for a regional-serving project to include: 542 residential units; 900,000 square feet of retail space; 600,000 square feet of office space; 1,750 seats or 130,680 square feet movie theatre; and 350 rooms or 219,800 square feet for hotel(s); subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

**P.C.: 03/12/15**

**B.O.C.C.: 04/02/15**

**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, and making a specific finding that the proposed buildings exceeding 35 feet in height are consistent with Section 603.7.4.9 of the Land Development Code I move to recommend **ADOPTION** of the Manatee County Zoning Ordinance No. PDMU-15-04(Z)(G); **APPROVAL** of the General Development Plan with Stipulations A.1–A.10, B.1–B.3, C.1–C.3; **GRANTING** Special Approval for a: 1) project in MU FLUC; 2) mixed use project in UF-3 FLUC; 3) gross density exceeding one dwelling unit per acre in UF-3; 4) net residential density exceeding three dwelling units per acre in UF-3; 5) non- residential project exceeding 30,000 square feet in UF-3 FLUC and 6) a project in an Entranceway; as recommended by staff.

<b>PROJECT SUMMARY</b>	
<b>CASE#</b>	<b>PDMU-15-04(Z)(G) DTS#20130029</b>
<b>PROJECT NAME</b>	<b>Robinson Gateway</b>
<b>AUTHORIZED AGENT:</b>	<b>Edward Vogler, MW Gateway Development, LLC</b>
<b>OWNER:</b>	<b>Robinson Land Holdings Joint Venture, A Florida General Partnership</b>
<b>PROPOSED ZONING:</b>	<b>PDMU (Planned Development Mixed Use)</b>
<b>EXISTING ZONING:</b>	<b>A-1(Suburban Agriculture-one dwelling unit per acre)</b>
<b>PROPOSED USES:</b>	<b>542 residential units; 900,000 square feet of retail space; 600,000 square feet of office space; 1,750 seats or 130,680 square feet movie theatre; and 350 rooms or 219,800 square feet for hotel(s)</b>
<b>CASE MANAGER:</b>	<b>Stephanie Moreland</b>
<b>STAFF RECOMMENDATION:</b>	<b>Approval</b>
<b>DETAILED DISCUSSION</b>	
<p>MW, Gateway Development, LLC, applicant for Robinson Land Holdings, Joint Venture/Robinson Gateway requests approval of a Development of Regional Impact (DRI) to allow a one phased mixed-use development to include;</p> <ol style="list-style-type: none"> <li>1. 542 residential units;</li> <li>2. 900,000 square feet of retail space;</li> <li>3. 600,000 square feet of office space;</li> <li>4. 1,750 seats or 130,680 square feet movie theatre; and</li> <li>5. 350 rooms or 219,800 square feet for hotel(s).</li> </ol> <p>The 288± acre site is on the east side of I-75, north side of Moccasin Wallow Road and west side of Carter Road in northern Manatee County approximately 2.5 miles south of the Hillsborough County line.</p>	

Historically, the site has been used for agricultural uses (i.e. sod farm, row crops, tree farm). The remnants of a tree farm and nursery and two small office buildings (to be demolished) exist today. Other prominent features include a 100-foot wide Florida Power and Light transmission line easement which contains overhead lines and parallels the western boundary of the site extending in a southwest to northeastern direction. The site is in the vicinity of the northern segment of the proposed Ellenton-Willow Trail which is planned to run along Carter Road.

The 2020 Manatee County Comprehensive Plan designates 88± acres as MU (Mixed Use), 193± acres as UF-3 (Urban Fringe-three dwelling units per acre), and 7± acres (FPL Easement/transmission lines) as P/SP-1(Public/Semi-Public-1) on the Future Land Use Map.

Special Approvals are required for a project; in the MU FLUC, the Entranceway, a non-residential project exceeding 30,000 square feet of gross building area in the UF-3 FLUC; and a mixed use project in UF-3 FLUC, gross density exceeding one dwelling unit per acre in UF-3, and net density exceeding three dwelling units per acre in UF-3.

The site is partially in a designated entranceway and is subject to applicable standards of LDC Section 737.

The current A-1 (Suburban Agriculture - one dwelling unit per acre) zoning district provides for limited transition areas and allows agricultural and related uses on short term agricultural lands.

The proposed PDMU zoning district provides greater flexibility for a project having a mix of uses (commercial, office, and residential) when establishing appropriate buffers and setbacks to help mitigate any potential adverse impacts relative to I-75, Moccasin Wallow Road, Carter Road, and the overhead transmission lines.

The General Development Plan indicates a mixed-use development allowing residential, commercial, and office uses to be placed together throughout the site, including the vertical integration of uses. This form of development allows for a more efficient form of traffic distribution spread throughout the project, and encourages a scale of development that is walkable by using neo-traditional block patterns. Neo-traditional development creates a more cohesive community allowing people to live and work within their neighborhoods. An area designated for community open space or parks is shown adjacent to Carter Road.

### ROBINSON GATEWAY DEVELOPMENT SCHEDULE

Land Use	SINGLE-PHASED DEVELOPMENT	TOTAL
<b>Commercial</b>		
Retail	900,000 square feet	900,000 square feet
Office	600,000 square feet	600,000 square feet
Hotel	350 rooms	219,800 square feet
Movie Theatre	1,750 seats	130,680 square feet
Total square feet		1,850,480 square feet
<b>Residential</b>		542 units
Multi-Family	222 units	
Single-Family Attached	320 units	

The proposed densities are consistent with the maximum potential density allowed for the MU (nine dwelling units per acre), P/SP-1 (zero dwelling units allowed) and UF-3 (three dwelling units per acre) FLUCs. To establish if a project with more than one FLUC meets gross density compliance, the Manatee County Comprehensive Plan Land Use Operative Provision provides a formula (maximum number of residential units = maximum gross density based on the FLUC x gross residential acreage for that area). In this case, when the formula is applied, the total number of residential units proposed (542) for the project is below the maximum number of dwelling units permitted (1,434).

The Land Use Operative Provision also provides a formula for gross intensity compliance when there is more than one FLUC. Maximum gross floor area = maximum floor area ratio [based on the FLUC x gross non-residential acreage in that area x 43,560sq. ft./acre]. When the formula is applied, the intensity total of 1,850,480 square feet is below the maximum intensity (6,071,828 square feet) permitted. Therefore, the project has established gross density and intensity compliance with the Future Land Use Map (Comprehensive Plan Land Use Operative Provisions).

The LDC requires two means of access for a project with more than 100 residential units and 50 lots for commercial or professional developments. The General Development Plan indicates three primary access points for the mixed use development; a full access and a right-in/right-out access connecting Moccasin Wallow Road, and one full access connecting Carter Road. A future inter-neighborhood tie connecting the site to the north is proposed.

The site abuts I-75 (Principal Arterial) and Moccasin Wallow Road (Arterial), and Carter Road (Collector) a node eligible for consideration of commercial development. Developments within the MU FLUC are not required to achieve compliance with commercial locational criteria. Additionally, Policy 2.10.4.2, exempts DRI's and Large Project developments (which have mixed uses with a residential component and meet minimum development characteristics, have commercial uses internal to neighborhoods), whose main neighborhood access is on a road designated as a collector or higher, from commercial locational criteria.

The maximum number of residential dwelling units is 542. Ten percent (10%) or 54 residential units will be designated as affordable or work-force housing.

There are no wetlands or wetland buffers on-site or within thirty feet of the site.

Transportation concurrency was evaluated and a Traffic Impact analysis (TIA) prepared and reviewed to determine impacts on U.S. 301, Moccasin Wallow Road and associated intersections near the project site. The TIA was approved by the Transportation Planning Division. The results of the TIA indicated that level of service deficiencies exist at studied intersections and roadway segments. The project-related concurrency improvements and requirements are detailed in the Transportation Section of the staff report.

A traffic analysis will be required with future submittals (Preliminary/Final Site Plans) to ensure that the traffic generated by this project can be accommodated by the existing and planned infrastructure.

Off-street parking and loading will be provided in accordance with the requirements of the Land Development Code. Staff recommends an overall layout of the entire project be submitted with the future Preliminary and Final Site Plan submittals for administrative review.

The General Development Plan shows the following proposed landscaped roadway buffers: 20-feet along I-75; 50-feet along Moccasin Wallow Road; and 100 feet along Carter Road. A 50-foot perimeter buffer is proposed along the northern boundary adjacent to the proposed Wellington Lake Manor Subdivision.

The General Development Plan shows taller buildings will be placed along I-75 and central to the project. Though a majority of the residential buildings are a maximum of 35 feet tall, there are some mixed use buildings with residential above commercial/office proposed. These buildings are proposed with a height of 40'-60'. LDC Section 603.7.4.9 requires a finding be made by the Board of County Commissioners, for increases in residential height above 35 feet. The height analysis is included further in the staff report.

Future residents adjacent to the interstate may be subject to noise from vehicles traveling along I-75. According to the applicant, the nearest mixed use building is approximately 800 feet from I-75 and 1,017 feet from Carter Road. To address any potential noise impacts from I-75, staff recommends the applicant submit a noise analysis which would determine the types of buildings (architectural design with noise mitigating features, orientation of habitable structures, and placement of habitable rooms) and buffers to be constructed at Final Site Plan stage.

Staff recommends approval subject to the recommended stipulations.

<b>SITE CHARACTERISTICS AND SURROUNDING AREA</b>	
<b>GENERAL LOCATION:</b>	North side of Moccasin Wallow Road, east side of I-75 and west side of Carter Road
<b>ACREAGE:</b>	288± acres
<b>EXISTING USE(S):</b>	Agricultural - tree farm with associated accessory structures
<b>FUTURE LAND USE CATEGORIES:</b>	MU- (Mixed Use) UF-3 (Urban Fringe -3 dwelling unit per acre) P/SP-1 (Public/Semi-Public-1)
<b>INTENSITY (Floor Area Ratio):</b>	0.15 (overall)
<b>DENSITY:</b>	1.88 (overall)
<b>SPECIAL APPROVAL:</b>	<ol style="list-style-type: none"> <li>1. All projects in MU FLUC</li> <li>2. A mixed/multiple use project in UF-3 FLUC</li> <li>3. Gross density exceeding one dwelling unit per acre in UF-3;</li> <li>4. Net density exceeding three dwelling units per acre in UF-3;</li> <li>5. Non- residential project exceeding 30,000 square feet in UF-3 FLUC</li> <li>6. A project in an Entranceway</li> </ol>
<b>OVERLAY DISTRICT(S):</b>	N/A
<b>SPECIFIC APPROVAL(S):</b>	N/A

<b>SURROUNDING USES &amp; ZONING</b>	
<b>NORTH</b>	Vacant land approved for single-family residences (Wellington Lake Manor) but not yet constructed zoned PDR.
<b>SOUTH</b>	Across Moccasin Wallow Road, single-family attached and detached residences and golf course (Fairways @ Imperial Lakewoods) zoned PDR, manufactured homes in Imperial Lakes MHP zoned RSMH-4.5 (Residential Manufactured Homes- 4.5 dwelling units per acre), single-family residences in Regency Oaks Subdivision zoned RSF-4.5 (Residential Single-Family-4.5 dwelling units per acre). To the southeast is vacant land zoned A and A-1 for pending Parrish Lakes DRI.

<b>EAST</b>	Across Carter Road, vacant land approved for Eagle Pointe Subdivision (not yet constructed) zoned PDR and vacant land zoned A (General Agriculture). Further east, vacant land approved for Villages of Amazon zoned PDMU.
<b>WEST</b>	Vacant land zoned A-1 across Interstate I-75, Artisan Lakes Gateway North DRI and vacant land approved for Stonedam Preserve zoned PDMU.
<b>SITE DESIGN DETAILS</b>	
<b>SETBACKS:</b>	<u>Project Boundary</u> Front: 50' & 65' minimum from Moccasin Wallow Road, 50' minimum from I-75, 100' minimum from Carter Road Side: 50' minimum from north boundary
<b>RESIDENTIAL SETBACKS:</b>	<u>Single-family attached</u> Front: 10' rear loaded garages 20' front loaded garages Side: 0/8' (end units) Rear: 25' (rear loaded garages)  15' (front loaded garages) Waterfront: 30 feet <u>Residential Over Retail</u> Front: 0' Side: 0' Rear: 0'
<b>COMMERCIAL SETBACKS:</b>	Front: 25' (stand-alone building) 0' (retail/office residential) Side: 10' Rear: 15' Waterfront: 30 feet
<b>MAXIMUM BUILDING HEIGHTS:</b>	Residential buildings: 35 feet Mixed Use buildings: 40 feet – 60 feet Hotel: 60 feet Movie Theatre: 57 feet Parking structures: 40 feet
<b>OPEN SPACE:</b>	30% open space required
<b>RECREATIONAL ACREAGE:</b>	30± acres

<b>RECREATIONAL AMENITIES:</b>	Community Open space/park and private recreational facilities
<b>ACCESS:</b>	Carter Road and Moccasin Wallow Road
<b>FLOOD ZONE(S)</b>	X and AE with Base Flood Elevations between 23.5' and 26' NAVD 1988 per FIRM 120181C 0176E
<b>HURRICANE EVACUATION ZONE</b>	None
<b>AREA OF KNOWN FLOODING</b>	No
<b>UTILITY CONNECTIONS</b>	County Water and Sewer
<b>ENVIRONMENTAL INFORMATION</b>	
<b>Overall Wetland Acreage:</b>	None
<b>Proposed Impact Acreage:</b>	None
<p><b><u>Wetlands:</u></b></p> <p>According to Note #4 on the site plan cover sheet there are no jurisdictional wetlands within the project area. The applicant has also verified that there are no wetlands within 30 feet of the project boundary, therefore, no on-site buffers will be required for off-site wetlands.</p> <p><b><u>Uplands:</u></b></p> <p>According to the FLUCCS map submitted for the DRI review there are no native upland habitats within the project boundaries.</p> <p><b><u>Endangered Species:</u></b></p> <p>According to the environmental narrative provided for the DRI review, no listed species were identified onsite. An updated survey should be done prior to Final Site Plan approval. A stipulation is provided to require this.</p> <p><b><u>Trees</u></b></p> <p>Tree information was not provided with this submittal. However, the applicant has verified that there are no trees greater than 24' dbh on-site. Therefore, the Entranceway requirement does not apply.</p>	



NEARBY APPROVED DEVELOPMENT				
Project	Lots/units	Density	Minimum Lot/Unit size	Approved
Wellington Lake Manor	169 lots	1.08	7,500 sq. ft.	2005
Regency Oaks I	153 lots	1.81	10,000 sq. ft.	1991
Regency Oaks II	72 lots	0.77	10,000 sq. ft.	1995
Regency Oaks Preserve	28 lots	0.34	36,018 sq. ft.	2002
Stone Dam Preserve	667 lots/124 units	1.88	5,400 sq. ft. 1,500 sq. ft.	2005
Eagle Pointe	740 lots/860 units	2.37	6,000 sq. ft.	2006
Summer Woods	562 lots	2.1	3,321 sq. ft. (semi-det.) 6,800 sq. ft.(sfd)	2014
Morgan's Glen	286 units, 227,121 sq. ft. commercial & office	2.72	6,050 sq. ft. (sfd) 4,875 sq.ft. (semi det.) 2,200 sq. ft.(sfa)	2009
Copperstone/Valencia Grove	624 units	2.22	6,600 sq. ft.(sfd) 2,000 sq. ft.(sfa)	2005
Villages of Amazon	1999 residential units/ 40,000 sq. ft. commercial & 20,000 sq. ft. office	1.66	4,800 sq. ft.	2014
Woods of Moccasin Wallow	340,000sq. ft. industrial, 75,946 sq. ft. commercial, 43,680 office, & 246 MF units/revised to 103 sfd lots	5.44	8,400 sq. ft.	2004
sfa –single-family attached sfd – single-family detached				
POSITIVE ASPECTS				
<ul style="list-style-type: none"> <li>The site has frontage along I-75. Commercial and office uses will provide convenience for nearby residents, motorists, and visitors in the area.</li> <li>The nearby area is transitioning from agricultural uses to single-family residential development and commercial uses developing at commercial nodes.</li> <li>The timing of the request is appropriate and consistent with development trends in the area.</li> </ul>				

- The proposed overall gross density is significantly less than the maximum potential density allowed in MU and UF-3 FLUCs.
- PDMU zoning is consistent with the development trends in the area, and will allow a variety of land uses to be responsive to existing uses and features in the area.

### NEGATIVE ASPECTS

- Future residential development may be negatively impacted by noise from adjacent roadways.
- Level of detail presented is minimal with a General Development Plan and difficult to review to ensure mixed-use neo traditional is designed appropriately. In addition, Staff cannot identify if residential uses will be in the L1070 dBA noise level contour at this stage.

### MITIGATING MEASURES

- Staff recommends a stipulation requiring a noise analysis to be done based on the potential 10-lane configuration of I-75, prior to Final Site Plan approval.
- Staff recommends the applicant submit a noise analysis to determine the types of buildings (architectural design with noise mitigating features, orientation of habitable structures, and placement of habitable rooms) and buffers to be constructed at Final Site Plan stage.

### STAFF RECOMMENDED STIPULATIONS

#### A. DESIGN:

1. An overall layout of the project shall be submitted with future Preliminary and Final Site Plan submittals for administrative review and approval.
2. Prior to Preliminary/Final Site Plan approval, a noise analysis shall be done based on the potential ten-lane configuration of I-75 and anticipated traffic in 2025.

#### Manatee County noise level criteria for residential properties

##### MANATEE COUNTY NOISE STIPULATION\*

No residential dwelling units shall be allowed in areas where the exterior noise level is;

Ldn > 65 dBA.:

	<p>Leq design hour &gt; 65 dBA: or L10 design Hour &gt; 68 dBA</p> <p>Unless protected by some performance equivalent measure to achieve;</p> <p>Ldn # 65 dBA, Leq design hour # 65 dBA, or L10 design Hour # 68 dBA</p>	
	<p><b>NOISE REDUCTION REQUIRED*</b></p> <p>Sound attenuating barriers shall be provided between the residential units and the noise source.</p> <p>Living areas shall be located and designed in a manner which orients the living areas and outdoor activity areas away from the noise source. Living areas include bedrooms, lanais, and florida rooms.</p> <p>Buildings shall be positioned to maximize the distance between the residential units and the noise source.</p>	
<p>* For more detailed information see "The Noise Guidebook – A reference document for implementing the Department of Housing and Urban Development's Noise Policy", prepared by The Environmental Planning Division, Office of Environment and Energy.</p> <p>3. The types of buildings (architectural design with noise mitigating features, orientation of habitable structures, and placement of habitable rooms) to be constructed shall be determined based on the results and recommendations of the noise analysis at Final Site Plan stage.</p> <p>4. Architectural design plans and building elevations shall be submitted with future preliminary and final site plan submittals to demonstrate compliance with the criteria in LDC Section 603.7.4.9 for building heights above 35 feet.</p> <p>5. Building Design for Non Residential:</p> <p>a. The maximum square footage for each commercial and office component shall not exceed what is identified on the General Development Plan.</p> <p>b. Building Appearance</p> <p>All building facades shall exhibit an aesthetically attractive appearance. Design shall be subject to the following criteria and reviewed for compliance by the Planning Section of the Building and Development Services Department with future Final Site Plan and Building Permit submittals.</p>		

- c. The sides of all buildings shall have minimal blank walls no longer than 30 feet in length or 20' in height. In order to insure that the buildings do not project a massive blank wall, design elements with distinctive color variation shall prominently visible architectural details [e.g., bump-outs, reveals and projecting ribs, cornice, offset building planes, windows, shutters, areas of contrasting or different finish building materials, etc.] or other methods, as approved by the Planning Section of the Building and Development Services Department. Facades greater than 75 feet in length shall have varying roof lines through varying the height of the cornice, or the use of two (2) or more roof types (parapet, dormers, and sloped, etc.)
  - d. Exterior building materials shall consist of brick, architectural precast concrete panels, architectural masonry units, split face block, glass, stucco, ceramic tile, stone, wood, or similar materials. Painted or exposed concrete block, or corrugated metal shall not be permitted. Architectural metal in conjunction with other permitted building materials shall be allowed, provided that at least seventy-five percent (75%) of the building face is constructed from other permitted materials.
6. All rooftop mechanical equipment shall be screened from view from abutting roadways or adjacent residential properties. Screening shall be provided by materials consistent with the building. Details shall be shown prior to Final Site Plan approval.
7. Trash and garbage receptacles shall be screened with materials similar to the adjacent building facades.
  - a. Exhaust and other filtering systems in Food Service Establishments or uses shall adhere to the Best Available Control Technology to eliminate or reduce the emission of smoke, grease, and odor from cooking facilities. This system shall be approved by the County with each Final Site Plan containing food service establishment or use.
  - b. Exterior loud speakers, bells, or similar audio-communication shall not be permitted; however, directed (non-broadcast) communication devices and intercoms shall not be restricted. "Directed (non-broadcast)" shall mean not plainly audible to a person greater than 10 feet from the source.
8. The project shall utilize appropriate and feasible xeriscaping techniques within the residential, commercial and office components. Language and educational information shall be included in the Notice to Buyers and Leases.
9. The Notice to Buyers shall be included in the Declaration of Covenants and Restrictions and in the Sales Contract or Lease, or a separate addendum to the sales or rental contract, and Final Site Plan(s) that includes language informing prospective residents or tenants of the following:

- a. Location of I-75 and that this interstate may be a ten lane facility and the location of the 70 dBa noise contour that runs along the Interstate.
  - b. The location and size (including potential height) of future commercial and office development in the project.
  - c. The water conservation measures relative to landscaping for the project design.
  - d. Commercial and office tenants shall be provided with information at the time of purchase or lease which identifies hazardous and/or medical materials and proper procedures for the handling and disposal of such materials.
10. Any historical or archaeological resources discovered during development activities shall be immediately reported to the Florida Department of State, Division of Historical Resources, and treatment of such resources shall be determined in cooperation with the Division of Historical Resources, TBRPC and the County. The final determination of significance shall be made in conjunction with the Florida Department of State, Division of Historical Resources, TBRPC, and the County. The appropriate treatment of such resources (potentially including excavation of the site in accordance with the guidelines established by the Florida Department of State, Division of Historical Resources) must be completed before resource disturbing activities are allowed to continue.

**B. STORMWATER:**

1. This project shall be required to reduce the calculated pre-development flow rate by fifty percent (50%) for all stormwater outfall flow directly or indirectly into Frog Creek Watershed. 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 and Final Plats along Cabbage Slough within the project boundaries. Drainage-Maintenance Access Easements shall be on clear and level ground, free of obstructions including landscaping. Manatee County is only responsible for maintaining the free flow of drainage through these systems.
3. Any fill within the 100-year floodplain of the Buffalo Canal shall be compensated by the creation of an equal or greater storage volume above seasonal high water table. 100-year compensation in dual use facilities (i.e., stormwater attenuation and floodplain compensation) shall be compensated above the 25-year Design High Water Level (DHWL).

**C. ENVIRONMENTAL:**

1. The developer shall provide an updated study, consistent with Policy 3.3.2.3 of the Comprehensive Plan, for threatened and endangered plant and animal species prior to Final Site Plan approval. A Management Plan, approved by the appropriate state or federal agency, shall be provided to the Planning Department for any listed

species found on-site, prior to Final Site Plan approval.

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 structure (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.
3. The Developer\* shall submit a Surface and Groundwater Quality Monitoring Plan for the Robinson Gateway DRI for review and approval by the County prior to approval of the first Preliminary Site Plan. A copy of this Plan shall also be provided to the Southwest Florida Water Management District, who will submit technical assistance comments to Manatee County as part of the review and approval process. Approval of the Surface and Groundwater Quality Monitoring Plan will be subject to the following conditions:
  - Protection of monitoring wells and access to monitoring wells through build-out of the project. Should any of the monitoring wells be destroyed the responsible entity shall provide written notification of the incident and corrective action taken to Manatee County.
  - Baseline monitoring shall be completed prior to the commencement of any construction activities with the exception of those construction activities that may be required to implement the monitoring plan.
  - Manatee County may require the monitoring plan to be modified should the land use change significantly or should the baseline monitoring reveal exceedances that would merit additional monitoring measures.
  - If monitoring activities do not begin in a timely manner, Manatee County may require the monitoring plan to be modified accordingly.

All surface and groundwater monitoring results shall be included with the respective Biennial Report to be submitted for the project.

#### **REMAINING ISSUES OF CONCERN – NOT RESOLVED OR STIPULATED**

**None. All issues raised by staff and the reviewing agencies have been resolved or addressed as stipulations**

COMPLIANCE WITH LDC				
Standard(s) Required	Design Proposal	Compliance		Comments
		Y	N	
BUFFERS				
20' wide roadway buffers required along Carter Road, I-75, and Moccasin Wallow Road	100' wide along Carter Rd., 20' wide along I-75, & 50' & 65' wide along Moccasin Wallow Rd.	Y		
15' wide perimeter buffer	50 feet	Y		North boundary
TREES				
Tree replacement is based on tree removal	Trees removed to be replaced	Y		Specific approval for smaller replacement tree sizes. Replacement will be determined at time of PSP & FSP approval
SIDEWALKS				
5' wide sidewalks, interior		Y		
5' wide sidewalks, exterior	5' on all exterior roads adjacent to project	Y		
ROADS & RIGHTS-OF-WAY				
50' internal rights-of-way	Not shown	Y		GDP indicates internal streets may be public with option for private
24' paved roadways	Not shown	Y		GDP indicates streets to be constructed to Manatee County Standards
COMPLIANCE WITH THE LAND DEVELOPMENT CODE Factors for Reviewing Proposed Site Plans (Section 508.6) Planned Districts - Rezone Review Criteria (Section 603.4)				
LDC Section 508.6 Factors for Reviewing Proposed Site Plans.				
Physical Characteristics:				

The 288± acre site is in a designated Entranceway of the County. The site has frontage on the north side of Moccasin Wallow Road, east side of I-75, and west side of Carter Road, approximately 2.5 miles south of Hillsborough County line. A 100'-foot wide Florida Power and Light easement (to be relocated) extends across the property from north to south. The site is relatively flat. Historically, the site has been used for agricultural uses (i.e. sod farm, row crops, tree farm). The remnants of a tree farm and nursery and two small office buildings (to be demolished) exist today. The site is in the vicinity of the northern segment of the proposed Ellenton-Willow Trail which is planned to run along Carter Road.

The Flood maps for this area were recently updated, effective March 17, 2014. Parts of the property are designated as being within the 100-year floodplain, with a mix of A and AE designations with Base Flood Elevations between 23.5' and 26' NAVD 1988 per FIRM 12081C0176E.

The site is not within the Coastal High Hazard Area or Hurricane Evacuation Zone.

#### **Natural and Historic Features, Conservation and Preservation Areas:**

There are no wetlands within the project boundaries but there are some small isolated herbaceous wetlands off-site more than 30 feet from the boundaries of the site. No native upland habitats and no listed species were identified onsite. Staff recommends the applicant provide an updated study, consistent with Policy 3.3.2.3 of the Comprehensive Plan, for threatened and endangered plant and animal species prior to Final Site Plan approval

There are no known historic or archaeological resources on the site. The applicant is required to contact the Florida Department of State, Division of Historical Resources, Compliance and Review Section if prehistoric or historic artifact, or physical remains associated with Native American cultures, or early colonial or American settlement are encountered within the site.

According to the applicant, the site provides groundwater recharge to the surficial aquifer but is not expected to have any Floridan Aquifer recharge areas. The proposed stormwater management system will employ grassed swales, surface water detention ponds and stormwater attenuation ponds to treat stormwater before it is discharged.

All existing on-site wells not used for development will be plugged and abandoned. Wells to be utilized are subject to the Southwest Florida Water Management District requirements.

No ground or surface water quality measurements were provided. Therefore a Surface and Groundwater Quality Monitoring Plan shall be submitted and approved by the County prior to approval of the first Preliminary Site Plan. A copy of this Plan shall also be provided to the Southwest Florida Water Management District, who will submit technical assistance comments to Manatee County as part of the review and approval process.

The project is within the Cabbage Slough (WBID 1816), Buffalo Canal (WBID 1823) and Curiosity Creek (WBID 1792) watersheds. The existing ditches flow to Cabbage Slough which



ultimately drains to Frog Creek and Terra Ceia Bay. The project shall be required to reduce the calculated pre-development flow rate by fifty percent (50%) for all stormwater outfall flow directly or indirectly into Frog Creek Watershed. Modeling shall be used to determine pre-and post-development flows.

Any fill within the 100-year floodplain of the Buffalo Canal shall be compensated by the creation of an equal or greater storage volume above seasonal high water table. 100-year compensation in dual use facilities (i.e., stormwater attenuation and floodplain compensation) shall be compensated above the 25-year Design High Water Level (DHWL).

**Relation to Public Utilities, Facilities and Services:**

The site will be served by County water and sewer.

Information from Manatee County Public Works Department indicates there is sufficient capacity to serve the proposed project.

Potable water is provided by the Lake Manatee Water Treatment Plant. There is a 30" and 12" potable water main along Moccasin Wallow Road and 16" potable water main along Carter Road.

Wastewater will be provided by Manatee County North Regional Water Reclamation Facility. There is a 20" sanitary force main along Moccasin Wallow Road and 16" sanitary force main along Carter Road. No septic tank systems are proposed.

There is a 20" reclaimed water main along Moccasin Wallow Road for irrigation. Additionally, the project will utilize appropriate and feasible xeriscaping techniques within the residential, commercial, and office parts of the site. Language and educational information relative to water conservation measures will be included in the Notice to Buyers and Leases.

The project will utilize the Manatee County Landfill for solid waste disposal. Commercial and office tenants shall be provided with information at the time of purchase or lease which identifies hazardous and/or medical materials and proper procedures for the handling and disposal of such materials.

According to the Manatee County School Board, the site is in School Service Area 1. Schools serving this area are Virgil Mills Elementary, Buffalo Creek Middle and Palmetto High Schools. The total projected number of students at buildout is 200. This number includes 96 elementary school students, 50 middle school students and 54 high school students.

Police and Fire Protection are provided by Manatee County Sheriff's Office and North River Fire District.

**Compatibility and Relationship to Adjacent Property:**

The site is adjacent to I-75. There are currently no commercial establishments existing along

this corridor of I-75. Existing retail establishments including Ellenton Premium Outlets and North River Shopping Center, a multi-family development (Tuscany Lakes) and two hotels are farther south at I-75 and 301. In the last decade, there have been several approvals with a mix of commercial, residential, and office developments at the subject interchange.

To the north, is vacant land approved for a residential subdivision, Wellington Lake Manor Subdivision, not yet constructed.

To the south, across Moccasin Wallow Road, is Regency Oaks I, II and Regency Oaks Preserve an established residential subdivision approved for a total of 253 lots for single-family detached residences.

Parrish Plantation, also a pending Development of Regional Impact project is across Moccasin Wallow Road, to the south and southeast. This development proposes 3,300 residential units, consisting of 2,200 lots for single-family attached and detached residences; 1,100 multi-family units; 400,000 square feet of retail uses; and 5,000 square feet of office space.

To the southwest, across I-75 is the Woods of Moccasin Wallow, approved for 340,000 sq. ft. industrial, 75,946 sq. ft. commercial, 43,680 office, & 246 MF units later revised administratively to 103 single-family detached residences.

Eagle Point Subdivision (not yet constructed), across Carter Road, to the east, is approved for 1,600 residential units to include 740 lots for single-family detached residences, 260 single-family attached residences and 600 multi-family units. Farther east is the Villages of Amazon, approved for 1,999 residential units, 40,000 square feet of commercial and 20,000 square feet of office uses.

To the west, across I-75 is the Stonedam Preserve Subdivision approved for 791 residential units (not constructed) and private school. The Gateway North DRI is across I-75. This multi-use project is approved for 2,800 residences, 445,200 square feet of commercial space, 397,500 square feet of office/warehouse space, 960,500 square feet of office space, a 24.3 acre park, a 20 acre school, and a 22.1 acre recreation center.

Single-family residences are to the south and east of the site. There is a large residential project (Eagle Point) across Carter Road. A part of the western boundary of the site is adjacent to I-75.

Given the site is within ten miles of the Ellenton Premium Outlet mall and other retail commercial establishments to the south, Interstate I-75, and surrounding residences, the site may be considered compatible for commercial, office, and residential developments.

The proposed amendment can be found to be compatible and consistent with the development patterns and zoning of nearby properties.

**Transitions:**

The site is in an area which is transitioning from suburban agricultural uses to commercial, industrial, office and residential uses.

Commercial development in this area along I-75 has been limited. Other interchanges along I-75 (U.S. 301, SR 64, SR 70 and University Parkway) have experienced an increase in commercial development since the adoption of the 1990 Land Development Code. PDMU zoning is consistent with the development trends in the area, and will allow a variety of land uses to be responsive to existing uses and features in the area.

The site is within 1,500 feet of two functionally classified roadways (I-75 and Moccasin Wallow Road). Projects in the MU FLUC are exempt from commercial locational criteria. The timing of the request is appropriate and consistent with development trends in the area. Planned Development Mixed Use projects can be designed to provide a transition between I-75 and residential and permit development consistent with the growing commercial residential trends in the area.

**Design Quality:**

The General Development Plan indicates a mixed-use form of development allowing commercial, office and residential uses to be placed together throughout the site including the vertical integration of uses. Taller structures for hotel, office and retail uses are shown primarily adjacent to I-75 while 40 and 60-foot tall structures with office, residential and retail uses are placed along Moccasin Wallow Road and in the central parts of the site surrounding the proposed movie theatre. Designated areas in the eastern part of the site are proposed for single-family attached lots.

According to LDC Section 603.7.4.9, for increases in residential height above 35 feet, a finding must be made by the Board that the request meets the standards of Section 603.7.4.9 regarding the use of articulated rooflines, added architectural elements, and façade design.

The following review is for proposed buildings greater than 35 feet tall which have a residential component.

The site is in an area where mixed use and residential developments are occurring; Stonedam Preserve, Woods of Moccasin Wallow, Gateway North DRI, Villages of Amazon and Eagle Point Subdivision.

The proposal is consistent with Eagle Point Subdivision, across Carter Road to the east which is approved for a maximum residential building height of 40 feet.

The 40-60 foot height of the proposed buildings should not create any external impacts that would adversely affect surrounding existing development or the I-75 Moccasin Wallow Road entranceway area. This project is in the Entranceway and will be required to meet entranceway criteria for signs, landscaping, and setbacks.

According to the applicant the proposed buildings will be designed with varied setbacks and appropriate transitions to adjacent property and adequate transition from the buildings to public streets. The General Development Plan indicates the following setbacks: 50 & 65 feet minimum from Moccasin Wallow Road, 50 feet minimum from I-75, 100 feet minimum from Carter Road, and 50 feet minimum from the north boundary, adjacent to Wellington Lake Manor Subdivision.

The applicant has not submitted any architectural designs with this stage of development but indicates that the buildings will be designed with articulated and varied rooflines, façade modulations and compatible building materials. Staff believes that the proposed buildings can be designed to be compatible with existing buildings in nearby surrounding developments.

Based on the design provided on the General Development Plan, the buildings are arranged to provide a desirable transition from the street, pedestrian areas, and parking areas to the buildings

Approximately thirty-four percent (34%) minimum open space is anticipated. 30% which includes an additional five percent (5%) for an entranceway project is required. Future residents will have access to areas designated for community open space adjacent to Carter Road. More mixed use structures with single-family uses are placed throughout the remainder of the project.

Based upon the facts in the public hearing record, the BOCC has a factual basis to make a finding that the criteria for allowing building heights above 35 feet in LDC Section 603.7.4.9, are satisfied at this level of review. The proposed development depicted on the general development plan can be found to be compatible in terms of building height with the surrounding area and is not anticipated to create any external impacts that would adversely affect surrounding development, existing or proposed, or entranceways.

#### **Access, Streets, Drives, Parking and Service Areas:**

The LDC requires two means of access for a project with more than 100 residential units and 50 lots for commercial or professional developments. The General Development Plan indicates three primary access points for the mixed use development; a full access and a right-in/right-out access connecting Moccasin Wallow Road, and one full access connecting Carter Road. A future inter-neighborhood tie connecting the site to the north is proposed.

The site abuts I-75 (Principal Arterial) and Moccasin Wallow Road, a node eligible for consideration of commercial development. Developments within the MU FLUC are not required to achieve compliance with commercial locational criteria. Additionally, Policy 2.10.4.2, exempts DRI's and Large Project developments (which have mixed uses with a residential component and meet minimum development characteristics, have commercial uses internal to neighborhoods), whose main neighborhood access is on a road designated as a collector or higher, from commercial locational criteria.

The required number of parking spaces will be calculated and provided in accordance with LDC parking requirements in Section 710. Parking details are required to be shown and will be reviewed with future Preliminary and Final Site Plans.

**Pedestrian Systems:**

Five-foot wide sidewalks are required along Carter and Moccasin Wallow Road. The Development Order includes conditions requiring the developer to provide pedestrian connections to perimeter roads and community open space or park sites and bicycle or pedestrian facilities on both sides of any road designated as a collector or higher, in accordance with standards of Manatee County Land Development Code. All pedestrian facilities will be reviewed further with future Preliminary and Final Site Plans.

**Density:**

The proposed density is consistent with the maximum potential density allowed for the MU (nine dwelling units per acre) and UF-3 (three dwelling units per acre) FLUCs. No density allow in P/SP-1 FLUC. To establish if a project with more than one FLUC meets gross density compliance, the Manatee County Comprehensive Plan Land Use Operative Provision provides a formula (maximum number of residential units = maximum gross density based on the FLUC x gross residential acreage for that area). In this case, when the formula is applied, the total number of residential units proposed (542) for the project is below the maximum potential number of dwelling units permitted (1,434).

**Intensity:**

The Land Use Operative Provision also provides a formula for gross intensity compliance when there is more than one FLUC. Maximum gross floor area = maximum floor area ratio [based on the FLUC x gross non-residential acreage in that area x 43,560sq. ft./acre]. When the formula is applied, the intensity total of 1,850,480 square feet is below the maximum potential intensity (6,071,828 square feet) permitted. Therefore, the project has established gross density and intensity compliance with the Future Land Use Map (Comprehensive Plan Land Use Operative Provisions).

**Fences and Screening:**

No fences are proposed at this stage. The General Development Plan indicates a 65-foot wide buffer along Moccasin Wallow Road adjacent to residential and 100-foot wide buffers along Carter Road. The applicant indicates screening will be in accordance with LDC Section 715.

**Trash and Utility Plant Screens:**

Screening will be provided with all common trash containers and will be reviewed with the Preliminary and Final Site Plans. Solid waste disposal and recycle curb service will be provided by Manatee County.

### **Signs:**

According to the General Development Plan, a sign master plan will be provided with the Preliminary Site Plan and will be required to be approved by the Board of County Commissioners. A separate sign permit is required to be issued by the Building Official prior to construction or placement of any proposed signs.

### **Landscaping:**

The General Development Plan indicates the following landscaped roadway buffers; 20-foot wide along I-75, 50 and 65-foot wide along Moccasin Wallow Road and a 100-foot wide landscaped buffer along Carter Road. There is a 50-foot wide perimeter buffer along the northern perimeter of the site. Tree removal and replacement will be addressed with future Preliminary and Final Site Plans.

## **COMPLIANCE WITH THE COMPREHENSIVE PLAN**

**The site is in the MU, P/SP-1 and UF-3 Future Land Use Categories. This project was specifically reviewed for compliance with the following policies:**

**Policy 2.1.2.7 Appropriate Timing.** The site is in an area which is primarily single-family residences. The nearest multi-family development (Tuscany Lakes Apartments) is south of the site, at I-75 and Mendoza Road. There are some retail commercial establishments farther south. The timing is appropriate given development trends in the area.

**Policy 2.2.1.12.1 Intent.** The uses are consistent with the intent of the MU and UF-3 FLUC which provides for commercial and residential land uses.

**Policy 2.2.1.21.2 Range of Potential Uses - MU FLUC** includes retail, wholesale, office uses, light industrial uses, research/corporate uses, warehouse/distribution, suburban or urban residential uses, lodging places, recreational uses, public or semi-public uses, schools, hospitals, short-term agricultural uses, other than special agricultural uses, agriculturally-compatible residential uses, and water-dependent uses.

**Policy 2.2.1.11.2 Range of Potential Uses – UF-3 FLUC** includes 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.

**Policy: 2.2.1.22.2 General Range of Potential Uses – P/SP-1 FLUC** includes Recreational uses, sanitary landfills, permanent water and wastewater treatment/storage/disposal facilities

and other major public facilities including, but not limited to, airports owned or operated by a public entity, major maintenance facilities, solid waste transfer stations, major utility transmission corridors. Also, when the P/SP (1) designation is an easement on privately-held property, other uses consistent with the adjacent future land use category or categories, where consistent with the purpose of the easement and consistent with all other goals, objectives, and policies of this Comprehensive Plan, may also be considered. (See also Policy 2.1.1.5)

**Policy 2.6.1.1 Compatibility.** The General Development Plan shows minimal detail at this stage. Planned development allows the project to be designed with future preliminary and final site plans to be compatible with surrounding development. Appropriate buffers are provided for compatibility and transition between existing developments.

The proposed PDMU zoning has the potential to allow development consistent with these policies of the FLUCs. Given the site's location adjacent to I-75, Moccasin Wallow Road, and Carter Road, and the trends for residential development, a mixed use development appears appropriate for this site.

#### **SPECIAL APPROVAL - ANALYSES, RECOMMENDATIONS, FINDINGS**

Manatee Comprehensive Plan defines Special Approval as a development order review and approval process entailing, at a minimum, project review and approval by the Manatee County Board of County Commissioners; or the specific delegation of any specific review and approval process, or part thereof, to one or more County departments with option for appeal to the BOCC.

The project was submitted, reviewed and approved by the Tampa Bay Regional Planning Council (TBRPC- approved 10/13/14) as a Development of Regional Impact (DRI). A DRI is a development which because of its character, magnitude, or location would have a substantial effect upon the health, safety, or welfare of citizens of more than one county. The DRI process is governed by Chapter 380.06, Florida Statutes ("F.S.") and Florida Administrative Code.

Special approval is required for a project in the MU Future Land Use Category (FLUC). According to the implementation mechanism in Policy 2.6.5.1.e. Planned development zoning is required to grant special approval for all projects within the MU FLUC category, except single-family homes and related accessory uses on lots of record.

The project is within the entranceway corridor of Moccasin Wallow Road and I-75. Manatee County Comprehensive Plan, Policy 2.9.4.1, and LDC Section 737.4.1.1 require Special Approval for a project in the Entranceway.

The project is planned to be a mixed use project with residential, commercial retail and office uses including a movie theatre. Residential is planned over offices with community parks and open spaces. The project will serve the residents and visitors of the area. The proposed design is required to meet the applicable entranceway

standards in LDC Section 737 relative to cross access, buffers signs, etc. The project will utilize existing roads and will provide adequate buffers.

Special Approval is required for a non-residential project exceeding 30,000 square feet in UF-3 FLUC.

The project has established gross density (1.88 dwelling units per acre) and intensity compliance (0.15) with the Comprehensive Plan Land Use Operative Provisions. Additionally, project meets DRI thresholds and is being reviewed under the DRI process.

The site is in an area where there is availability of services. Reclaimed water, water and sewer are available.

The planned development process 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.

The analysis in the staff report represents a true evaluation of the proposed design for potential impacts on natural resources, adjacent land uses and public facilities.

The Board finds that the purpose of the Special Approval regulation is satisfied by the analysis provided in the staff report and proposed general development plan with stipulations supports the conclusion that the proposed project will have no significant detrimental impacts on natural resources, adjacent land uses or public facilities.



## TRANSPORTATION

### Major Transportation Facilities

The site is adjacent to Moccasin Wallow Road, and Carter Road. Moccasin Wallow Road is designated as a six lane arterial roadway with planned right of way width of 150 feet. Carter Road is designated as a four lane collector with a planned right of way width of 120 feet.

### Transportation Concurrency

Transportation concurrency was evaluated for the project. The Applicant prepared a Traffic Impact Analysis (TIA) to determine impacts on U.S. 301, Moccasin Wallow Road and associated intersections near the project site. The results of the TIA, which was reviewed and approved by the Transportation Planning Division, indicated that level of service deficiencies exist at studied intersections and roadway segments. The project-related concurrency improvements and requirements are as follows:

- 1) With each Final Site Plan (FSP) application, the Developer shall submit to Manatee County a Traffic Impact Analysis which addresses the following:
  - a. An external P.M. peak hour trip generation table, an estimate of cumulative project trips, plus previously approved site plans, to demonstrate whether any improvement thresholds are reached.
  - b. An assessment of the estimated traffic operations and turning movements together with a conceptual design of the driveways, serving the project covered by the FSP application.

Table A(1). Transportation Improvements

No.	Road	Location/Limits	Improvement	Project Trip Threshold	Proportionate Share
1	Moccasin Wallow Rd	I-75 northbound ramps to 0.25 mi east of Buffalo Rd	Widen from four lanes to six lanes	2,541	75.2%
2	Moccasin Wallow Rd	0.25 mi east of Buffalo Rd to 0.25 mi east of Carter Rd	Widen from two lanes to four lanes	This improvement is included in the intersection improvement at Moccasin Wallow Road at Carter Road.	... <sup>1</sup>
3	Moccasin Wallow Rd	intersection at U.S. 41	Construct a separate westbound left turn lane (for total of one)	2,463	62.2%
4	Moccasin Wallow Rd	at I-75 northbound ramps	Install traffic signal control	2,760	27.3%
5	Moccasin Wallow Rd	at project Driveway #1 aligning with Buffalo Rd	Construct a separate southbound left turn lane (for total of one), southbound right turn lane (for total of one), eastbound left turn lane (for total of two). Construct additional eastbound through lane (for total of three) and additional west bound through lane (for total of three) consistent with Improvement No. 1 of this table. See condition A(9).	2,167	100.0%
6	Moccasin Wallow Rd	intersection at Carter Rd	Construct a separate southbound left turn lane (for total of one). Construct additional eastbound through lane (for total of two) through the intersection tapering to one eastbound through lane 0.25 mi east of the intersection consistent with Improvement No. 2 of this table.	1,751	62.7%
7	Moccasin Wallow Rd	intersection at U.S. 301	Construct a separate eastbound left turn lane (for total of one)	2,315	66.3%
8	U.S. 301	intersection at S.R. 62	Construct a separate westbound left turn lane (for total of one)	2,760	50.1%
9	Moccasin Wallow Rd	at project Driveway #2, approximately 0.20 mi east of Buffalo Rd	Construct separate eastbound left turn lane (for total of one), westbound right turn lane (for total of one), and southbound right turn lane (for total of one). Construct additional eastbound through lane (for total of two) and westbound through lane (for total of two), consistent with Improvement No. 2 of this table.	2,523	100.0%
10	Carter Rd	at project Driveway #3, located on Carter Rd	Construct separate northbound left turn lane (for total of one), eastbound left turn lane (for total of one), and eastbound right turn lane (for total of one).	2,968	100.0%

1. This improvement is included in the proportionate share calculation at the intersection of Moccasin Wallow Road & Carter Road

<b>CERTIFICATE OF LEVEL OF SERVICE (CLOS) COMPLIANCE</b>			
<b>TRANSPORTATION CONCURRENCY</b>			
<b>CLOS APPLIED FOR:</b> Yes with the DRI <b>TRAFFIC STUDY REQUIRED:</b> Yes			
<b>NEAREST ROADWAY</b>	<b>LINK(S)</b>	<b>ADOPTED LOS</b>	<b>FUTURE LOS (W/PROJECT)</b>
Moccasin Wallow Road	2750	D	C
Carter Road	2275	C	C
<b>OTHER CONCURRENCY COMPONENTS</b>			
Potable water, waste water, and school facilities will be reviewed at the time of Final Site Plan/Construction Drawings. Traffic, parks and solid waste will be granted with the approval of the DRI.			
<b>ATTACHMENTS</b>			
1. Appendix for Transportation Improvements 2. Applicable Comprehensive Plan Policies 3. Ordinance PDMU-15-04(Z)(G) 3. Zoning Disclosure Affidavit 5. Copy of Newspaper Advertising 4. Traffic Impact Analysis 6. Public Comment letter			
<b>APPENDIX-TRANSPORTATION IMPROVEMENTS</b>			
<b><u>Background Improvements</u></b>  In addition to the project-related impacts, there are several level of service deficiencies attributable to existing traffic and traffic from approved-but-not-yet built development. These “background traffic” deficiencies consist of the eighteen improvements listed below. Under the transportation concurrency provisions of the State Community Planning Act, new proposed development cannot be required to mitigate adverse impacts caused by background traffic.			

#	LOCATION	LOS STD	TOTAL TRAFFIC BACKGROUND REQUIRED IMPROVEMENTS
1	C.R. 675: U.S. 301 to Rye Road	C	Widen from 2 to 4 Lanes
2	U.S. 41: U.S. 19 to 49 <sup>th</sup> Street East	D	Widen from 4 to 6 Lanes
3	I-75: S.R. 64 to U. S. 301	D	Widen from 3 to 4 Lanes in Northbound Direction
4	Moccasin Wallow Road/Buffalo Road (Project Drive #1)	D	Signalize when warranted by MUTCD
5	Moccasin Wallow Road/Carter Road	D	Construct a second eastbound left turn lane, construct a second westbound through lane, signalize when warranted by MUTCD
6	Moccasin Wallow Road/U.S. 301	D	Signalize when warranted by MUTCD
7	Ellenton-Gillette Road/Moccasin Wallow Road	D	Signalize when warranted by MUTCD
8	Moccasin Wallow Road/I-75 SB Ramps	D	Construct second westbound left turn lane and second receiving lane on the southbound ramp. Signalize when warranted by MUTCD
9	Moccasin Wallow Road/U.S. 41	D	Signalize when warranted by MUTCD
10	Ellenton-Gillette Road/69 <sup>th</sup> Street East	D	Construct a second eastbound through lane, construct an eastbound left turn lane, construct a northbound right turn lane, signalize when warranted by MUTCD
11	U.S. 301/C.R. 675	C	Signalize when warranted by MUTCD
12	69 <sup>th</sup> Street East/Erie Road./C.R. 10 at Erie Road/C.R. 75	D	Signalize when warranted by MUTCD
13	Carter Road/Buckeye Road	D	Signalize when warranted by MUTCD
14	Ellenton-Gillette Road/Mendoza Road	D	Construct a northbound right turn lane, construct a southbound left turn lane. Signalize when warranted by MUTCD
15	69 <sup>th</sup> Street East/ U.S. 41	D	Construct dual southbound left turn lanes, construct a second receiving lane on the east leg of the intersection, construct dual westbound left turn lanes, construct a westbound right turn lane, construct an eastbound right turn lane, construct a third northbound through lane

16	U.S. 41/49 <sup>th</sup> Street East/Experimental Farm Road	D	Construct a westbound left turn lane, construct a third northbound through lane
17	49 <sup>th</sup> Street East/Experimental Farm Road at Ellenton Gillette Road	D	Signalize when warranted by MUTCD
18	U.S. 301/Buckeye Road	C	Signalize when warranted by MUTCD

### Access

The Traffic Impact Analysis also included review of the site access points. The project has access to the thoroughfare roadway network via local roads and driveway connections; Moccasin Wallow Road and Carter Road. The TIA identified the following site related improvements at the three project access locations:

#	LOCATION	LOS STD	SITE REQUIRED IMPROVEMENTS
1	Moccasin Wallow Road/Buffalo Road (Project Drive #1)	D	Construct a southbound left turn lane (for a total of one), southbound right turn lane (for a total of one), eastbound left turn lane (for a total of two). Construct additional eastbound through lane (for a total of three), and additional westbound through lane (for a total of three), consistent with improvement #1 of concurrency improvement table.
2	Moccasin Wallow Road/Project Drive #2	D	Construct separate eastbound left turn lane (for total of one), westbound right turn lane (for a total of one), and southbound right turn lane (for total of one). Construct additional eastbound through lane (for total of two) and westbound through lane (for total of two), consistent with improvement #2 of the concurrency improvement table.
3	Carter Road/Project Drive #3	E	Construct separate northbound left turn lane (for a total of one), eastbound left turn lane (for total of one), and eastbound right turn lane (for total of one).

### **APPLICABLE COMPREHENSIVE 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.

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: 2.1.2.7	<p>Review all proposed development for compatibility and appropriate timing. This analysis shall include:</p> <ul style="list-style-type: none"> <li>- consideration of existing development patterns,</li> <li>- types of land uses,</li> <li>- transition between land uses,</li> <li>- density and intensity of land uses,</li> <li>- natural features,</li> <li>- approved development in the area,</li> <li>- availability of adequate roadways,</li> <li>- adequate centralized water and sewer facilities, other necessary infrastructure and services.</li> <li>- limiting urban sprawl</li> <li>- applicable specific area plans</li> <li>- (See also policies under Objs. 2.6.1 - 2.6.3)</li> </ul>
Policy: 2.2.1.21	<b>MU:</b> Establish the Mixed-Use future land use category as follows:
Policy: 2.2.1.21.1	<p>Intent: To identify, textually in the Comprehensive Plan's goals, objectives, and policies, or graphically on the Future Land Map, areas which are established as major centers of suburban/urban activity and are limited to areas with a high level of public facility availability along functionally classified roadways. Also, to provide incentives for, encourage, or require the horizontal or vertical integration of various residential and non-residential uses within these areas, achieving internal trip capture, and the development of a high quality environment for living, working, or visiting.</p>

Policy: 2.2.1.21.2

Range of Potential Uses (see Policies 2.1.2.3 - 2.1.2.7, 2.2.1.5): Retail, wholesale, office uses, light industrial uses, research/corporate uses, warehouse/ distribution, suburban or urban residential uses, lodging places, recreational uses, public or semi-public uses, schools, hospitals, short-term agricultural uses, other than special agricultural uses, agriculturally-compatible residential uses, and water-dependent uses.

Policy: 2.2.1.21.3

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:  
20 dwelling units per acre

24 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".

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

Maximum Square Footage for Neighborhood,  
Community, or Region-Serving Uses:  
Large (300,000sf)

Policy: 2.2.1.21.4

Other Information:

a) All projects require special approval and are subject to the criteria within b, c, d below, unless all the following are applicable:

1. The proposed project consists of a single family dwelling unit 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
2. The proposed project is to be developed

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

- b) Non-Residential uses exceeding 150,000 square feet of gross building area (region-serving uses) may be considered only if consistent with the requirements for large commercial uses, as described in this element.
- c) Development in each area designated with the Mixed Use category shall:
  - contain the minimum percentage of at least three of the following general categories of land uses;
  - 10 %Residential,
  - 10 %Commercial / Professional,
  - 10 %Light Industrial / Distribution.
  - 5 %Recreation / Open Space,
  - 3 %Public / Semi Public,
- d) Access between these uses shall be provided by roads other than those shown on the Major Thoroughfare Map Series of this Comprehensive Plan or alternative vehicular and pedestrian access methods acceptable to the County:
- (e) Development or redevelopment within the area designated under this category shall not be required to achieve compliance with the commercial locational criteria described in Objectives 2.10.4.1 and 2.10.4.2 of this element.

Policy: 2.2.1.22

**P/SP (1):** Establish the Public/Semi-Public (1) future land use category as follows:

Policy: 2.2.1.22.1

Intent: To recognize major existing and programmed public/quasi-public facilities, primarily those facilities associated with public or private utilities, including electrical transmission corridors occupied by transmission lines of 240KV or more. Also, to recognize, and provide a unique



designation within the Future Land Use Element, for those public or semi-public facilities which have adverse aesthetic or health, safety, or welfare impacts on adjacent property or residents. Additional areas under this category may be recognized by amendments to the Future Land Use Map, if appropriate, and why such uses are programmed.

Policy: 2.2.1.22.2

General Range of Potential Uses: Recreational uses, sanitary landfills, permanent water and wastewater treatment/storage/disposal facilities and other major public facilities including, but not limited to, airports owned or operated by a public entity, major maintenance facilities, solid waste transfer stations, major utility transmission corridors. Also, when the P/SP (1) designation is an easement on privately-held property, other uses consistent with the adjacent future land use category or categories, where consistent with the purpose of the easement and consistent with all other goals, objectives, and policies of this Comprehensive Plan, may also be considered. (See also Policy 2.1.1.5)

Policy: 2.2.1.22.3

Range of potential Density/Intensity:

Maximum Net Residential Density:  
0 dwelling units per acre

except where the area designated as P/SP (1) is utility easement on property owned by applicants for a proposed project. Under this exception, property designated as P/SP (1) shall, during the development review process, be counted toward gross residential acreage, as defined herein, and the limits on gross density associated with the category adjacent to the P/SP (1) designation shall be applied to the area shown as P/SP (1). When there are different future land use categories designated adjacent to the P/SP (1) category, the area shown on the Future Land Use Map as P/SP (1) shall be reviewed as being designated under both adjacent future land use categories, with the centerline of the easement utilized as the line separating both adjacent categories.

Maximum Net Residential Density:  
0 dwelling units per acre

Maximum Floor Area Ratio:  
0 FAR  
(except for structures reasonably related to the

operation of the public or quasi-public facilities)

However, where P/SP (1) is an easement on privately-held property, the property designated as P/SP (1) shall be counted toward gross non-residential acreage, as defined herein, and the Maximum Floor Area Ratio associated with adjacent category or categories shall be applied to the area designated as P/SP (1), and included in the definition of Gross Non-residential Acreage.

Policy: 2.2.1.22.4

Other Information:

- a) Recognizing that the relocation of any utility transmission corridor may occur to the benefit of current and future Manatee County residents, or visitors, any such relocation within the boundaries of a proposed project site may be considered without the approval of a plan amendment, as defined in § 163I.31.87, F.S., only if such relocation is determined, during the review of a proposed project through the special approval process, to reduce any adverse impact of such corridor on adjacent existing and future land uses. Where such proposed relocation generates an increased adverse impact on adjacent land uses, a plan amendment would be required unless mitigation of such increase in adverse impact is successfully accomplished through the special approval process.
- b) In all instances where the P/SP(1) future land use category is applied, except regarding utility easements as is provided in Policy 2.2.1.22.3 above, the following shall apply:
  - I) An applicant shall be required to declare a specific use or uses for a specific piece of property for which the applicant is proposing to amend the existing future land use category to P/SP(1).
  - II) At such time the applicant is proposing to amend the existing future land use category of a specific piece of property to P/SP(1), the applicant shall provide information and analysis on the compatibility of the proposed use or uses, as specified according to

paragraph (ii) above, with surrounding development.

- III) Property with the future land use category of P/SP(1), shall require Planned Development zoning to be developed.

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: 2.2.1.11.5

In order to serve more than day to day needs within the low-moderate density urban environment, properties meeting the following criteria may be developed with land uses which are defined as community serving non-residential uses:

- a) Located at the intersection of an arterial and a collector roadway as defined in the Chapter 5 of this plan.

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

	<p>include but not be limited to:</p> <ul style="list-style-type: none"> <li>- use of undisturbed or undeveloped and landscaped buffers</li> <li>- use of increased size and opacity of screening</li> <li>- increased setbacks</li> <li>- innovative site design (which may include planned development review)</li> <li>- appropriate building design</li> <li>- limits on duration/operation of uses</li> <li>- noise attenuation techniques</li> <li>- limits on density and/or intensity [see policy 2.6.1.3]</li> </ul>
Policy: 2.6.2.8	Utilize the techniques of policy 2.6.1.1, as appropriate, to mitigate noise and/or other traffic impacts for residential development adjacent to roadways classified as arterials and limited access facilities.
Policy: 2.9.1.2	Promote the connection and integration of community pedestrian, bicycle, and vehicular systems to the larger county systems. (See also Obj. 3.3.3)
Policy: 2.9.1.3	Provide vehicular access between neighborhoods, particularly (but not exclusively) when part of a planned unit development containing more than one neighborhood.
Policy: 2.9.1.4	Encourage the development of a variety of housing options and architectural styles within a community. (See also Obj. 6.1.1)
Policy: 2.9.1.5	Promote the development of pedestrian friendly designs.
Policy: 2.9.1.6	Promote the use of unifying design elements and features.
Policy: 2.9.1.7	Encourage the development of community spaces, including usable open space and public access to water features.
Policy: 2.9.1.8	Encourage the design of residential projects providing continuous green space connecting neighborhoods.

Policies: 2.9.1.9	Require where feasible, pedestrian and bicycle access to community spaces, schools, recreational facilities, adjacent neighborhoods, employment opportunities, professional and commercial uses. (See also Obj. 3.3.3)
Policy: 2.10.1.2	Promote the development of commercial uses in planned commercial centers, and discourage scattered, incremental commercial development.
Policy: 2.10.1.3	Allow for neotraditional development projects that functionally mix residential and commercial (retail/office) uses.
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 which is limited only to roadways that carry traffic within residential neighborhoods shall be considered unacceptable for commercial uses. 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 DRIs 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: 2.10.3.2	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: 2.10.4.1

Limit the location of all new commercial development to well-defined nodes, or compact groupings, to:

- Provide a reasonable compromise of predictable, yet flexible, commercial locations for all residents and business interests in Manatee County.
- Increase safety and maintain the vehicular capacity of public roads by discouraging linear "strip" commercial development and the multiple access points which are likely to accompany such linear commercial development.
- Facilitate compliance with the commercial project access criteria contained in Objective 2.10.3.
- Maximize the accessibility and viability of commercial development by using location and grouping to maximize the number of trips to the commercial site.
- Establish conveniently located commercial uses for residents of Manatee County.

Policy: 2.10.4.2

Prohibit the consideration of any development order establishing the potential for commercial development, where the proposed project site is inconsistent with commercial locational criteria. Consistency shall be determined through the application of the commercial location review process described in the operative provisions contained in this Element. Permitted exceptions to these requirements are limited to:

- Existing commercial uses that are legally permitted, and that are in place at time of comprehensive plan adoption. However, where such uses are nonconforming to other development regulations, nothing in this policy shall render those uses conforming to the subject regulations.
- Redevelopment of an existing commercial use which does not meet the commercial locational criteria, subject to the finding by the Board of County Commissioners that the proposed project is consistent with the general welfare of Manatee County residents.

- Locations designated as Retail/Office/ Residential or Low Intensity Office (OL), Medium Intensity Office (OM) or Mixed Use (MU) or within the MU-C Mixed Use Community and its Sub Areas which are inconsistent with commercial locational criteria [see 2.2.1.16.4(b) and 2.2.1.17.4(e)].
- Recreational vehicle parks. However, compliance with Policy 2.10.5.2 shall be required.
- Establishments providing nursing services as described in Chapter 464, F.S.
- Sale of agricultural produce at roadside stands.
- Small commercial uses associated with a permanent roadside agricultural stand. Maximum commercial square footage shall be 3,500 square feet of the project. Development must be located on functionally classified rural arterial or rural collector roadway. Planned development approval required.
- Agricultural service establishments (e.g. farm equipment sales and service).
- Low intensity commercial recreational facilities (e.g., driving range).
- Rural recreational facilities located in the Ag/R future land use category meeting adverse impact standards as established within the Manatee County Land Development Code. All such uses must receive Special Approval.
- Appropriate water-dependent, water -related, and water-enhanced commercial uses, as described under Objective 4.2.1.
- Commercial uses located within Port Manatee.
- Professional office uses not exceeding 3,000 square feet in gross floor area within the Res-6, Res-9, RES-12, and Res-16 future land use categories may be exempted from compliance with any locational criteria specified under Policies 2.10.4.1 and detailed in the operative provisions provided such office is



located on a roadway classified as a minor or principal arterial on the roadway functional classification map, 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 2.2.1.12.4, 2.2.1.13.4, 2.2.1.15.4).

- Commercial uses located within the rural community of Myakka City which is designated as those lands on Sheet 29 f the Future Land Use Map shown as Res-3 or Res-1 on May 11, 1989, provided that they are located along State Road 70 within 1,500 feet from its intersection with Wauchula Road, and located within 1,000 feet along Wauchula Road from its intersection with State Road 70. Further, properties developed commercially, or having commercial zoning in place at the time of adoption of this Comprehensive Plan if they have frontage on State Road 70 and are within three-quarters mile of the State Road 70 and Wauchula Road intersection are also exceptions. Furthermore, all commercial uses allowable under this provision will be exempt from the one-half mile spacing requirement denoted in Policy 2.10.4.3(4).
- Small commercial (professional) office uses which operate as an accessory use to a residential religious development. Such accessory office uses which do not serve the general public but which serve the residential religious development may locate in residential future land use categories (RES-1, RES-3, UF-3, RES-6, RES-9, RES-12 and RES-16)
- and may be exempted from compliance with any locational criteria specified under Policies 2.10.4.1 and detailed in the operative provisions (see also 2.2.1.9, 2.2.1.10, 2.2.1.11, 2.2.1.12.4, 2.2.1.13.4, 2.2.1.14.4 and 2.2.1.15.2).
- Neotraditional developments that have commercial and office developments located internal to the project and whose main project access is located on a road designated as a collector or higher.

- DRI's and Large Project developments that have mixed uses with a residential component and meet minimum development characteristics (see Neo-Traditional Development definition for development characteristics), have commercial uses located internal to neighborhoods and whose main neighborhood access is located on a road designated as a collector or higher.
- Commercial uses located within the Parrish area for properties fronting US 301, from Moccasin Wallow Road to the realigned Ft. Hamer Road. These commercial uses are limited to a building footprint of 5,000 square feet except at nodes.

No exception to commercial locational criteria provided for under this policy shall be used as a precedent for establishing other commercial development inconsistent with this Comprehensive Plan.

Nothing in this policy shall require the issuance of a development order solely on the basis of compliance with commercial locational criteria. Compliance with other commercial development standards contained in Policy 2.10.4.3 below, and with all other goals, objectives, and policies of this Comprehensive Plan is also required for issuance of a development order approving commercial uses. In particular, compliance with the policies of Objectives 2.6.1 and 2.6.2 is mandatory for approval of any commercial use within a residential designation.

Policy: 2.10.4.3

Require that all proposed commercial uses meet, in addition to commercial locational criteria, the following commercial development standards:

- 1) Any proposed commercial site must be sized and configured to provide for adequate setbacks, and buffers from any adjacent existing or future residential uses.
- 2) Any proposed commercial site must be configured and sized to allow for orientation of structures, site access points, parking areas, and loading areas on the site in a manner which minimizes any adverse impact on any adjacent residential use.

- 3) No proposed commercial site shall represent an intrusion into any residential area. As used in this standard, "intrusion" means located between two residential uses or sites which are not separated by the right-of-way of any roadway functionally classified as collector or higher, unless the proposed commercial use meets the definition of "infill commercial development," demonstrated through evaluation of existing land use patterns in this vicinity of the proposed use, and pursuant to guidelines contained in commercial locational criteria found in the operative provisions of this Element. Permitted exceptions listed in Policy 2.10.4.2 shall not be required to meet this development standard. No such intrusion shall be found in neotraditional developments approved as such by the County, as a mixture of uses are encouraged within those projects. No such intrusion shall be found in DRI and Large Project developments where commercial uses are internal to neighborhoods, approved as such by the County, as a mixture of uses are encouraged within those neighborhoods.
- 4) Commercial nodes meeting the requirements specified in the operative provisions of this Element shall, additionally, be spaced at least one-half mile apart, as measured between the center of two nodes. However, where two commercial nodes have been established by the development of commercial uses prior to plan adoption, and are spaced less than the minimum required one-half mile, then a waiver of this commercial development standard may be considered. Preferentially, in instances where previous development has not established a pattern of land uses inconsistent with commercial locational criteria or development standards, nodes shall be spaced no less than one mile apart. Neotraditional projects shall be exempt from this requirement. DRI and Large Project developments that have mixed uses with a residential component that receive approval to locate commercial uses internal to neighborhoods shall be exempt from this requirement.

**MANATEE COUNTY ORDINANCE NO.  
PDMU-15-04(Z)(G)[f.k.a.PDMU-13-01(Z)(G)]  
ROBINSON GATEWAY**

**AN ORDINANCE OF MANATEE COUNTY, FLORIDA,  
REGARDING LAND DEVELOPMENT, REZONING 288± ACRES  
FROM THE A-1(SUBURBAN AGRICULTURE-ONE DWELLING  
UNIT PER ACRE) TO THE PDMU (PLANNED DEVELOPMENT  
MIXED USE); APPROVING A GENERAL DEVELOPMENT PLAN  
TO ALLOW 542 RESIDENCES, 900,000 SQUARE FEET OF  
COMMERCIAL SPACE, 600,000 SQUARE FEET OF OFFICE  
SPACE, 1,750 SEAT OR 130,680 SQUARE FEET MOVIE  
THEATRE; AND 350 ROOMS OR 219,800 SQUARE FEET FOR  
HOTEL(S) FOR A PROJECT KNOWN AS ROBINSON  
GATEWAY GENERALLY LOCATED ON THE EAST SIDE OF I-  
75, NORTH OF MOCCASIN WALLOW ROAD AND WEST OF  
CARTER ROAD; PROVIDING FOR SEVERABILITY; AND  
PROVIDING AN EFFECTIVE DATE.**

**BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MANATEE  
COUNTY, FLORIDA:**

**SECTION 1. DEFINITIONS.** All capitalized terms used herein shall have the meanings set forth in the Robinson Gateway DRI Ordinance 15-14, Section 380.06 F.S., the Manatee County Comprehensive Plan, or the Manatee County Land Development Code, in that order of precedence.

**SECTION 2. FINDINGS OF FACT.** THE Board of County Commissioners (BOCC) of Manatee County, after considering the testimony, evidence, documentation, application for Zoning Ordinance, the recommendation and findings of the Planning Commission, and all other matters presented to the Board at the public hearing hereinafter referenced, hereby makes the following findings of fact:

- A. The BOCC received and considered the report of the Manatee County Planning Commission concerning the application for approval of a General Development Plan and rezoning application approving 542 residences, 900,000 square feet of commercial space, 600,000 square feet of office space, 1,750 seats or 130,680 square feet movie theatre and 350 rooms or 219,800 square feet for hotel(s) in Robinson Gateway project.
- B. The Planning Commission has held duly noticed public hearings on \_\_\_\_\_, 2015 and found the rezoning application and the General Development Plan consistent with the Manatee County Comprehensive Plan (Ordinance 89-01, as amended) and recommended approval of the rezoning application and General Development Plan by the adoption of Ordinance No. PDMU-15-04(Z)(G). The BOCC held public hearings on \_\_\_\_\_, 2015 regarding the proposed General Development Plan described herein in accordance with the requirements of the Manatee County Land

Development Code (Ordinance No. 90-01) and further considered the information received at the public hearing.

- C. Based upon a review of the surrounding uses and the criteria listed in LDC Section 603.7.4.9, the Board finds that as conditioned herein residential structures on the Property in excess of 35 feet and up to 60 feet are compatible with the surrounding area and will not create any external impacts that would adversely affect surrounding development, or entranceways.
- D. The proposed General Development Plan regarding the property described in Section 8 herein is found to be consistent with the requirements of the Manatee County Comprehensive Plan (Ordinance No. 89-01), as amended.
- E. An application has been submitted to Manatee County for Special Approval for a: 1) project in MU FLUC; 2) mixed use project in UF-3 FLUC; 3) gross residential density exceeding one dwelling unit per acre in UF-3; 4) net residential density exceeding three dwelling units per acre in UF-3 FLUC; 5) non- residential project exceeding 30,000 square feet in UF-3 FLUC and 6) a project in an Entranceway. The Board hereby finds that the project as conditioned herein, with the above described Special Approvals, will have no significant detrimental impacts on natural resources, adjacent land uses, or public facilities.

### SECTION 3. GENERAL DEVELOPMENT PLAN

The General Development Plan is hereby APPROVED to allow a maximum of 542 residences, 900,000 square feet of commercial space, 600,000 square feet of office space, 1,750 seats or 130,680 square feet movie theatre and 350 rooms or 219,800 square feet for hotel(s), with the following stipulations:

#### A. DEVELOPMENT APPROVAL

- A(1). This Zoning Ordinance shall constitute approval of the General Development Plan subject to the conditions set forth herein and limited to the development amounts set forth in Table 1, below.

**TABLE 1: DEVELOPMENT TOTALS**

Land Use	Single-Phased Development	Total
<b>Residential (dwelling units)</b>		
Multi-family	222	
Single-family attached	320	
<b>Total</b>		<b>542</b>
<b>Commercial/Office (sq. ft.)</b>		

Retail	900,000	900,000
Office	600,000	600,000
<b>Hotel(s) (rooms)</b>	350	350
<b>Movie theatre (seats)</b>	1,750	1,750
<b>Buildout Dates:</b>	December 31, 2025	

- A(2) The Developer has demonstrated the availability of adequate infrastructure and the ability to meet Acceptable Levels of Service for roadways, mass transit, drainage, and parks and recreation.
- A(3) The project site may continue to be used for agricultural activities, but at no greater intensity than at present.
- A(4) Preliminary and Final Site Plan Applications shall be reviewed for compliance with this Zoning Ordinance and shall be subject to the requirements of the Manatee County Comprehensive Plan and Land Development Code in effect at the time of such site plan application which are not specifically addressed in this Zoning Ordinance or are not inconsistent with this Zoning Ordinance.
- A(5) A Preliminary Site Plan shall be reviewed to determine compatibility (internally and externally) and design quality (relative to site layout and building design), pursuant to the applicable sections of Section 603.4 of the Land Development Code.

## **B. TRANSPORTATION**

The site is adjacent to Moccasin Wallow Road, and Carter Road. Moccasin Wallow Road is designated as a six lane arterial roadway with planned right of way width of 150 feet. Carter Road is designated as a four lane collector with a planned right of way width of 120 feet.

### **Transportation Concurrency**

Transportation concurrency was evaluated for the project. The Applicant prepared a Traffic Impact Analysis (TIA) to determine impacts on U.S. 301, Moccasin Wallow Road and associated intersections near the project site. The results of the TIA, which was reviewed and approved by the Transportation Planning Division, indicated that level of service deficiencies exist at studied intersections and roadway segments. The project-related concurrency improvements and requirements are as set forth in Table 2.

**TABLE 2****Table A(1). Transportation Improvements**

No.	Road	Location/Limits	Improvement	Project Trip Threshold	Proportionate Share
1	Moccasin Wallow Rd	I-75 northbound ramps to 0.25 mi east of Buffalo Rd	Widen from four lanes to six lanes	2,541	75.2%
2	Moccasin Wallow Rd	0.25 mi east of Buffalo Rd to 0.25 mi east of Carter Rd	Widen from two lanes to four lanes	This improvement is included in the intersection improvement at Moccasin Wallow Road at Carter Road.	... <sup>1</sup>
3	Moccasin Wallow Rd	intersection at U.S. 41	Construct a separate westbound left turn lane (for total of one)	2,463	62.2%
4	Moccasin Wallow Rd	at I-75 northbound ramps	Install traffic signal control	2,760	27.3%
5	Moccasin Wallow Rd	at project Driveway #1 aligning with Buffalo Rd	Construct a separate southbound left turn lane (for total of one), southbound right turn lane (for total of one), eastbound left turn lane (for total of two). Construct additional eastbound through lane (for total of three) and additional west bound through lane (for total of three) consistent with Improvement No. 1 of this table. See condition A(9).	2,167	100.0%
6	Moccasin Wallow Rd	intersection at Carter Rd	Construct a separate southbound left turn lane (for total of one). Construct additional eastbound through lane (for total of two) through the intersection tapering to one eastbound through lane 0.25 mi east of the intersection consistent with Improvement No. 2 of this table.	1,751	62.7%
7	Moccasin Wallow Rd	intersection at U.S. 301	Construct a separate eastbound left turn lane (for total of one)	2,315	66.3%
8	U.S. 301	intersection at S.R. 62	Construct a separate westbound left turn lane (for total of one)	2,760	50.1%
9	Moccasin Wallow Rd	at project Driveway #2, approximately 0.20 mi east of Buffalo Rd	Construct separate eastbound left turn lane (for total of one), westbound right turn lane (for total of one), and southbound right turn lane (for total of one). Construct additional eastbound through lane (for total of two) and westbound through lane (for total of two), consistent with Improvement No. 2 of this table.	2,523	100.0%
10	Carter Rd	at project Driveway #3, located on Carter Rd	Construct separate northbound left turn lane (for total of one), eastbound left turn lane (for total of one), and eastbound right turn lane (for total of one).	2,968	100.0%

1. This improvement is included in the proportionate share calculation at the intersection of Moccasin Wallow Road & Carter Road

- B(1) With each Final Site Plan (FSP) application, the Developer shall submit to Manatee County a Traffic Impact Analysis which addresses the following:

An assessment of the estimated traffic operations and turning movements together with a conceptual design of the driveways, serving the project covered by the FSP application:

- B(2) In accordance with Section 163.3180(5)(h)(1), Florida Statutes, and as necessary to mitigate the Project impacts, the Applicant shall construct or pay the Proportionate Share of each required improvement prior to Project development approvals generating trips equal to or greater than the corresponding Project Trip Threshold. The contribution or construction of the proportionate share of the following roads or facilities shall be deemed sufficient to accomplish one or more mobility improvements that benefit a regionally significant transportation facility, and shall fully satisfy the transportation concurrency requirements of the Comprehensive Plan and the requirements for mitigation of the Project transportation impacts. Except for Applicants proportionate share as set forth

herein, the Applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies.

- B(3) The developer may satisfy the concurrency-related transportation mitigation requirements listed in Table 2 by providing improvements made pursuant to the Robinson Gateway DRI Ordinance 15-14, and the proportionate share provisions of 163.3180(5), Florida Statutes (2014).

### **C. WETLANDS**

- C(1) 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 structure (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.

### **D. VEGETATION AND WILDLIFE**

- D(1) The developer shall provide an updated study, consistent with Policy 3.3.2.3 of the Comprehensive Plan, for threatened and endangered plant and animal species prior to Final Site Plan approval. A Management Plan, approved by the appropriate state or federal agency, shall be provided to the Planning Department for any listed species found on-site, prior to Final Site Plan approval.

### **E. LAND**

- E(1) The Developer shall limit site work and construction to areas needed for immediate development or stockpiling, if shown on the Final Site plan.
- E(2) An Integrated Pest Management Plan (IPM) for the application of fertilizers, pesticides, and herbicides shall be submitted to the Planning Section of the Building and Development Services Department for review and approval prior to Final Site Plan approval. Where practical, native or drought tolerant landscape materials shall be utilized in common areas.
- E(3) A Construction Water Quality Monitoring Program and proposed sampling locations shall be submitted to the county for review and approval prior to any land clearing activities, or Final Site Plan approval, whichever occurs first.



- E(4) The entire site shall be evaluated for potential hazardous material locations (i.e.,) historical cattle dipping vats, underground/aboveground storage tanks, or buried drums), by qualified environmental consultant. Should evidence of contamination be discovered, further investigation will be required to determine the level of contamination and appropriate remediation/mitigative measures.

## **F. AIR QUALITY**

- F(1) The Developer shall institute the following procedures to ensure dust control during development of the Project:
- a. Implement a watering program during excavation, and dredge and fill operations;
  - b. Apply water or chemical stabilization to dirt roads and heavily traveled primary haul route sections as necessary;
  - c. Treat disturbed areas after clearing, grading, earthmoving, or excavation is completed by watering, revegetation, spreading soil binders, or compacting fill material until areas are paved or developed;
  - d. Keep soil stockpiles moist, or treat with soil binders or cover;
  - e. Suspend dust producing activities during gusting or constant wind conditions of 39 mph or more;
  - f. Remove dust producing materials as soon as possible; and
  - g. Clean (sweep) paved roads adjacent to side as necessary.
- F(2) The open burning of trees or branches for land clearing shall be done in compliance with applicable regulations.

## **G. WATER QUALITY AND DRAINAGE**

- G(1). The Developer\* shall submit a Surface and Groundwater Quality Monitoring Plan for the Robinson Gateway DRI for review and approval by the County prior to approval of the first Preliminary Site Plan. A copy of this Plan shall also be provided to the Southwest Florida Water Management District, who will submit technical assistance comments to Manatee County as part of the review and approval process. Approval of the Surface and Groundwater Quality Monitoring Plan will be subject to the following conditions:
- Protection of monitoring wells and access to monitoring wells through build-out of the project. Should any of the monitoring wells be destroyed the responsible entity shall provide written notification of the incident and corrective action taken to Manatee County.
  - Baseline monitoring shall be completed prior to the commencement of any construction activities with the exception of those construction activities that may be required to implement the monitoring plan.

- Manatee County may require the monitoring plan to be modified should the land use change significantly or should the baseline monitoring reveal exceedences that would merit additional monitoring measures.
  - If monitoring activities do not begin in a timely manner, Manatee County may require the monitoring plan to be modified accordingly.
  - All surface and groundwater monitoring results shall be included with the respective Biennial Report to be submitted for the project.
- G(2) This project shall be required to reduce the calculated pre-development flow rate by fifty (50%) percent for all stormwater outfall flow directly or indirectly into Frog Creek Watershed. Modeling shall be used to determine pre-and post-development flows.
- G(3) A Drainage Easement shall be dedicated to Manatee County and be shown on the Final Site Plan and Final Plats along Cabbage Slough within the project boundaries. Drainage-Maintenance Access Easements shall be on clear and level ground, free of obstructions including landscaping. Manatee County is only responsible for maintaining the free flow of drainage through these systems.
- G(4) Any fill within the 100-year floodplain of the Buffalo Canal shall be compensated by the creation of an equal or greater storage volume above seasonal high water table. 100 year compensation in dual use facilities (i.e., stormwater attenuation and floodplain compensation) shall be compensated above the 25-year Design High Water level (DHWL).
- G(5) The stormwater management system shall be designed to restore and maintain the natural hydroperiod of the receiving wetlands, and to ensure the quality of the discharge and to meet or exceed the requirements for development within the Frog Creek Drainage Basin. Upland habitat adjacent to the wetland system shall be created and preserved in wetland buffers to enhance water quality.
- G(6) Development practices shall incorporate the Best Management Practices\*, described in ADA, including those which prevent construction-related turbidity.
- G(7) The Developer\* shall encourage the use of water conserving landscapes and the responsible use of water by residents and occupants throughout the project.
- G(8) Native plant species shall be incorporated into the landscape design to the greatest extent practicable.
- G(9) To prevent adverse effects to groundwater quality during construction, there shall be no excavation into or through the Floridan aquifer's confining layers.
- G(10) The applicant shall conduct any required remediation of chemical contaminants prior to construction.

- G(11) Stormwater management ponds shall not be constructed within wetland buffers or natural resources of regional significance.
- G(12) A separate storage facility, from the surface water management system is encouraged for sanitary reclaimed water use.
- G(13) The Developer shall implement resident education advocating surface water protection (i.e., proper use of fertilizers and pesticides).
- G(14) Low impact development techniques are encouraged to be used throughout the development. These techniques shall include, but are not limited to, the following:
- Retention of the maximum amount of existing native vegetation;
  - Shallow vegetated swales in areas where practical, including parking;
  - Appropriate Florida-friendly plant selections;
  - Small, recessed garden areas throughout landscaped areas;
  - Porous pavement and other pervious pavement technologies;
  - Stabilized grass areas for overflow parking; and
  - Stormwater reuse.

Specific requirements for implementation of these and/or other techniques shall be stipulated in the accompanying Zoning Ordinance.

- G(15) Prior to construction, the applicant must provide a plan detailing the operation and maintenance of the stormwater management system. The plan shall, at a minimum, identify the responsible entity, establish a long-term funding mechanism and provide assurance through written commitments that the entity in charge of the program has the technical expertise necessary to carry out the operation and maintenance functions of the stormwater management system. The plan must be approved by Manatee County prior to the first PSP or FSP approval and implemented at construction. Failure to implement the approved plan shall prevent Manatee County from issuing any further site plan approvals.
- G(16) The applicant or other responsible entities shall hire a licensed engineer to conduct annual inspections of the stormwater management systems on the project site to ensure that the system is being properly maintained in keeping with its design, and is capable of accomplishing the level of stormwater storage and treatment for which it was designed and intended. Inspection results shall be included in each Biennial DRI Report through project buildout.

## **H. HISTORICAL AND ARCHAEOLOGICAL SITES**

- H(1). Any historical or archaeological resources discovered during development activities shall be immediately reported to the Florida Department of State, Division of Historical Resources, and treatment of such resources shall be determined in

cooperation with the Division of Historical Resources, TBRPC and the County. The final determination of significance shall be made in conjunction with the Florida Department of State, Division of Historical Resources, TBRPC, and the County. The appropriate treatment of such resources (potentially including excavation of the site in accordance with the guidelines established by the Florida Department of State, Division of Historical Resources) must be completed before resource disturbing activities are allowed to continue.

## **I. WATER**

- I(1) Water-saving devices shall be required in the project as mandated by the Florida Water Conservation Act (Section 553.14, F.S.).
- I(2) The Developer\* shall be required by Manatee County ordinances, to extend potable water service or utilize the existing potable water infrastructure constructed onsite for the Project\* to assure that adequate potable water capacity exists to accommodate the Project\*.
- I(3) The Developer\* shall be responsible for maintenance and operation of any on-site wells. These wells shall be operated in accordance with SWFWMD rules and regulations. Any existing on-site wells not intended for potable or non-potable uses shall be plugged and abandoned in accordance with Rule 40D-3.531, Florida Administrative Code.
- I(4) Assurance of adequate water supply capacity to serve the project and identification of the entity(ies) responsible for maintenance of the water supply systems within the project site shall be provided for within the Development Order. This would include the necessity for adequate water supply for fire-fighting.
- I(5) The project shall utilize the lowest quality water allowable and available for irrigation. In-ground irrigation using Manatee County public potable water supply shall be prohibited throughout the project, including on individual lots. The Developer shall coordinate with the County Utility Department for the use of reclaim water within the project to the extent reclaim water is a reliable quality and quantity. Prior to Final Site Plan approval the applicant shall specify the source of irrigation on the site plan.
- I(6) The Developer has committed to the following:
  - Development of a long-term plan to optimize potable and non-potable water resource use in the development;
  - Use of xeriscaping or Florida-Friendly Landscaping [SWFWMD];
  - Prohibit use of in-ground Manatee County public water supply for irrigation purposes;
  - Incorporate ecologically viable portions of the existing native vegetation to the extent practicable with no irrigation required or

used; and

- Provide water conservation educational materials to all residents and tenants.

- I(7) Water-saving plumbing fixtures must be used inside all buildings, including housing units.
- I(8) Water-conserving irrigation systems shall be used throughout the development. Rainfall sensors shall be placed on all systems.
- I(9) Irrigation time clocks shall be reset after the establishment period for new landscaping has expired.
- I(10) Florida-friendly landscaping principles shall be used throughout the development.
- I(11) Ecologically viable portions of existing native vegetation shall be incorporated into the landscape design to the extent practicable and shall not be irrigated.
- I(12) Water conservation educational materials shall be provided to all residents and tenants of the development.

## **J. WASTEWATER**

- J(1) Approval of the project shall include assurance of adequate wastewater treatment capacity as well as any developer provision(s) of any improvements to the internal wastewater collection system. Future biennial reports shall contain an updated summary of utility service commitments.
- J(2) No permanent septic tanks shall be installed on the Robinson Gateway site. In addition, abandoned septic tanks shall be pumped out, bottoms ruptured, and filled with clean sand or other suitable materials.

## **K. SOLID WASTE**

- K(1) Commercial and office tenants shall be provided with information at the time of purchase or lease which identifies hazardous and/or medical materials and proper procedures for the handling and disposal of such materials. In the event that businesses using or producing hazardous materials or medical waste locate within the project, these materials shall be handled in a manner consistent with applicable Federal, State and Local regulations.
- K(2) The Developer shall be required by Manatee County ordinances, to extend solid waste service to the Project to assure that adequate solid waste capacity exists to accommodate the Project.

## **L. RECREATION AND OPEN SPACE**

- L(1) Greenways, nature trails, parks, environmentally-sensitive features, open space, and recreation facilities shall be maintained by the Developer\* or successors such as a Home Owners Association, CDD, other legal entity and/or as directed by the permitting agencies, unless otherwise approved by the County.
- L(2) The Developer\* shall provide community open space/parks on-site as generally shown on Map H attached as Exhibit A to the Robinson Gateway DRI Ordinance 15-14. Community open space/parks may include active and passive recreation areas and shall include a fifty (50) foot area for a greenway trail to accommodate the County's future use of the Ellenton-Willow Trail along Carter Road. Recreational areas may include nature trails, boardwalks, interpretive trails, active recreation areas, pocket parks, ponds and water bodies that may include trails, fishing access, canoe or boating facilities, or other similar water sports facilities that will be provided on the site, at locations to be determined by Manatee County through the development review process.
- L(3) As committed, the Developer\* shall provide a park and recreational facilities of approximately 30 acres, including connection to Manatee County greenways trail program (i.e. Ellenton Willow Trail).

## **M. EDUCATION**

- M(1) No school sites are proposed within the project boundaries.

## **N. HEALTH CARE, POLICE, AND FIRE**

- N(1) The Developer should apply and promote the use of the National Fire Protection Agency's "Firewise" principles such as clearing around houses and structures, carefully spacing trees, and maintaining irrigation systems.

## **O. ENERGY**

- O(1) The Developer\* shall incorporate energy conservation measures into the site design, building construction, and landscaping to the maximum extent feasible.
- O(2) The developer shall work with TECO/Peoples Gas, or other similar provider, to encourage the availability of natural gas within the Project\*.
- O(3) The Developer\* shall enter into a separate agreement with FP&L relative to Contribution in Aid of Construction in order for FP&L to provide service.
- O(4) The FP&L Easement shall be relocated and/or any development that may be proposed within the FP&L easement shall be consistent with the property owner's easement rights.

**P. AFFORDABLE HOUSING**

- P(1) In lieu of any analysis required by 9J-2.048, Florida Administrative Code, the Developer shall enter into a Voluntary Housing Mitigation Program as set forth in the conditions below.
- P(2) The Developer may provide up to 54 units within the project that satisfies the requirements of the “affordable” or “workforce/essential worker” housing as defined by the Manatee County Land Development Code. The final number of combined affordable or workforce/essential worker units to be equal to 10% of the total number of residential units constructed within the Project.
- P(3) The 54 units shall qualify upon the first sale or rental to an end user as workforce housing as defined by Manatee County Land Development Code. The maximum sales price for the workforce housing units shall be based upon current workforce sales price as established by the methodology in the Manatee County Land Development Code and may be modified each year as determined by Manatee County.
- P(4) The proposed units may be provided as either for sale units or for rent multi-family units provided the rental rates meet the requirements within the Manatee County Local Housing Assistance Plan.
- P(5) As an alternative to the construction of units, the Developer may elect to contribute to the Voluntary Affordable Housing Mitigation Program a payment of \$108,000 (54 units x \$2,000 each), in terms of 2014 dollars, to the Manatee County Neighborhood Services Department or its designated Housing Assistance Program to fully satisfy any affordable or workforce housing requirements for the Robinson Gateway DRI.
- P(6) The Voluntary Affordable Housing Mitigation Program payment shall be made at time of building permit for each residential unit on the project and payable at the rate of \$200.00 per residential unit in terms of 2014 dollars (542 units x \$200.00 per unit = \$108,400.00).
- P(7) Residential units sold within the Robinson Gateway DRI that meet the Maximum Income Limits for qualifying individual(s) or Maximum Sales Price requirements for affordable or workforce housing as identified by the Manatee County Maximum Income Limits Table shall not require the voluntary cash mitigation payment described in Stipulation P(6) above, and shall apply to satisfaction of the requirement to provide “affordable “ or “workforce/essential worker” housing. These units shall also receive all applicable incentives described in Section 1302 of the Manatee County Land Development Code for affordable and workforce housing. These maximum income limits and maximum sales prices are updated periodically by Manatee County and shall be utilized accordingly. The maximum sale price and

income limits in effect at the time a contract for purchase of an affordable or workforce housing unit is executed shall apply.

- P(8) Residential units rented within the Robinson Gateway DRI that qualify as affordable housing or are equal to or less than a monthly mortgage payment for a workforce housing unit as identified by the Manatee County Maximum Income Limits Table shall not require the voluntary cash mitigation payment described in Stipulation P(6) above, and shall apply to satisfaction of the requirement to provide “affordable” or “workforce/essential worker” housing. These units shall also receive all applicable incentives described in Section 1302 of the Manatee County Land Development Code for affordable and workforce housing. These maximum income limits and maximum sales prices are updated periodically by Manatee County and shall be utilized accordingly. The maximum sale price (and rental equivalent) and income limits as well as the proposed price range of rental units in effect at the time a certificate of occupancy is issued for a multi-family residential building containing affordable and/or workforce housing units shall apply.
- P(9) In lieu of the cash mitigation payments required above, either in whole or in part, Robinson Gateway DRI may propose for TBRPC, the State Land Planning Agency and Manatee County approval, one (1) or more “on-site” affordable or workforce/essential worker housing programs to satisfy such obligation by one (1) or more of the following types of programs; provision of land for other affordable housing programs; provision of affordable rental or purchase subsidy assistance; provision of down payment, closing cost or other acquisition cost assistance; provision of financial assistance; or other affordable housing assistance deemed appropriate and suitable, in whole or in part, by TBRPC, the State Land Planning Agency, and Manatee County. If one or more such “on-site” programs are approved, then the funds in the mitigation special revenue fund above, shall be utilized for such program(s).
- P(10) The Developer shall include in its Biennial Report data showing the number and sale prices of affordable and/or workforce housing units sold or rented within the reporting period. The Biennial Report shall identify the sale of any unit via the property appraiser data for sales date. Rental shall include documentation on the number of units, rental rate and duration of initial contract. The Developer shall also report the amount of voluntary cash mitigation payments made for residential units that do not qualify as affordable or workforce housing units.
- P(11) The Developer retains the right to perform an affordable housing analysis consistent with 9J-2.048, Florida Administrative Code, at any time during development of the DRI to determine the affordable housing need created by the project and appropriate mitigation, if necessary to be applied to the remainder of the project, subject to the concurrence of Manatee County, TBRPC, and the State Land Planning Agency.



P(12) The Developer shall attempt to maintain the 10% ratio of workforce/affordable units to make the necessary mitigation payments throughout the development schedule. Should the project develop mitigation units in excess of 10% at any time, any exceedance of mitigation units shall be credited towards future development of the project. If during any biennial reporting period it is determined the project had developed or paid the cash mitigation for less than 10% ratio, the mitigation payments or units may be requested by the County.

## **Q. HURRICANE PREPAREDNESS**

Q(1) The Developer shall promote awareness of hurricane and flooding hazard, preparedness and hazard mitigation through public information, neighborhood association newsletters, model homes, commercial/office buildings, etc.

## **R. DESIGN STANDARDS**

### **R(1) SETBACKS**

#### Project Boundary

Front: 50' & 65' minimum from Moccasin Wallow Road,  
50' minimum from I-75,  
100' minimum from Carter Road  
Side: 50' minimum from north boundary

#### Single-family attached

Front: 10' rear loaded garages  
20' front loaded garages  
Side: 0/8' (end units)  
Rear: 25' (rear loaded garages)  
15' (front loaded garages)  
Waterfront: 30 feet

#### Residential Over Retail

Front: 0'  
Side: 0'  
Rear: 0'

#### Commercial Setbacks

Front: 25' (stand-alone building) 0'(retail/office residential)  
Side: 10'  
Rear: 15'  
Waterfront: 30 feet

### **R(2) Non Residential**

- a. The maximum square footage for each commercial and office component shall not exceed what is identified on the General Development Plan.
- b. Building Appearance

All building facades shall exhibit an aesthetically attractive appearance. Design shall be subject to the following criteria and reviewed for compliance by the Planning Section of the Building and Development Services Department with future Final Site Plan and Building Permit submittals.

- 1) The sides of all buildings shall have minimal blank walls no longer than 30 feet in length or 20' in height. In order to insure that the buildings do not project a massive blank wall, design elements with distinctive color variation shall prominently visible architectural details [e.g., bump-outs, reveals and projecting ribs, cornice, offset building planes, windows, shutters, areas of contrasting or different finish building materials, etc.] or other methods, as approved by the Planning Section of the Building and Development Services Department. Facades greater than 75 feet in length shall have varying roof lines through varying the height of the cornice, or the use of two (2) or more roof types (parapet, dormers, and sloped, etc.)
- 2) Exterior building materials shall consist of brick, architectural precast concrete panels, architectural masonry units, split face block, glass, stucco, ceramic tile, stone, wood, or similar materials. Painted or exposed concrete block, or corrugated metal shall not be permitted. Architectural metal in conjunction with other permitted building materials shall be allowed, provided that at least seventy-five percent (75%) of the building face is constructed from other permitted materials.
- 3) All rooftop mechanical equipment shall be screened from view from abutting roadways or adjacent residential properties. Screening shall be provided by materials consistent with the building. Details shall be shown prior to Final Site Plan approval.

c. Service Areas

Trash and garbage receptacles shall be screened with materials similar to the adjacent building facades.

1. Exhaust and other filtering systems in Food Service Establishments or uses shall adhere to the Best Available Control Technology to eliminate or reduce the emission of smoke, grease, and odor from cooking facilities. This system shall be approved by the County with each Final Site Plan containing a food service establishment or use.
2. Exterior loud speakers, bells, or similar audio-communication shall not be permitted except for areas greater than five hundred feet from a residential unit constructed on grade; however, directed (non-broadcast) communication devices and intercoms shall not be

restricted. "Directed (non-broadcast)" shall mean not plainly audible to a person greater than 25 feet from the source.

- d. All Signs shall meet the requirements of Sections 724 and 737 of the Land Development Code. Any master sign plan shall require approval from the Board of County Commissioners.

R(3). Residential

- a. The maximum number of residential units is 542.
- b. The Notice to Buyers or Tenants shall be included in the Declaration of Covenants and Restrictions and in the Sales Contract or Lease, or a separate addendum to the sales or rental contract, and the Final Site Plan(s) and shall include language informing prospective residents or tenants of the following:
  - 1) Location of I-75 and that this interstate may be a ten lane facility and the location of the 70dBA noise contour that runs along the interstate and that residents may experience increase noise impacts from I-75 and Moccasin Wallow Road.
  - 2) The location and size (including potential height) of future commercial and office developments in the project.
  - 3) The water conservation measures relative to landscaping for the project design.
  - 4) Commercial and office tenants shall be provided with information at the time of purchase or lease which identifies hazardous and/or medical materials and proper procedures for the handling and disposal of such materials.
- c. An overall layout of the project shall be submitted with future Preliminary and Final Site Plan submittals for administrative review and approval.
- d. Prior to Preliminary/Final Site Plan approval, a noise analysis shall be done based on the potential ten-lane configuration of I-75 and anticipated traffic in 2025.

Manatee County noise level criteria for residential properties

MANATEE COUNTY NOISE STIPULATION*
No residential dwelling units shall be allowed in areas where the exterior noise level is;

Ldn > 65 dBA.:  
Leq design hour > 65 dBA: or  
L10 design Hour > 68 dBA

Unless protected by some performance equivalent measure to achieve;

Ldn # 65 dBA,  
Leq design hour # 65 dBA, or  
L10 design Hour # 68 dBA

#### NOISE REDUCTION REQUIRED\*

Sound attenuating barriers shall be provided between the residential units and the noise source.

Living areas shall be located and designed in a manner which orients the living areas and outdoor activity areas away from the noise source. Living areas include bedrooms, lanais, and florida rooms.

Buildings shall be positioned to maximize the distance between the residential units and the noise source.

\*For more detailed information see "The Noise Guidebook – A reference document for implementing the Department of Housing and Urban Development's Noise Policy", prepared by The Environmental Planning Division, Office of Environment and Energy.

- e. The types of buildings (architectural design with noise mitigating features, orientation of habitable structures, and placement of habitable rooms) to be constructed should be determined based on the results and recommendations of the noise analysis at Final Site Plan stage.

## S. DEFINITIONS

1. "Acceptable Level of Service" shall, for links and intersections in Manatee County, Florida, be "D" on a peak hour basis, as provided in the Land Development Code. Level of Service "D" shall be measured on a peak hour basis as determined by the Highway Capacity Manual (1994), TRB Special Report 209 or the most current manual and computer software version in accordance with guidelines acceptable to Manatee County.
2. "Application for Development Approval" (or ADA) shall mean the Robinson Gateway Development of Regional Impact Application for Development Approval (Submitted on December 22, 2010); the First Sufficiency Response submitted by the Developer on June 12, 2013; the Second Sufficiency Response submitted on February 18, 2014; the Third

Sufficiency Response submitted on June 12, 2014 and Declaration of Sufficiency on July 11, 2014.

3. "Developer" shall mean MW Gateway Development, LLC, its heirs, assigns, designees, and successors in interest as to the Project.
4. "Development Approval" shall mean any approval for development granted through the Preliminary Site Plan, Preliminary Plat, Final Site Plan, Final Plat, or Construction Drawing approval where site plans or subdivision plats are not required.
5. "Funding Commitments" shall mean any combination of the following to assure the completion of any improvements required by this Development Order: 1) binding commitments for the actual construction with the posting of a cash bond, or irrevocable letter of credit in a form satisfactory to the County for construction of the improvements required in this Ordinance; 2) actual construction; 3) the placement of the improvements in the current year plus one year of the Capital Improvements Element of the appropriate County or the current year plus the first two years (or current plus first four years for FIHS facilities) of the Adopted Five-Year Work Program of the Florida Department of Transportation; or 4) a commitment for construction and completion of the required roadway improvements, pursuant to a Local Development Agreement entered into between the Developer and the County. This Agreement shall include a construction timetable which will set forth the completion of the required improvement consistent with the time frames specified.
6. "General Development Plan" shall be defined as the site plan for PDMU-15-04(Z)(G), attached as Exhibit 1. Development on the General Development Plan shall be limited to the total number of dwelling units and non-residential development in Table 1.
7. "Post-Development Wetlands" shall mean any lands determined to be within jurisdictional limits defined by Chapter 62-301, Florida Administrative Code (F.A.C.) and implemented by the Florida Department of Environmental Protection (FDEP), or as defined within Chapter 40-D, F.A.C., and implemented by the Southwest Florida Water Management District (SWFWMD), including any wetland mitigation areas approved as part of development of this Project.
8. "Preliminary Site Plan" (PSP) shall mean a Master Preliminary Plan or a Preliminary Site Plan for a Phase or Subphase, as defined in the Manatee County Land Development Code.
9. "Project" shall mean the land uses, phasing, and improvements described in Table 1 which are attributable to development on that property described

in Section 8 herein and set forth on the General Development Plan attached hereto as Exhibit 1.

10. "Vertical Development" shall mean and shall be deemed to include the construction of new residential units and non-residential units or the reconstruction or addition to any such units.
11. "Wetland" shall mean any wetland under the jurisdictional limits defined by Chapter 62-340, Florida Administrative Code, and implemented by the Florida Department of Environmental Protection, or as defined by Chapter 40D-4, FAC, and implemented by the Southwest Florida Water Management District.

**SECTION 4. SPECIAL APPROVAL** Special approval is hereby granted for a: 1) project in MU FLUC; 2) mixed use project in UF-3 FLUC; 3) gross density exceeding one dwelling unit per acre in UF-3; 4) net residential density exceeding three dwelling units per acre in UF-3; 5) non-residential project exceeding 30,000 square feet in UF-3 and 6) a project in an Entranceway.

**SECTION 5. ZONING.** The property described in Section 8 below is hereby rezoned from the A-1 (Suburban Agriculture-one dwelling unit per acre) zone district to the PDMU (Planning Development Mixed Use) zone district, and the official zoning map is hereby amended accordingly.

**SECTION 6. 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 section clause, or other provision shall be deemed severable, and such invalidity or unconstitutionality shall be construed as to render invalid or unconstitutional the remaining sections, sentences, clauses, or provisions of this ordinance.

**SECTION 7. CODIFICATION.** Pursuant to 125.68 (1), Florida Statutes, the ordinance is not required to be codified. Therefore, the clerk shall not transmit the ordinance for codification.

#### **SECTION 8. LEGAL DESCRIPTION.**

Legal description and sketch of the Project is attached as Exhibit 1.

**SECTION 7. EFFECTIVE DATE.** This ordinance shall take effect upon filing with the Department of State, State of Florida and provided, however, that: (a) filing of a Notice of Appeal pursuant to Section 380.07, F.S., shall suspend development authorization granted for this Development Order until the resolution of the appeal; and (b) Ordinance No. 15-14 shall become effective, in accordance with Section 5 of Ordinance 15-14.

**PASSED AND DULY ADOPTED**, by the Board of County Commissioners of Manatee County, Florida this the \_\_\_\_ day of \_\_\_\_\_, 2015.

**BOARD OF COUNTY COMMISSIONERS  
OF MANATEE COUNTY, FLORIDA**

**BY:** \_\_\_\_\_  
**Chairman**

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

\_\_\_\_\_  
**Deputy Clerk**

**MANATEE COUNTY GOVERNMENT  
BUILDING & DEVELOPMENT SERVICES DEPARTMENT  
ZONING DISCLOSURE AFFIDAVIT**

Project name: Robinson Gateway

The Manatee County Land Development Code 90-01, as amended 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 addition 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 interests are solely equity interest which are regularly traded on an established securities market in the United State or another country.

NAME, ADDRESS AND OFFICER

PERCENTAGE  
STOCK, INTEREST OR OWNERSHIP

Check if owner ( ) or contract purchaser ( )

Robinson Farms, Inc., P.O Box 439, Parrish, FL 34219

89%

Vail Investments, LLC, 2411-A Manatee Ave. W, Bradenton, FL 34205

11%

Under penalties of perjury, I declare that I have read the foregoing affidavit and that the facts stated in it are true.

Signature: [Signature]

(Applicant): William C. Robinson

STATE OF FLORIDA  
COUNTY OF Manatee

The foregoing instrument was sworn to (or affirmed) and subscribed before me this 24th day of December 2012  
by William C. Robinson, who is personally known to me or who has produced \_\_\_\_\_  
\_\_\_\_\_ as identification.  
(type of identification)

[Signature]  
Notary Signature

My Commission Expires: 11/29/15

Jennifer L Lane

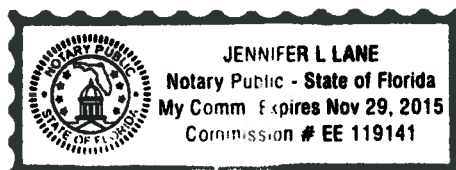
Print or type name of Notary

Commission No: EE 119141

Notary

Title or Rank

Revised 2/8/10  
B-4



Received  
JAN 08 2013  
ZONING



**Sarasota Herald-Tribune**

Nov. 29, 2014

Miscellaneous Notices

**NOTICE OF ZONING & DRI CHANGES IN UNINCORPORATED MANATEE COUNTY**

NOTICE IS HEREBY GIVEN, that the Planning Commission of Manatee County will conduct a Public Hearing on Thursday, December 11, 2014 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:

**ORDINANCE 14-45 - ROBINSON GATEWAY DRI #29**

Request: Approval of an Ordinance of the Board of County Commissioners of Manatee County, Florida, rendering a Development Order pursuant to Chapter 380.06, Florida Statutes, on an application for development approval of a new one-phased development of Regional Impact to allow the following maximum development: 542 residential units; 900,000 square feet of retail space; 600,000 square feet of office space; 1,750 seats or 130,680 square feet movie theatre; and 350 rooms or 219,800 square feet for hotel(s) with a proposed build-out date of 2025.

The Robinson Gateway DRI is on the north side of Moccasin Wallow Road, east side of I-75 and west side of Carter Road at 6750 and 7350 Moccasin Wallow Road, North Palmetto, on a 288± acre site in the MU (Mixed Use), UF-3 (Urban Fringe-three dwelling units per acre) and P/SP-1 (Public/Semi-Public-1) Future Land Use Categories; current zoning is A-1 (Suburban Agriculture - one dwelling unit per acre); filed by MW Gateway Development, LLC; providing for development rights, conditions, and obligations; providing for severability; and providing an effective date.

**PDMU-13-01(Z)(G) - ROBINSON LAND HOLDINGS JOINT VENTURE, A FLORIDA GENERAL PARTNERSHIP/ROBINSON GATEWAY**

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 288 acres on the north side of Moccasin Wallow Road, east side of I-75 and west side of Carter Road at 6750 and 7350 Moccasin Wallow Road, North Palmetto, from the A-1 (Suburban Agriculture, one dwelling unit per acre) to PDMU (Planned Development Mixed Use) zoning district; 2) approval of a General Development Plan for a regional-serving project to include: 542 residential units; 900,000 square feet of retail space; 600,000 square feet of office space; 1,750 seats or 130,680 square feet movie theatre; and 350 rooms or 219,800 square feet for hotel(s); subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

**PDR-14-21(G) - PEACE PRESBYTERIAN CHURCH / DTS20140297**

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, approving a General Development Plan on approximately 22.11 acres in the PDR (Planned Development Residential) zoning district to utilize an existing 15,054 square foot office building as a Place of Worship/Church (temporary), church offices, and other church related purposes; and to construct an 18,800 square foot building for a new 400-seat sanctuary (permanent) and future recreation facility on the north side of SR 64 East, approximately 950 feet west of Greyhawk Boulevard, at 12705 SR 64 East, Bradenton; approval of this General Development Plan supercedes the previously approved General Development Plan [PDR-13-29(G)] subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

**PDI-14-23(G) - PROJECT RED SOX/WE SELL MIXERS, LLC (DTS#20140331, MEPS00000336)**

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, approving a General Development Plan for a Motor Vehicle Sales, Rental, or Leasing Establishment, and Motor Vehicle Repair (collectively "Primary Uses"); and option for a Motor Pool

Facility including Taxi Cab/Limousine Service, Farm Equipment Supply, Professional Office, Hotel, Industrial Service Establishment, Business Service Establishment, Medical Dental Laboratory, Construction Service Establishment, Wholesale Trade Establishment, Personal Service Establishment, Warehouse and Mini-warehouses, and a Personal Wireless Service Facility (collectively "Alternative Uses"); the Primary Uses shall comprise a maximum of 19,137 square feet and the Alternative Uses shall comprise a maximum of 20,863 square feet (for a combined total of 40,000 square feet); on approximately 9.34 acres zoned PDI (Planned Development Industrial) zoning district. The site is south of S.R.64, on the east side of I-75, and west side of Lena Road, approximately 800 feet north of 41st Avenue East, at 3705 and 3730 Lena Road (South County); subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, and providing an effective date.

PDMU-14-22(Z)(P) - KOLTER ACQUISITIONS, LLC (CONTRACT PURCHASER)/ MB REO-FL LAND, LLC and STEPHANY, INC. (OWNERS)/TREVESTA (fka PENNINGTON PARK) (DTS #20140296) 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 rezoning of approximately 441.3 ± acres located east of I-75 and south of 69th Street East, Palmetto from A-1 (Suburban Agriculture - 1 dwelling unit per acre [291.0 ± acres]), PDR (Planned Development Residential [140.4 ± acres]), and RSF-1 (Residential Single Family [9.9 ± acres]) to the PDMU (Planned Development Mixed Use) zoning district; approving a Preliminary Site Plan for 1,103 residential units consisting of 803 single family detached units and 300 multi-family units and 100,000 square feet of neighborhood retail uses; subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, 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, Local Development Agreements, the applications, related documents, and may obtain assistance regarding these matters from the Manatee County Building and Development Services Department, 1112 Manatee Avenue West, 4th Floor, Bradenton, Florida, telephone number (941) 748-4501x6878; e-mail to: [planning.agenda@mymanatee.org](mailto: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

Date of pub: November 29,2014

**Bradenton Herald**  
Nov. 29, 2014  
Miscellaneous Notices

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TO TIME PENDING  
ADJOURNMENTS.  
MANATEE COUNTY  
PLANNING COMMISSION

Manatee County Building  
and Development Services  
Department  
Manatee County, Florida  
11/29/2014

INDEX

COVER SHEET	1
AERIAL	2
GENERAL DEVELOPMENT PLAN	3

GENERAL  
DEVELOPMENT PLAN  
TO SERVE  
ROBINSON GATEWAY

LOCATED IN

SECTION 15, TOWNSHIP 33 SOUTH, RANGE 18 EAST  
MANATEE COUNTY, FLORIDA

ZONED:  
A-1

PROPOSED ZONING:  
PD-MU

NOTES:

- THE SITE IS CURRENTLY ZONED A-1. PROPOSED ZONING IS PD-MU.
- THE SITE IS DESIGNATED AS FLOOD ZONE X ON F.I.R.M. PANEL #1201530205C.
- THERE ARE NO KNOWN FOUNDATIONS, MOUNDS OR HIDDEN AREAS OF HISTORIC ORIGIN. EXISTING EASEMENTS, PLATTED STREETS LOCATED ON THIS SITE, THERE IS PP&L EASEMENT AND PERMANENT DRAINAGE EASEMENT (SEE SURVEY) ON THE PROPERTY.
- THERE ARE NO WETLANDS UNDER THE JURISDICTION OF SWFWMD, FDEP OR ARMY CORP. ENGINEERS WITHIN THE BOUNDARIES OF THIS PLAN.
- THERE ARE FOUR KNOWN WELLS WITHIN THE BOUNDARIES OF THIS PLAN.
- COMMON OPEN SPACE SHALL BE OWNED AND MAINTAINED BY PROPERTY OWNERS ASSOCIATION OR THE MASTER DEVELOPER.
- STREET LIGHTS MAY BE INSTALLED AT THE DEVELOPER'S OPTION. EXTERIOR LIGHTING WILL CONFORM TO SECTION 709 OF THE LDC.
- THERE ARE PROPOSED SIGNS TO IDENTIFY THE DEVELOPMENT. A SIGN MASTER PLAN WILL BE PROVIDED WITH THE PRELIMINARY SITE PLAN.
- INFRASTRUCTURE CONSTRUCTION WILL COMMENCE 2015 AND WILL BE COMPLETED IN 2025. THIS IS A ONE PHASE DEVELOPMENT.
- SANITARY SEWER AND POTABLE WATER WILL BE CONSTRUCTED TO MANATEE COUNTY STANDARDS AND AND DEDICATED TO MANATEE COUNTY WITHIN PUBLIC RIGHTS OF WAY OR UTILITY EASEMENTS.
- STREETS WILL BE CONSTRUCTED TO MANATEE COUNTY STANDARDS. INTERNAL STREETS MAY BE PUBLIC OR PRIVATE AT DEVELOPERS OPTION.
- PARKING SHALL BE IN ACCORDANCE WITH MANATEE COUNTY LDC SEC. 710.1.6.
- SOLID WASTE DISPOSAL WILL BE PROVIDED BY MANATEE COUNTY OR ITS FRANCHISEE.
- LANDSCAPE BUFFER AREAS SHALL BE 100% AUTOMATICALLY IRRIGATED. LANDSCAPING WILL MEET OR EXCEED MANATEE COUNTY REQUIREMENTS (SEC. 714 & 715 L.D.C.).
- ALL PROPOSED BUILDING FINISHED FLOOR ELEVATIONS ARE TO BE A MINIMUM OF 21" ABOVE THE CROWN OF THE ADJACENT ROADWAY.
- MAXIMUM HEIGHT FOR SINGLE FAMILY RESIDENTIAL BUILDING SHALL BE 35'. OTHERS AS NOTED ON GENERAL DEVELOPMENT PLAN.
- THE LAND USE SUMMARY INCLUDES SINGLE FAMILY & RESIDENTIAL SINGLE FAMILY PROPOSED IS SINGLE FAMILY ATTACHED. MULTI-FAMILY IS PROPOSED WITH-IN OFFICE/RETAIL/RESIDENTIAL.
- THE OPEN SPACE IS APPROXIMATELY 99 ACRES OR 34.4% OF THE SITE. THE COMMUNITY PARK IS APPROXIMATELY 30 ACRES.

SETBACKS:

(PROJECT BOUNDARY)

FRONT:	MOCCASIN WILLOW ROAD	50' MINIMUM
	CATER ROAD	100' MINIMUM
	I-75	50' MINIMUM
SIDE:	NORTH PROPERTY LINE	50' MINIMUM
REAR	WATERFRONT	50' MINIMUM
		30' MINIMUM
RESIDENTIAL (SINGLE FAMILY ATTACHED)		
FRONT	10' (REAR LOADED GARAGES) 20' (FRONT LOADED GARAGES)	
SIDE	0' / 8' (END UNITS)	
REAR	25' (REAR LOADED GARAGES) 15' (FRONT LOADED GARAGES)	
RESIDENTIAL OVER RETAIL		
FRONT	0'	
SIDE	0'	
REAR	0'	
NONRESIDENTIAL		
FRONT	25' (STAND ALONE BUILDING) 0' (RETAIL/OFFICE/RESIDENTIAL)	
SIDE	10'	
REAR	15'	

HOTELS (5 STORY)  
146,324 SF

OFFICE  
480,000 SF

RETAIL  
520,000 SF

TOTAL FAR = 0.280

MU/PSP-1  
LAND AREA = 95 AC

MULTI FAMILY  
UNITS = 85

UNITS PER ACRES = 85 UNITS/95 AC = 0.89

TOTAL DENSITY = 0.89

HOTEL (5 STORY)  
73,476 SF

OFFICE  
120,000 SF

MOVIE THEATER  
130,680 SF

RETAIL  
380,000 SF

TOTAL FAR = 0.08

LAND USE SUMMARY:

LAND USE	UNITS/SF	ACRES
SINGLE FAMILY RESIDENTIAL	320 UNITS	±47.6 AC
OFFICE / RETAIL / RESIDENTIAL	200,000 SF/300,000 SF/ 222 UNITS	± 26.0 AC
RETAIL	500,000 SF	± 5.5 AC
OFFICE / RETAIL	400,000/100,000 SF	± 4.0 AC
MOVIE THEATER	1,750 SEATS	± 3.0 AC
HOTEL	350 ROOMS	± 3.0 AC
PARKING STRUCTURES	4	± 8.0 AC
SHARED PARKING		± 37.0 AC
EASEMENTS, RIGHTS OF WAY, PARKS, STORM WATER FACILITIES, OPEN SPACE & BUFFERS		± 153.8 AC
OPEN SPACE	34.4% = ± 98.8 AC	
PARKS AREA	± 30.0 AC	
TOTAL		± 287.9 AC

UF3  
LAND AREA = 193 AC

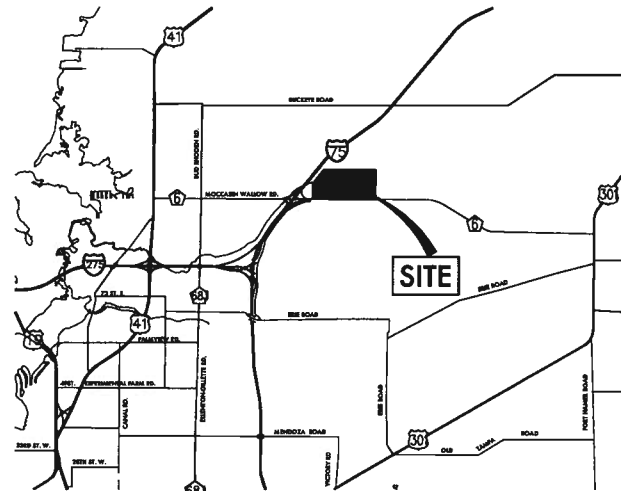
MULTI FAMILY  
UNITS = 137

UNITS PER ACRES = 137 UNITS/193 AC = 0.7098

SINGLE FAMILY  
UNITS = 320

UNITS PER ACRE = 320 UNITS / 193 AC =1.6580

GROSS RESIDENTIAL DENSITY = 2.37



VICINITY MAP

DESCRIPTION

PARCEL A

FROM THE SOUTHEAST CORNER OF SECTION 15, TOWNSHIP 33 SOUTH, RANGE 18 EAST, RUN N 41°28'32" W, A DISTANCE OF 53.72 FEET TO THE POINT OF BEGINNING ALSO BEING THE INTERSECTION OF THE MAINTAINED WESTERLY RIGHT OF WAY LINE FOR CARTER ROAD AND THE NORTHERLY MAINTAINED RIGHT OF WAY LINE FOR MOCCASIN WALLOW ROAD; THENCE WESTERLY ALONG SAID MAINTAINED RIGHT OF WAY LINE THE FOLLOWING THREE (3) COURSES: (1) N 89°32'34" W, A DISTANCE OF 2626.93 FEET; (2) THENCE N 89°32'02" W, A DISTANCE OF 297.01 FEET; (3) THENCE N 30°04'41" W, A DISTANCE OF 34.29 FEET TO THE INTERSECTION WITH THE NORTHERLY RIGHT OF WAY LINE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL NO. 111 SECTION 130552404, STATE ROAD NO. 93A (I-75); THENCE N 89°32'02" W ALONG SAID DEEDED RIGHT OF WAY LINE, A DISTANCE OF 547.10 FEET; THENCE N 01°00'00" E, A DISTANCE OF 2461.38 FEET; THENCE S 89°32'51" E ALONG THE SOUTH LINE OF THE NORTHERLY 2821.6 FEET OF SECTION 15, A DISTANCE OF 3499.72 FEET; THENCE S 01°15'15" W ALONG THE WESTERLY MAINTAINED RIGHT OF WAY LINE OF CARTER ROAD, A DISTANCE OF 2491.21 FEET TO THE POINT OF BEGINNING.

ALL LYING AND BEING IN SECTION 15, TOWNSHIP 33 SOUTH, RANGE 18 EAST, MANATEE COUNTY, FLORIDA.


CONTAINING 199.43 ACRES.

PARCEL C

COMMENCING AT THE S.W. CORNER OF SECTION 15, TOWNSHIP 33 SOUTH, RANGE 18 EAST; THENCE N 01°01'39" E, ALONG THE WEST LINE OF SAID SECTION 15, A DISTANCE OF 104.46 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING N 01°01'39" E, ALONG SAID WEST LINE, A DISTANCE OF 1144.95 FEET TO THE SOUTHEASTLY RIGHT OF WAY LINE OF I-75; THENCE NORTHEASTERLY ALONG SAID RIGHT OF WAY LINE, THE FOLLOWING FOUR COURSES: (1) N 39°48'44" E, A DISTANCE OF 308.17 FEET; (2) THENCE N 50°11'04" W, A DISTANCE OF 96.00 FEET; (3) THENCE N 39°48'44" E, A DISTANCE OF 788.44 FEET; (4) THENCE N 40°57'29" E, A DISTANCE OF 486.57 FEET; THENCE S 89°32'27" E, A DISTANCE OF 874.15 FEET; THENCE S 01°00'04" W, A DISTANCE OF 2461.38 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF MOCCASIN WALLOW ROAD; THENCE WESTERLY, ALONG SAID RIGHT OF WAY LINE, THE FOLLOWING FIVE COURSES: (1) N 89°32'02" W, A DISTANCE OF 722.90 FEET; (2) THENCE N 00°26'22" E, A DISTANCE OF 30.00 FEET; (3) THENCE N 89°33'38" W, A DISTANCE OF 600.00 FEET; (4) THENCE N 85°07'10" W, A DISTANCE OF 103.31 FEET; (5) THENCE N 89°33'38" W, A DISTANCE OF 313.54 FEET TO THE POINT OF BEGINNING. LYING AND BEING IN SECTION 15, TOWNSHIP 33, RANGE 18 EAST, MANATEE COUNTY, FLORIDA.

SUBJECT TO PERTINENT EASEMENTS, RIGHTS OF WAY AND RESTRICTIONS OF RECORD.

CONTAINING 88.52 ACRES, MORE OR LESS.



**ZNS|ENGINEERING**  
ENGINEERS | PLANNERS | SURVEYORS  
EB 0002476 LB 0000082  
LANDSCAPE ARCHITECTS | ENVIRONMENTAL CONSULTANTS  
LC 0000085  
POST OFFICE BOX 9448 BRADENTON, FL 34204 | 201 96 AVENUE DRIVE EAST BRADENTON, FL 34208  
E-MAIL: ZNS@ZNS-ENG.COM | TELEPHONE 941.748.8080 | FAX 941.748.3316

PREPARED FOR:	AUTHORIZED AGENT/PREPARER:
M W GATEWAY DEVELOPMENT LLC, A FLORIDA LIMITED LIABILITY COMPANY 2411-A MANATEE AVENUE WEST BRADENTON, FLORIDA 34204	ZNS ENGINEERING BOX 9448  BRADENTON FLORIDA 9417488080 EXTAGENT EXT. 120

PROJECT DATA:	ROBINSON GATEWAY 00-41668
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$r'' = 300'$



**FUTURE LAND USE LINE**



Phillip J. Eramo  
48 Clapboardtree Street  
Westwood, MA 02090  
781-762-6570

VIA: FACSIMILE – 941 749 3071 &  
FIRST CLASS MAIL R/R/R

December 29, 2014

Manatee County Planning Commission AND Manatee County Board of County Commissioners ✓  
**C/O Ms. Stephanie Moreland, Case Planner**  
Manatee County Administrative Center  
Building and Development Services Department  
1112 Manatee Avenue West  
Brandenton, FL 34205

**RE: ROBINSON GATEWAY DRI #29**

Dear Planning Commission Members and County Commissioners:

My name is Phillip J. Eramo. I own 6300 Moccasin Wallow Road (6300).

6300 abuts the South West Corner of the proposed project (please see attached Exhibit 1), consists of 11.27 Acres, is essentially in the shape of a triangle, is zoned Agricultural, and the Comprehensive Plan has sited it with a future use code of Mixed Use or Public/Semi-Public(1).

6300 became my property in 2009. The Manatee County records were updated soon thereafter (please see attached Exhibit 2, p. 2) – yet I had no notice or knowledge of the proposed project until November 21, 2014 (please see attached Exhibit 3).

I am in Massachusetts and, due to illness, unable to travel to Florida. I would, therefore, greatly appreciate your carefully reviewing the concerns I will voice herein. I would also greatly appreciate your communicating with me via ground mail or telephone (address and number are above) as email proves difficult for me.

My concerns are based on the Tampa Bay Regional Planning Council's Final Report entitled, "DRI #271 Robinson Gateway Manatee County," dated October 13, 2014 (the Report) and kindly provided to me on December 9, 2014 by Mr. John Meyer of the TBRPC.

1. Overall Character Affects.

According to the proposed plan, there is not any Open Space bordering my land (please see Exhibit 4 – which is page 6 of the Report).

From: Phillip J. Eramo (Owner 6300 Moccasin Wallow Road)  
To: Manatee County Planning Commission AND Manatee County Board of County Commissioners (C/O Ms. Stephanie Moreland, Case Planner)

December 29, 2014

Page 2

My 11.27 acres are wooded/in a natural state. Currently, the area of the proposed project that abuts my property consists, I believe, of a tree farm and an open field area. If the proposed project is approved, I will be bordered by:

- a. a hotel – of unknown # of stories but which, according to page 2 of the Report, “will be visible from I-75” (please see attached Exhibit 5, which is page 2 of the Report),
- b. a parking area, and
- c. an area labeled “Storm Water”

My concerns with the above are that the hotel will cause shadowing over my property – essentially obliterating its agricultural value, that the storm water area (which according to Exhibit 8 – bottom of p.13 of the Report - will be privately maintained) will cause water issues on my property, and that, overall, the combination of the proposed hotel, storm water area, and parking area will completely change the character of my property, which, as stated is currently bordered by the site’s natural amenities.

2. Traffic/Transportation Affects:

- a. Trip Generation. The access to and from the proposed project is just East of my property. According to page 4 of the Report (please see Exhibit 6, attached), the number of projected Peak Hour Trips to and from the property are in the range of 2,968 to 3,592 and this does not account for the non-peak hour trips. Although I-75 borders the western edge of my 11.27 acre, wooded, triangular parcel – the other two borders, Southern and Eastern, are much quieter areas. This number of trip generations will vastly change that character of my land.
- b. Transportation. Additionally, page 40 of the Report refers to Table 1, found on page 18 of the Report, and states that, “the highlighted improvements were attributed solely to the anticipated project traffic for which the Applicant is responsible, and that would not have been necessitated to accommodate projected background traffic alone.” I believe the first highlighted area (#1 of Table 1) is the very portion of Moccasin Wallow Road that abuts my property. (Please see Exhibits 7 and 7A, attached), and according to the report the required improvements will be a widening from 4 to 6 lanes. How does this happen without use of my land?

3. Drainage Affects. The Report, p. 13, speaks of, “several significant” drainage ditches existing within and around the periphery of the site (please see Exhibit 8, attached). I am concerned that modifying these ditches will cause a negative impact to my land. According to page 14 of the report (please see Exhibit 9, attached) the soil in the area is, currently, poorly drained.

From: Phillip J. Eramo (Owner 6300 Moccasin Wallow Road)  
To: Manatee County Planning Commission AND Manatee County Board of County  
Commissioners (C/O Ms. Stephanie Moreland, Case Planner)

December 29, 2014

Page 3

Given my inability to be physically present, I entrust to you the analysis of my concerns. Please contact me with any potential impacts or other information to which I should be privy and, if there is a way for me to be teleconferenced into the hearing, I would appreciate that happening.

Gratefully yours,

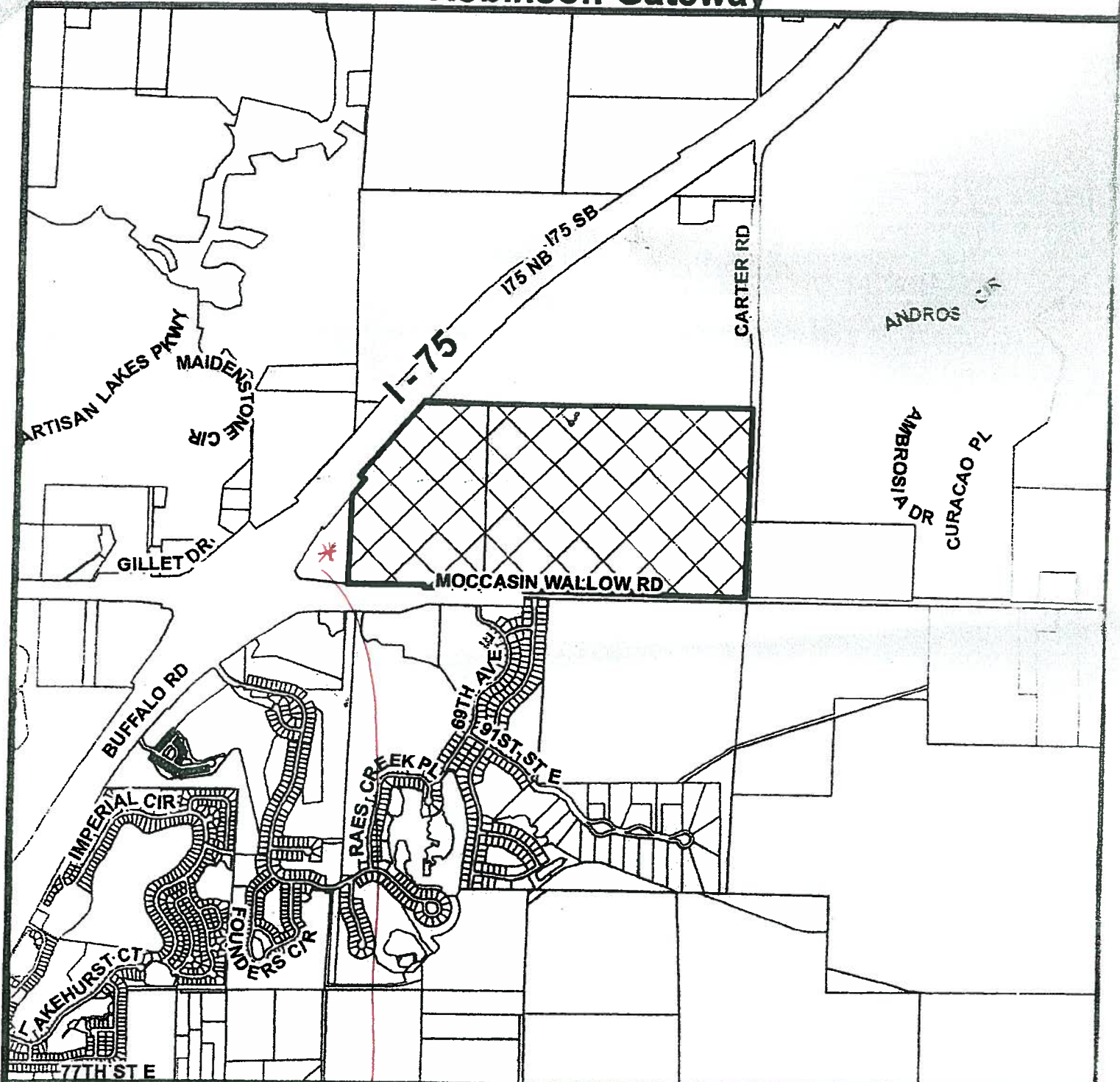
  
Phillip J. Eramo

CC:

MW Gateway Development, LLC  
2411-A Manatee Avenue West  
Bradenton, FL 34204

Attorney Edward Volger  
Vogler Ashton, PLLC  
2411-A Manatee Avenue West  
Bradenton, FL 34204

## Robinson Gateway



Parcel ID #(s) 610310005, 610320009

Project Name: Robinson Gateway  
 Project #: PDMU-13-01 (Z)(G) / ORD-14-45  
 DTS#: 20130029  
 Proposed Use: Mixed Use

S/T/R: Sec 14, 15 Twn 33 Rng 18  
 Acreage: 287.9  
 Existing Zoning: A-1  
 Existing FLU: P/SP-1, MU, UF-3  
 Overlays: NONE  
 Special Areas: Greenway

CHH: NONE  
 Watershed: NONE  
 Drainage Basin: FREG CREEK  
 Commissioner: Larry Bustle



Project Site

Manatee County  
 Staff Report Map  
 Map Prepared 12/17/2010  
 1 inch = 1,812 feet

6300 Moccasin Wallow Rd.  
 11.27 Acres

**Profile**

<b>Parcel:</b>	612100008	<b>DOR Use Code:</b>	9900
<b>Alternate ID:</b>	33181600000000000003000	<b>DOR Description:</b>	Vacant Acreage, Not Agri (1555)
<b>Address:</b>	6300 MOCCASIN WALLOW RD PARRISH 34219	<b>Land Acres:</b>	11.27
<b>Owner Details:</b>	ERAMO, PHILLIP	<b>NBHD:</b>	1600
		<b>Subdivision No.</b>	0000000
<b>Mailing Address:</b>	48 CLAPBOARDTREE ST WESTWOOD MA 02090	<b>Subdivision Name</b>	
		<b>Topography:</b>	
<b>Description:</b>	E1/2 OF SE1/4 LESS 29.364 AC M/L FOR	<b>T/R/S:</b>	33S / 18E / 16
		<b>Tax District:</b>	0001
		<b>Utilities:</b>	
		<b>Zoning:</b>	A1

**Value Summary**

<b>Just Land Value:</b>	\$2,761.00	<b>Total Assessed Value:</b>	\$2,761.00
<b>Just Improv. Value</b>	\$0.00	<b>Save Our Home Savings:</b>	\$0.00
<b>Total Just Value:</b>	\$2,761.00		

**Primary Residential Card**

<b>Card:</b>	<b>Total Bedrooms:</b>	<b>Area Under Roof:</b>
<b>Stories:</b>	<b>Full Bath:</b>	<b>Electric:</b>
<b>Heating Class:</b>	<b>Half Bath:</b>	<b>Exterior Wall:</b>
<b>Heating Fuel:</b>	<b>Family Rooms:</b>	<b>Flooring:</b>
<b>Physical Cond.:</b>	<b>Wood Burning Fireplace:</b>	<b>Interior:</b>
<b>CDU:</b>	<b>Fireplace Openings:</b>	<b>Plumbing:</b>
<b>Year Built:</b>	<b>Grade:</b>	<b>Roof Material:</b>
<b>Year Remodeled:</b>	<b>Percent Complete:</b>	<b>Roof Type:</b>
<b>Total Rooms:</b>	<b>SFLA:</b>	

**Commercial Card**

<b>Year Built:</b>	<b>Grade:</b>
<b>Effective Year:</b>	<b>Exterior Wall:</b>
<b>Units:</b>	<b>Flooring:</b>
<b>Structure Code:</b>	<b>Class:</b>
<b>Description:</b>	<b>Class Description:</b>

**Land**

<b>Land Code</b>	<b>Eff. Front</b>	<b>Eff. Depth</b>	<b>Land Type</b>	<b>Acres</b>
500			Acres	11.27

**Agriculture**

<b>Soil</b>	<b>Soil/Crop Description</b>	<b>Acres</b>
-------------	------------------------------	--------------

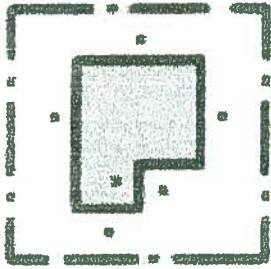
**Other Items**

<b>Code</b>	<b>Description</b>	<b>Year Built</b>	<b>Square Ft.</b>
-------------	--------------------	-------------------	-------------------

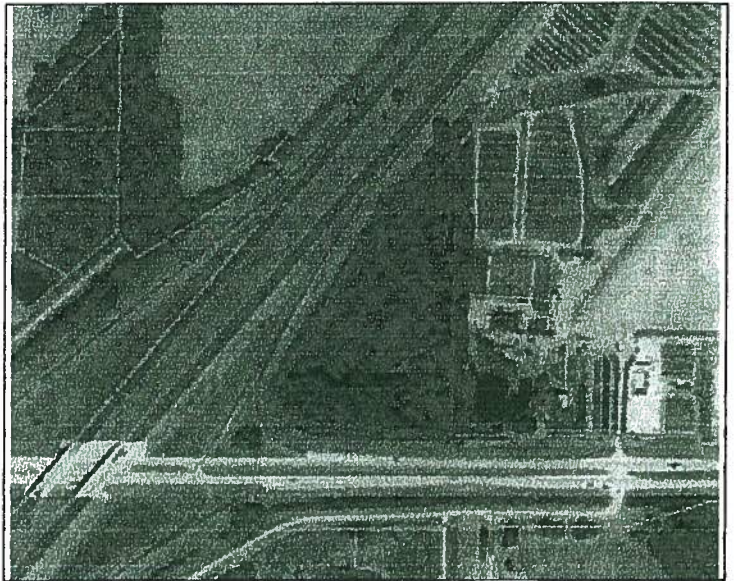
Exhibit 2 (p2 of 2)

**Sales History**

Date	Book-Page	Grantor	Grantee	Description	QUAL	Amount
27-SEP-2008	0000 - 0000	MASCIOLI. GEORGE R	MASCIOLI. GEORGE R	Vacant	01	1
23-JUL-2009	2308 - 1848	MASCIOLI. GEORGE R	ERAMO, PHILLIP	Vacant	01	1
11-AUG-2008	2269 - 7997	MASCIOLI. GEORGE R	MASCIOLI. GEORGE R	Vacant	01	1
01-JAN-1931	00000000 -		MASCIOLI. GEORGE R	Vacant	01	

**Sketch**

Sorry, no sketch available  
for this record

**Map**

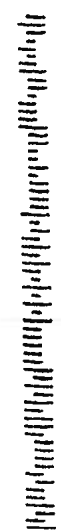
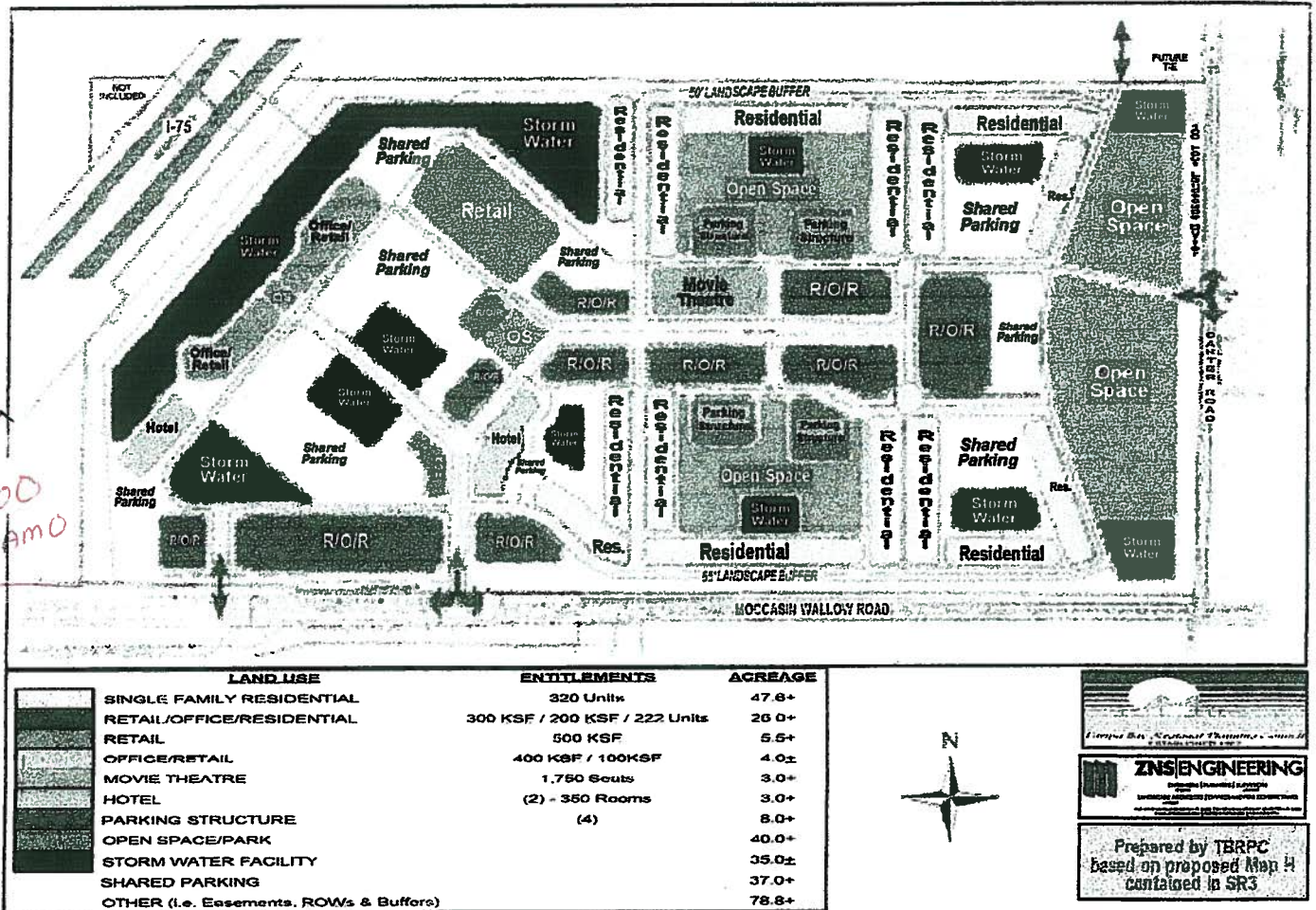




Exhibit 4

MAP #2  
ROBINSON GATEWAY - PROPOSED MASTER DEVELOPMENT PLAN





**CHRONOLOGY OF PROJECT:**

Transportation Methodology Meeting (1 <sup>st</sup> )	-	July 30, 2009
Preapplication Conference	-	June 28, 2010
ADA Submittal	-	December 22, 2010
Site Inspection	-	January 10, 2011
ADA Comments	-	January 21, 2011
Transportation Methodology Meeting (2 <sup>nd</sup> )	-	June 26, 2012
First Sufficiency Response Submittal	-	June 12, 2013
First Sufficiency Response Comments	-	July 18, 2013
Second Sufficiency Response Submittal	-	February 18, 2014
Second Sufficiency Response Comments	-	March 20, 2014
Third Sufficiency Response Submittal	-	June 12, 2014
Declaration of Sufficiency by TBRPC	-	July 11, 2014
Notify Manatee County to Set Hearing Date	-	July 11, 2014
Notification Received of Hearing Date	-	July 29, 2014
TBRPC <i>Final Report</i> adoption	-	October 13, 2014
Manatee County BOCC Meeting	-	December 4, 2014

**PROJECT DESCRIPTION**

The applicant for the Robinson Gateway Development of Regional Impact (DRI) is seeking DRI approval for a 288± acre multi-use community in northwest Manatee County. The project is located along the northern side of Moccasin Wallow Road, north of Erie Road, less than one mile east of Interstate 75 and immediately northwest of the pending Parrish Lakes DRI and east of the existing Gateway North DRI. The project's northern limits are approximately 2.5 miles south of the Hillsborough County line. The General Location Map is provided as *Map 1* (Page 5). The project has been proposed as a single-phase with a scheduled buildout date of 2025.

The following constitutes the proposed phasing schedule:

RESIDENTIAL (Units)		RETAIL (Sq. Ft.)	OFFICE (Sq. Ft.)	MOVIE THEATRE (Seats)	HOTEL (Rooms)
Single-Family Attached (Condos/THs)	Multi-Family				
320	222	900,000	600,000	1,750	350

As depicted on the *Master Development Plan (Map 2)*, Residential uses will span much of the northern and southern portions of the project with the bulk of Retail and Office uses occupying much of the western and central portions of the project as well as fronting Moccasin Wallow Road. One of the two proposed Hotel sites will be visible from I-75 on the western edge of the project while the second site is more central to the project and will be intended to support the retail and office operations. All land uses essential surround the proposed Movie Theatre. It is envisioned that the project will be accessed from the south by two driveways of Moccasin Wallow Road and one from the east (Carter Road). It is anticipated that the Multi-Family Residential units will be situated above many of the Retail and Office facilities.

Exhibit 6

## SUMMARY OF PROJECT BENEFITS AND IMPACTS

The following summary identifies those benefits and impacts anticipated following project buildout:

BENEFITS	Employment	Permanent Employment at Buildout:	Not Quantified
	Government Tax Revenue <sup>1</sup>	<b>Mitigation Proposal:</b> Minimum of 10% (i.e. 54 units) affordable units for "households making 120% (or less) of the Area Median Income for Manatee County"; \$2,000 "payment-in-lieu" of construction fee; or combination thereof. Further details regarding proposal is provided within Section V of this Report.	
	Affordable/Workforce Housing <sup>2</sup>	<b>Mitigation Proposal:</b> Minimum of 10% (i.e. 54 units) affordable units for "households making 120% (or less) of the Area Median Income for Manatee County"; \$2,000 "payment-in-lieu" of construction fee; or combination thereof. Further details regarding proposal is provided within Section V of this Report.	
IMPACTS	Water Supply <sup>3</sup>	Estimated Avg. Daily Potable Water Demand (At Buildout):	442,200 gpd
		Estimated Avg. Daily Non-Potable Water Demand (At Buildout):	434,700 gpd
	Wastewater <sup>3</sup>	Estimated Average Daily Wastewater Generation (At Buildout):	536,000 gpd
	Solid Waste <sup>4</sup>	Estimated Average Daily Solid Waste Generation (At Buildout):	23,500 lbs./day
	Transportation <sup>5</sup>	<b>Estimated Trip Generation at Buildout:</b> External P.M. Peak Hour Trips: 3,592 (1,514 Inbound/2,078 Outbound) Net Ext. P.M. Peak Hour Trips: 2,968 (1,202 Inbound/1,766 Outbound)	
	School <sup>7</sup>	Estimated Elementary School Students at Buildout: 96 Students Estimated Middle School Students at Buildout: 50 Students Estimated High School Students at Buildout: 54 Students <b>[TOTAL PROJECTED STUDENTS]</b> 200 Students	
	Energy <sup>8</sup>	Estimated Average Daily Electrical Demand (At Buildout):	31,568 KW
		Estimated Average Peak Hour Demand (At Buildout):	17,363 KW
<b>DEFINITIONS:</b>  gpd - gallons per day KW - kilowatts		<b>SOURCES:</b>  1. SR1/Exhibits 11-1 - 11-3 2. SR2/Table 17-1 3. SR2/Table 18-1 4. SR3/Table 20-1 as modified to reflect generation rates utilized in other Manatee County DRIs, including the proposed (and adjacent) Parrish Lakes DRI. 5. SR3/Tables 21-7 & 21-8 6. SR3/Proposed D.O. Conditions 5.M.(1)-(12) 7. SR1/Manatee County School District correspondence 8. SR1/Table 29-1	
<b>NOTES:</b>  * - In lieu of conducting an affordable housing analysis in accordance with Rule 73C-40.048, FAC, as part of the overall DRI assessment, the Applicant has voluntarily proposed an affordable housing/workforce housing mitigation program described in Section V of this Report (i.e. Page 49). It is recommended that the proposed stipulations be slightly modified to reflect the recommendations of the Tampa Bay Regional Planning Council, as recognized on Pages 44-46 of the Recommended Regional Conditions section of this Report.			

3. The Developer has committed to the following:

- development a long-term plan to optimize potable and non-potable water resource use in the development;
- use of xeriscaping techniques where appropriate and feasible within the common areas of the Project and encourage similar landscaping practices within the residential, commercial and office portions of the DRI through recognition in “*deed restrictions*” and “*lease agreements*.”
- use of xeriscaping or Florida-Friendly Landscaping™ [SWFWMD];
- prohibit use of in-ground Manatee County public water supply for irrigation purposes;
- incorporate ecologically viable portions of the existing native vegetation to the extent practicable with no irrigation required or used; and
- provide water conservation educational materials to all residents and tenants.

### **WASTEWATER MANAGEMENT**

1. Approval of the project shall include assurance of adequate wastewater treatment capacity as well as any developer provision(s) of any improvements to the internal wastewater collection system. Future biennial reports shall contain an updated summary of utility service commitments.
2. No permanent septic tanks shall be installed on the Robinson Gateway site. In addition, abandoned septic tanks shall be pumped out, bottoms ruptured, and filled with clean sand or other suitable materials.

### **SOLID WASTE/HAZARDOUS WASTE/MEDICAL WASTE**

Commercial and office tenants shall be provided with information at the time of purchase or lease which identifies hazardous and/or medical materials and proper procedures for the handling and disposal of such materials. In the event that businesses using or producing hazardous materials or medical waste locate within the project, these materials shall be handled in a manner consistent with applicable Federal, State and Local regulations.

### **TRANSPORTATION**

1. Mitigation shall be provided to offset the significantly impacted roadways and links identified in “yellow” highlights in Tables 1-2 (Pages 18-20 of this Report). While improvements were identified to various other significantly impacted links and intersections, the highlighted improvements were attributed solely to the anticipated project traffic for which the Applicant is responsible, and that would not have been necessitated to accommodate projected background traffic alone. The Tables characterize the necessary improvement(s) and quantify the extent of project related traffic as a percentage of the existing directional capacity for links and intersections.

Section 163.3180(12), F.S. states that “*proportionate-share mitigation shall be limited to ensure that a development of regional impact meeting the requirements of this subsection mitigates its impact*”



Exhibit 7A

The following summarizes the anticipated daily solid waste generation by phase by land use:

LAND USE	ENTITLEMENTS	SOLID WASTE GENERATION	
		CUBIC YDS./DAY	LBS./DAY
RESIDENTIAL	320 SF Units	3.60	4,320
	222 MF Units	1.67	1,998
RETAIL	900,000 Sq. Ft.	30.09	9,000
OFFICE	600,000 Sq. Ft.	5.00	6,000
HOTEL	350 Rooms	0.73	875
MOVIE THEATRE	1,750-Seat/130,680 Sq. Ft.	1.09	1,307
TOTAL →		42.18	23,500

SOURCES/FOOTNOTES:

1. SR3/Table 18-1
2. The following solid waste generation rates were obtained from the adjacent Parrish Lakes DRI: 13.5 lbs./Single Family unit, 9.0 lbs./Multi-Family unit and 0.01 lbs./sq. ft. of Retail and Office, noting that Movie Theatre was calculated as Retail use. The solid waste generation rate of 2.5 lbs./room for Hotel was obtained from Lakewood Centre, another Manatee County DRI.

If potential commercial tenants utilize, produce, or store hazardous wastes or materials on site, these facilities must operate in accordance with federal and state regulations and guidelines.

## TRANSPORTATION

The Robinson Gateway DRI development will have an impact on several regionally significant roadway facilities within the primary project area. The following tables identify the significantly impacted Roadway Links (Table 1) and Intersections (Table 2). While improvements have been identified to restore these facilities to the adopted level of service, the Applicant is not responsible for “reducing or eliminating” backlogged transportation facilities, as defined by Section 163.3180(12)(d), F.S. As indicated in each of the following respective Tables, the identified improvements appearing in “light blue” highlights were attributed solely to the anticipated project traffic for which the Applicant is responsible, and would not otherwise be needed as a result of background traffic alone.

**TABLE 1**  
**Required Link Improvements (2025)**

#	LOCATION	LOS STD	TOTAL TRAFFIC LOS PRIOR TO IMPROVEMENT	PROJECT TRAFFIC IMPACT (%)	TOTAL TRAFFIC REQUIRED IMPROVEMENTS
1	Moccasin Wallow Road: I-75 NB Ramps to ¼ mile east of Buffalo Rd.	D	F	79.70	Widen from 4 to 6 Lanes
2	Moccasin Wallow Road: ¼ mile east of Buffalo Rd. to ¼ mile east of Carter Rd.	D	F	65.00	Widen from 2 to 4 Lanes

- 4.48 *Mitigation by restoring disturbed habitat of a similar nature, including the removal of exotic plant species, may be acceptable. The minimum acceptable ratio should be twice the habitat re-creation ratio set forth in policy 4.44.*
- 4.49 *Maintain and improve native plant communities and viable wildlife habitats, determined to be regionally-significant natural resources in addition to the Map of Regionally-Significant Natural Resources, including those native habitats and plant communities that tend to be least in abundance and most productive or unique.*
- 4.50 *Maintain a naturally vegetated buffer sufficient to preserve the value and function of the regionally-significant natural resource.*
- 4.51 *Provide and maintain adequate long-term monitoring of native plant communities and listed species' populations to provide a sound database and to identify trends upon which future regulatory and acquisition decisions can be based.*
- 4.55 *Encourage the removal of invasive, exotic species such as punk tree (Melaleuca), Australian pine (Casuarina) and Brazilian pepper (Schinus) and the replacement by native species.*
- 4.56 *Promote the principles of ecosystem management for the protection of regionally-significant natural resources.*
- 4.57 *Ensure that land use decisions are consistent with federal- and state-listed species protection and recovery plans, and adopted habitat management guidelines.*

## **WATER QUALITY AND STORMWATER MANAGEMENT**

The Robinson Gateway DRI site is located in the Gulf Coastal Lowlands physiographic province. Several significant drainage ditches were created within and around the periphery of the site to modify the surface and subsurface drainage for farming activities that flow to Cabbage Slough, which ultimately discharges to Frog Creek and into Terra Ceia Bay.

The applicant states that the property provides groundwater recharge to the surficial aquifer but is not expected to have any Floridan Aquifer recharge areas.

The proposed stormwater management system will employ grassed swales, surface water detention ponds and stormwater attenuation ponds to treat stormwater before it is discharged to existing wetlands and waterways.

All existing wells on-site that are not to be used for the development will be plugged and abandoned as required by SWFWMD. Those to be used will be subject to permitting by SWFWMD.

The vast majority of the project is located within the Cabbage Slough watershed (WBID 1816) which has no verified water quality impairments. A small portion of the project is located in the Buffalo Canal (WBID 1823) and Curiosity Creek (WBID 1792) watersheds which are impaired for dissolved oxygen, nutrients and fecal coliform. This would require the project's surface water management system to be designed to cause net improvement, for those parameters not meeting standards, to the receiving water.


The applicant did not provide ground or surface water quality measurements, but expects to be required to develop a pre- and post-development environmental monitoring plan, including water quality parameters and intends to perform baseline water quality monitoring for ambient groundwater conditions.

The stormwater management system will be owned and maintained by legal entities. It is intended that the developer and/or his assigns, including possible purchasers of individual development tracts, will assume the responsibility.

Adherence to the following Goals and/or Policies of the Council's *Strategic Regional Policy Plan* will help minimize impacts in the areas of Water Quality and Stormwater Management:

- 4.32 *Improve the quality of receiving waters by:*
- *Upgrading or retrofitting drainage systems to effectuate improved stormwater treatment;*
  - *Encouraging multi-purpose facilities which complement open space, recreation and conservation objectives; and*
  - *Requiring control and treatment of point and non-point discharges to estuarine and near-shore coastal waters.*
- 4.33 *Promote stormwater reuse as a component of irrigation plans for new development proposed within the watershed of a potable water reservoir and encourage Best Management Practices (BMPs).*
- 4.34 *Promote environmentally-acceptable effluent disposal alternatives and encourage water conservation and alternative water source use including the use of reclaimed wastewater.*
- 4.35 *Support the initiatives and restoration projects identified in the SWIM plans.*
- 4.36 *Incorporate by reference and implement the stormwater management strategies identified in the Sarasota Bay Estuary Program's and Tampa Bay Estuary Program's Comprehensive Conservation and Management Plans.*
- 4.37 *Provide sufficient inspection and maintenance of all stormwater facilities.*
- 4.38 *Support the preparation and implementation of comprehensive basinwide stormwater management master plans.*
- 4.39 *Encourage the use of Low Impact Development techniques in site design to store, infiltrate, and evaporate stormwater runoff on the site. General performance criteria which eliminate wetland impacts and minimize stormwater infrastructure needs include:*
- *Disturbing no more land than is necessary to provide for the desired use;*
  - *Preserving indigenous vegetation to the maximum extent possible; and*
  - *Minimizing impervious cover in all land development activities.*
- 4.40 *Prohibit hardening of unaltered shorelines or other structural lining of natural waterways or shorelines, except when required by adopted watershed and/or stormwater management plans.*

## **SOILS**

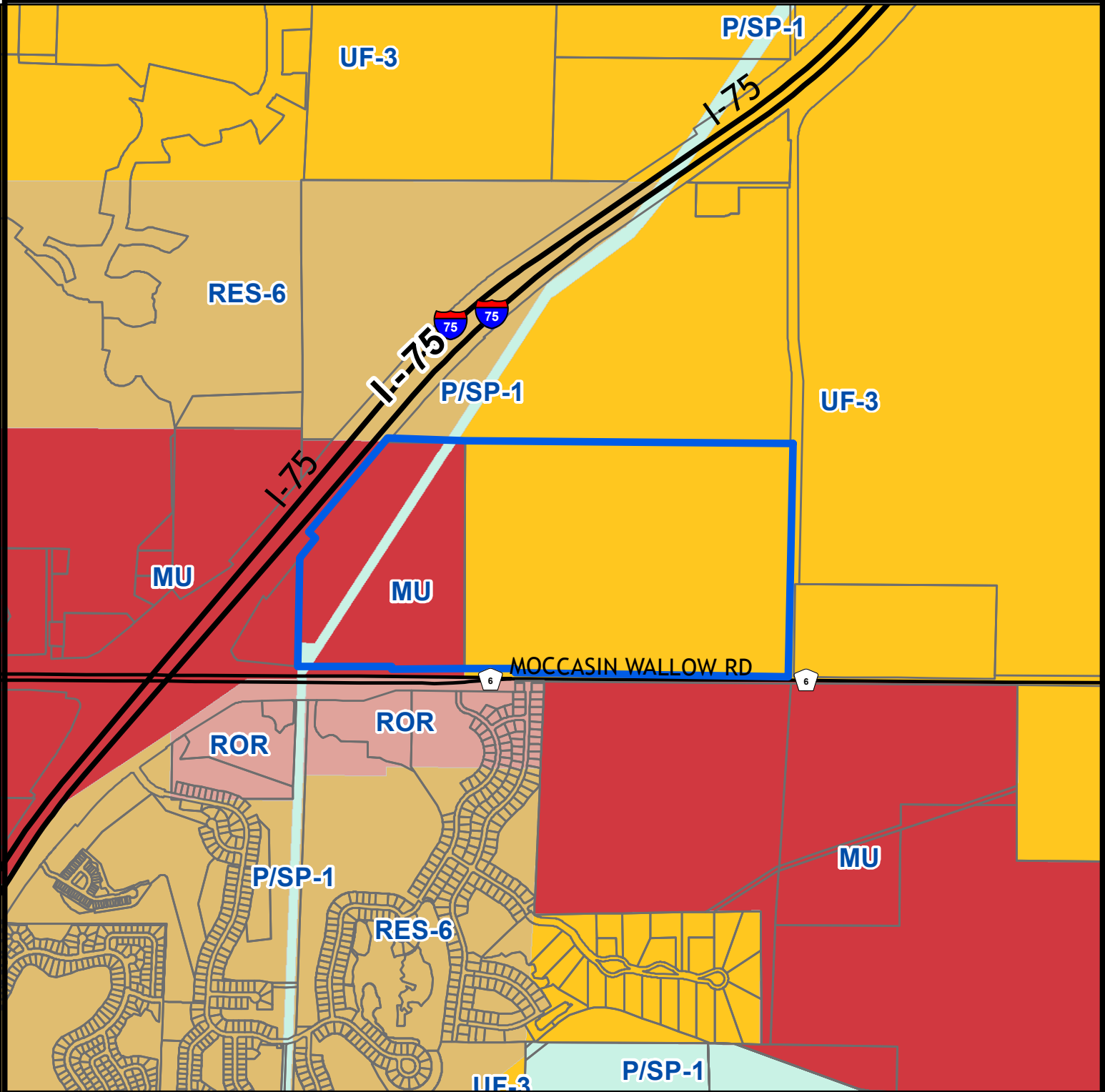
The Robinson Gateway DRI site includes a variety of soil types. Eau Gallie Fine Sand, Florida-Immokalee-Ookeelana Association, and Wabasso Fine Sand predominate. All are poorly to very poorly drained soils, exhibiting severe limitations for the proposed uses and subject to seepage and wetness. The applicant proposes to utilize standard engineering practices to offset the soil limitations for roadways and buildings. 

Lake banks will be stabilized by use of moderate side slopes, preservation of existing vegetation and/or placement of sod or other soil stabilizing techniques. Wind and water soil erosion will be managed using local government-approved techniques.

Detailed subsurface investigations will be necessary prior to design of the stormwater management system and site development.



# FUTURE LAND USE



Parcel ID #(s) 610310005, 610320009

Project Name: Robinson Gateway  
 Project #: PDMU-15-04 (Z)(G)  
 DTS#: 20130029  
 Proposed Use: Mixed Use

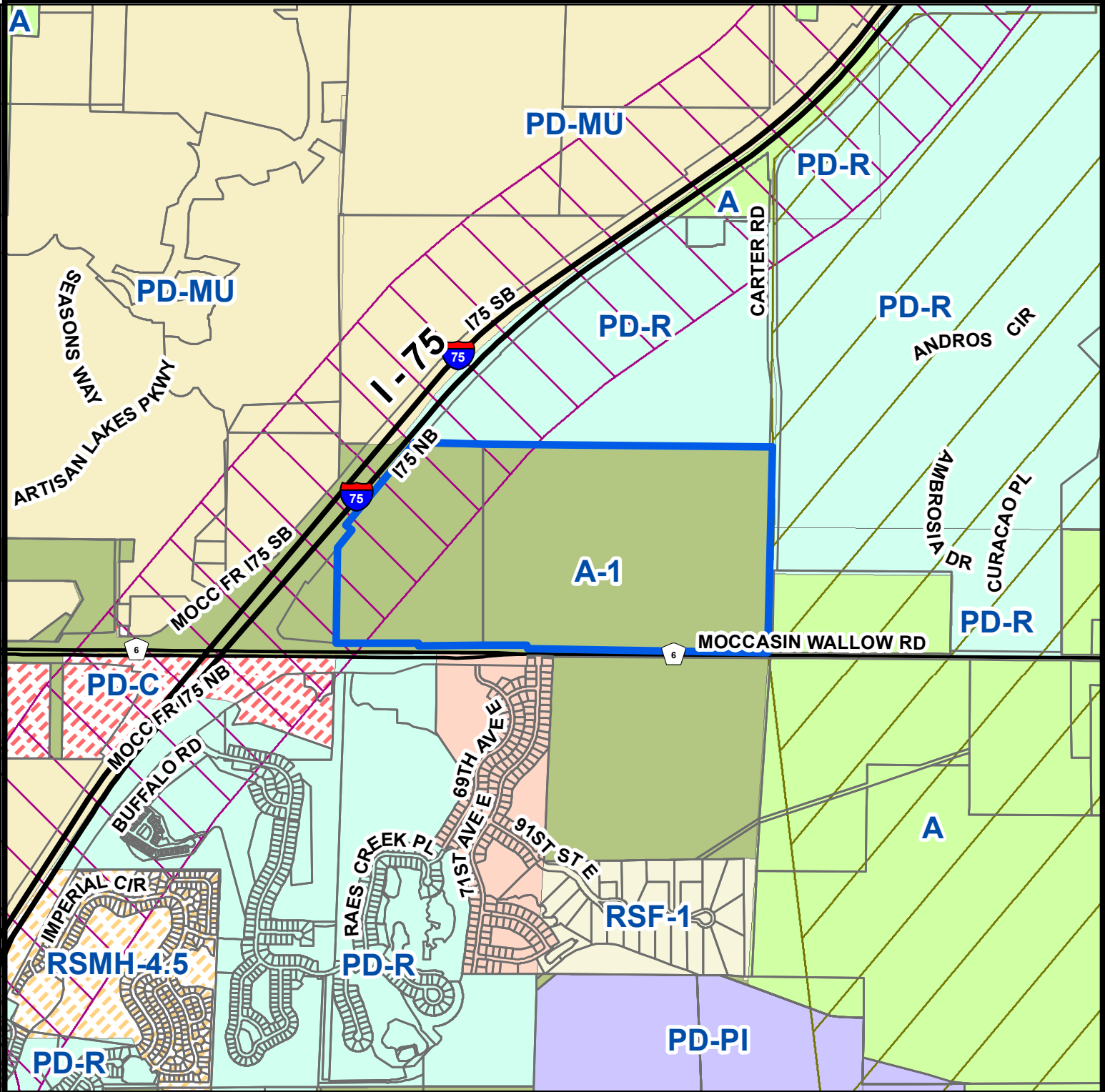
S/T/R: Sec 14, 15 Twn 33 Rng 18  
 Acreage: 287.9  
 Existing Zoning: A-1  
 Existing FLU: P/SP-1, MU, UF-3  
 Overlays: NONE  
 Special Areas: Greenway

CHH: NONE  
 Watershed: NONE  
 Drainage Basin: BUFFALO CREEK, CABBAGE SLOUGH  
 Commissioner: Larry Bustle



Manatee County  
 Staff Report Map  
 Map Prepared 3 / 2014  
 1 inch = 1,480 feet

# ZONING




Parcel ID #(s) 610310005, 610320009

Project Name: Robinson Gateway  
 Project #: PDMU-15-04 (Z)(G)  
 DTS#: 20130029  
 Proposed Use: Mixed Use

S/T/R: Sec 14, 15 Twn 33 Rng 18  
 Acreage: 287.9  
 Existing Zoning: A-1  
 Existing FLU: P/SP-1, MU, UF-3  
 Overlays: NONE  
 Special Areas: Greenway

CHH: NONE  
 Watershed: NONE  
 Drainage Basin: BUFFALO CREEK, CABBAGE SLOUGH  
 Commissioner: Larry Bustle

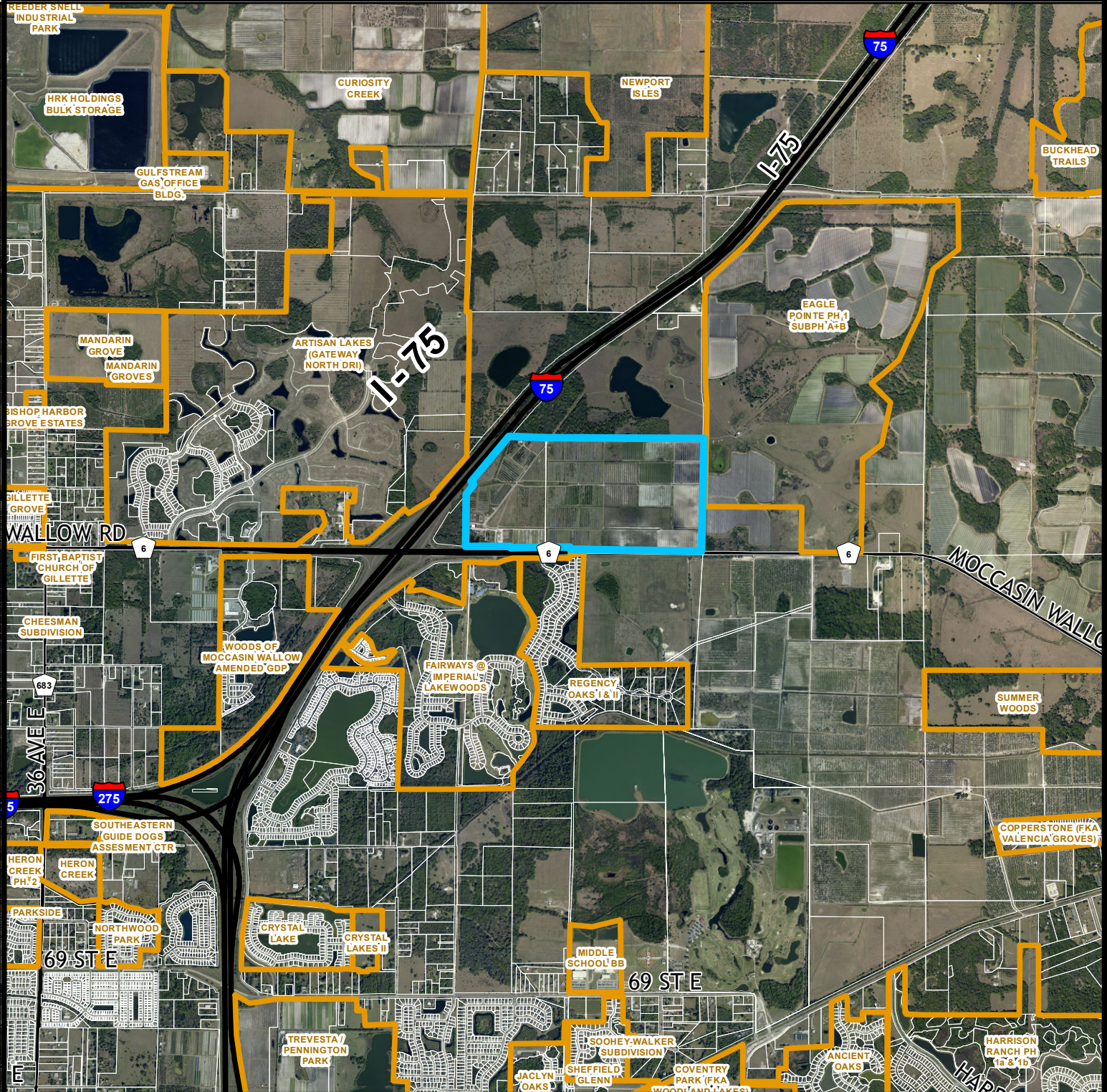
 Entranceways



Manatee County  
 Staff Report Map  
 Map Prepared 3 / 2014  
 1 inch = 1,681 feet



# AERIAL



Parcel ID #(s) 610310005, 610320009

Project Name: Robinson Gateway  
 Project #: PDMU-15-04 (Z)(G)  
 DTS#: 20130029  
 Proposed Use: Mixed Use

S/T/R: Sec 14, 15 Twn 33 Rng 18  
 Acreage: 287.9  
 Existing Zoning: A-1  
 Existing FLU: P/SP-1, MU, UF-3  
 Overlays: NONE  
 Special Areas: Greenway

CHH: NONE  
 Watershed: NONE  
 Drainage Basin: BUFFALO CREEK, CABBAGE SLOUGH  
 Commissioner: Larry Bustle

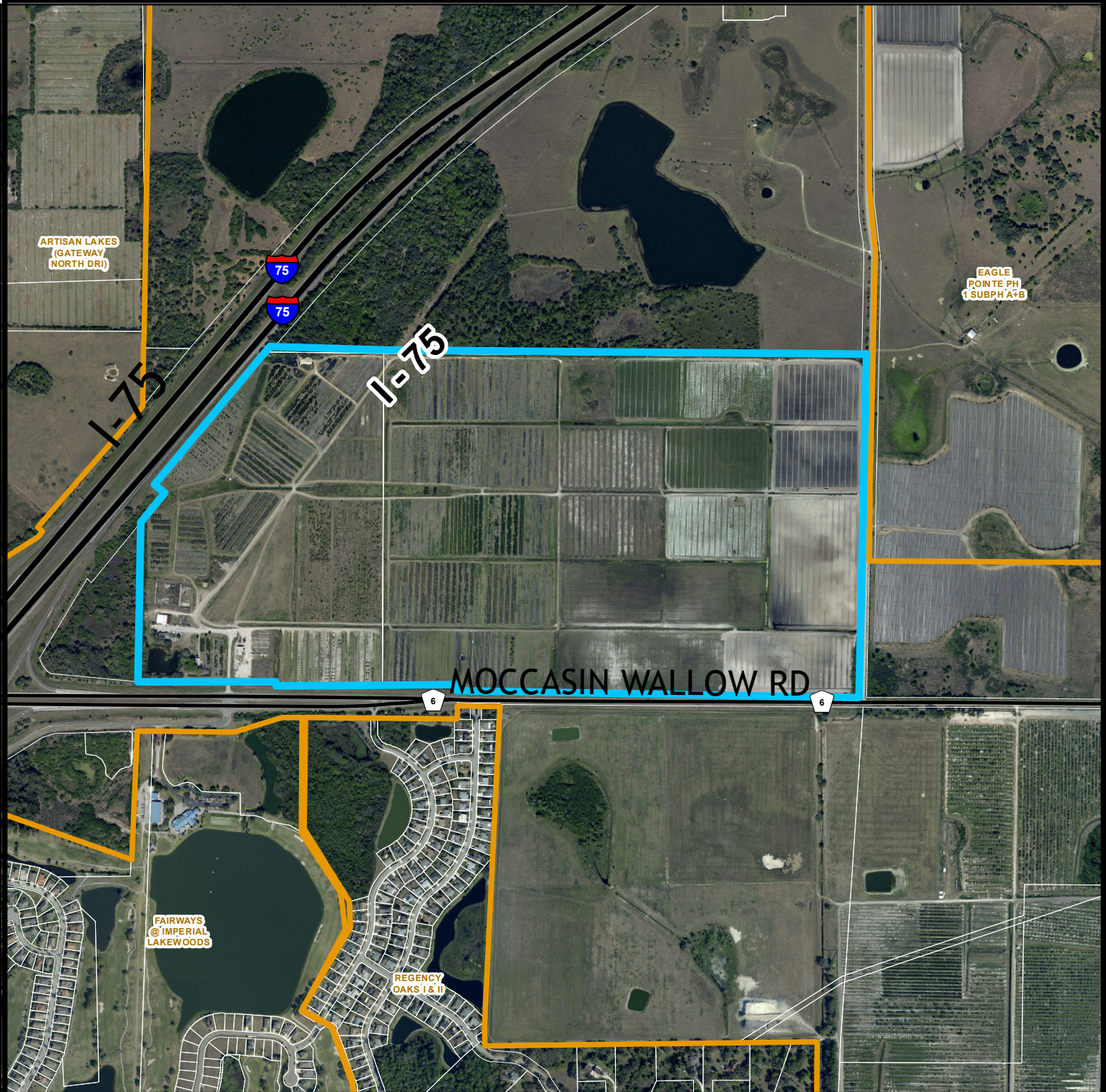


Manatee County  
 Staff Report Map

Map Prepared 3 / 2014  
 1 inch = 3,080 feet



# AERIAL



Parcel ID #(s) 610310005, 610320009

Project Name: Robinson Gateway  
 Project #: PDMU-15-04 (Z)(G)  
 DTS#: 20130029  
 Proposed Use: Mixed Use

S/T/R: Sec 14, 15 Twn 33 Rng 18  
 Acreage: 287.9  
 Existing Zoning: A-1  
 Existing FLU: P/SP-1, MU, UF-3  
 Overlays: NONE  
 Special Areas: Greenway

CHH: NONE  
 Watershed: NONE  
 Drainage Basin: BUFFALO CREEK, CABBAGE SLOUGH  
 Commissioner: Larry Bustle



Manatee County  
 Staff Report Map

Map Prepared 3 / 2014

1 inch = 1,008 feet





**Public Works  
Administration  
1022 26<sup>th</sup> Ave E  
Bradenton, FL 34208  
Phone: (941) 708-7480  
[www.mymanatee.org](http://www.mymanatee.org)**

RE: Robinson Gateway DRI - Traffic Impact Analysis.  
Petition # DRI-29/ORD-11-06 20100380(5)  
Consultant: Kimley Horn Associates, Inc.

Dear Ms. Jorgenson,

Transportation Planning Division staff has reviewed the Traffic Impact Analysis (TIA) prepared by Kimley-Horn and Associates, Inc., and dated April 2014, and revised June 2014 for the Robinson Gateway DRI. The analysis was based on a development consisting of 542 condominium/townhomes, 350 hotel rooms, 600,000 square feet office, 900,000 square feet of retail and 1,750 seat movie theater with a buildout date of 2025.

Staff found that the TIA was prepared consistent with the approved methodology and applicable policies and regulations, and staff concurs with the conclusions. Based on staff review and findings, Transportation Planning approves the Robinson Gateway DRI TIA.

The TIA identified offsite concurrency-related improvements which are directly attributed to project impacts.

- 1) With each Final Site Plan (FSP) application, the Developer shall submit to Manatee County a Traffic Impact Analysis which addresses the following:

An assessment of the estimated traffic operations and turning movements together with a conceptual design of the driveways, serving the project covered by the FSP application:

- 2) Prior to the approval of the first Final Plat for single family, the first Certificate of Occupancy (CO) for multi-family or the first CO for commercial, the following improvements shall be constructed:

#	LOCATION	LOS STD	TOTAL TRAFFIC REQUIRED IMPROVEMENTS
1	Moccasin Wallow Road: I-75 NB Ramps to 0.25 miles east of Buffalo Road	D	Widen from 4 to 6 Lanes
2	Moccasin Wallow Road: 0.25 miles east of Buffalo Road. to 0.25 miles east of Carter Road	D	Widen from 2 to 4 Lanes
3	U.S. 301/S.R. 62	E	Construct a westbound left turn lane
4	Moccasin Wallow Road/U.S. 301	D	Construct an eastbound left turn lane

5	Moccasin Wallow Road/U.S. 41	D	Construct a westbound left turn lane
6	Moccasin Wallow Road/I-75 NB Ramps	D	Signalize by MUTCD
7	Moccasin Wallow Road/Carter Road	D	Construct a southbound left turn lane and a second eastbound through lane

The purpose of the study is to facilitate transportation concurrency findings and quantify capacity needs of the project to be reserved. These are approved through a Certificate of Level of Service Compliance (CLOS). A CLOS is issued for three years from the date of development approval, which means the associated CLOS will not cover the development through the build out date of 2025. Note there is a process to request one CLOS extension of up to two years, and a later expiration date can be approved under the terms of a local development agreement. If you need additional information about either of these options, please contact us.

The TIA for this development identified site-related transportation improvements. These improvements shall be constructed prior to or concurrent with the first Final Plat for single family, the first Certificate of Occupancy (CO) for multi-family or the first CO for commercial development that takes access to Moccasin Wallow Road, Carter Road or Buffalo Road. The site-related transportation improvements include the following table.

#	LOCATION	LOS STD	SITE REQUIRED IMPROVEMENTS
1	Moccasin Wallow Road/Buffalo Road (Project Drive #1)	D	Construct a southbound left turn lane, construct a southbound right turn lane, construct a second eastbound left turn lane, construct a third eastbound through lane, and construct a third westbound through lane.
2	Moccasin Wallow Road/Project Drive #2	D	Construct a southbound right turn lane, construct a westbound right turn lane, construct an eastbound left turn lane, construct a second eastbound through lane, and construct a second westbound through lane.
3	Carter Road/Project Drive #3	E	Construct a second southbound through lane, construct an eastbound right turn lane, construct an eastbound left turn lane and construct a northbound left turn lane.

These improvements shall be shown and labeled with dimensions on the applicable Preliminary Site Plan, Final Site Plan and/or Construction Plan submittals. In addition, the improvements shall be installed, certified, inspected, accepted, and consistent with the applicable Final Site Plans and Construction Plans.

The Applicant shall be responsible for ensuring that all development proceeds with the terms and conditions of Transportation Concurrency requirements for the site, including being subject to requirements of the Land Development Code (LDC), Local Development Agreement (LDA) and the Comprehensive Plan.

**Date October 21, 2014**

---

Any required off-site improvements must be provided by either installation of mitigation alternatives acceptable to Manatee County. If Manatee County or a third party constructs all or part of the required improvements, Manatee County shall require payment within 90 days of the County's request for payment.

Please submit two (2) hard copies of the finalized signed and sealed TIA study, along with a CD of all electronic files and a PDF copy of the final study that includes a copy of this approval letter. Also please indicate on the cover the TIA approval date (mm/dd/yyyy) and marked approved. The package will be routed to the Building and Development Services Department, at 112 Manatee Avenue West, Bradenton, FL 34205, 4<sup>th</sup> floor Reviewer on Call for Concurrency and Permanent Records.

Please do not hesitate to contact Clarke Davis at 941.708.7450 ext. 7272 or me at the number below if you have any questions or require further assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Kollar", with a stylized flourish at the end.

Steve Kollar  
Transportation Systems Modeler  
Manatee County Public Works Department  
Transportation Planning Division  
Phone (941) 748-4501 Ext. 7604  
steve.kollar@mymanatee.org

## **QUESTION 21 – TRANSPORTATION**

**See State Comprehensive Plan (Chapter 187, F.S.)**

GOAL (11); POLICY (2) GOAL  
(12); POLICIES (3), (4) GOAL  
(16); POLICY (1)  
GOAL (18); POLICIES (1), (3), (4), (6)  
GOAL (20); POLICIES (2), (3), (8), (9), (10), (12), (13),  
(15) GOAL (25); POLICY (5)

The development entitlement sought by this DRI submittal is consistent with the above goals and policies.

ROADWAY LINKS: SEE TABLES 21-1 AND 21-3

EXISTING LEVEL OF SERVICE: SEE TABLE 21-4 (LINKS), TABLE 21-5  
(INTERSECTIONS)

ADOPTED LEVEL OF SERVICE STANDARD: SEE TABLE 21-2

LEVEL OF SERVICE AFTER PROJECT BUILDOUT: SEE TABLES 21-18 AND 21-  
19 (LINKS), TABLES 21-16 AND 21-17 (INTERSECTIONS)

- A. USING MAP J OR A TABLE AS A BASE, INDICATE EXISTING CONDITIONS ON THE HIGHWAY NETWORK WITHIN THE STUDY AREA (AS PREVIOUSLY DEFINED ON MAP J), INCLUDING AADT, PEAK HOUR TRIPS DIRECTIONAL, TRAFFIC SPLIT, LEVELS OF SERVICE, AND MAXIMUM SERVICE VOLUMES FOR THE ADOPTED LEVEL OF SERVICE (LOS). IDENTIFY THE ASSUMPTIONS USED IN THIS ANALYSIS, INCLUDING “K” FACTOR, DIRECTIONAL “D” FACTOR, FACILITY TYPE, NUMBER OF LANES, AND EXISTING SIGNAL LOCATIONS. (IF LEVELS OF SERVICE ARE BASED ON SOME METHODOLOGY OTHER THAN THE MOST RECENT PROCEDURES OF THE TRANSPORTATION RESEARCH BOARD AND FDOT, THIS SHOULD BE AGREED UPON AT THE PRE-APPLICATION CONFERENCE STAGE). IDENTIFY THE ADOPTED LOS STANDARDS OF THE FDOT, APPROPRIATE REGIONAL PLANNING COUNCIL, AND LOCAL GOVERNMENT FOR ROADWAYS WITHIN THE IDENTIFIED STUDY AREA. IDENTIFY WHAT IMPROVEMENTS OR NEW FACILITIES WITHIN THIS STUDY AREA ARE PLANNED, PROGRAMMED OR COMMITTED FOR IMPROVEMENT. ATTACH APPROPRIATE EXCERPTS FROM PUBLISHED CAPITAL IMPROVEMENTS PLANS, BUDGETS AND PROGRAMS SHOWING SCHEDULES AND TYPES OF WORK AND LETTERS FROM THE APPROPRIATE AGENCIES STATING THE CURRENT STATUS OF THE PLANNED, PROGRAMMED, AND COMMITTED IMPROVEMENTS.**

## 1. Introduction

The Robinson Gateway Development of Regional Impact (DRI) is a single phase, mixed-use development that is approximately 300 acres in size and located in northern unincorporated Manatee County, Florida. The development site is currently occupied by a landscaping and nursery business. The specific location of the Robinson Gateway DRI site is illustrated in Figure 21-1 and a concept plan is illustrated in Map H.

The Robinson Gateway DRI site is located in the northeast quadrant of the Interstate 75 (I-75) & Moccasin Wallow Road interchange (on the north side of Moccasin Wallow Road between I-75 and Carter Road). Access to the Robinson Gateway DRI is expected to be provided onto Moccasin Wallow Road and onto Carter Road. The general locations of these access points are shown on Map H herein.

The access plan along Moccasin Wallow Road is expected to consist of two (2) driveways. The first driveway will utilize the north leg of the existing Moccasin Wallow Road & Buffalo Road full-access intersection (Buffalo Road/Project Driveway #1). This intersection/driveway is expected to continue to provide for full turning movements to/from the site. The second driveway along Moccasin Wallow Road is proposed to be a directional left-turn in/right-turn in/right-turn out only access (Project Driveway #2). Access along Carter Road is expected to be provided via one (1) proposed full-access driveway (Project Driveway #3).

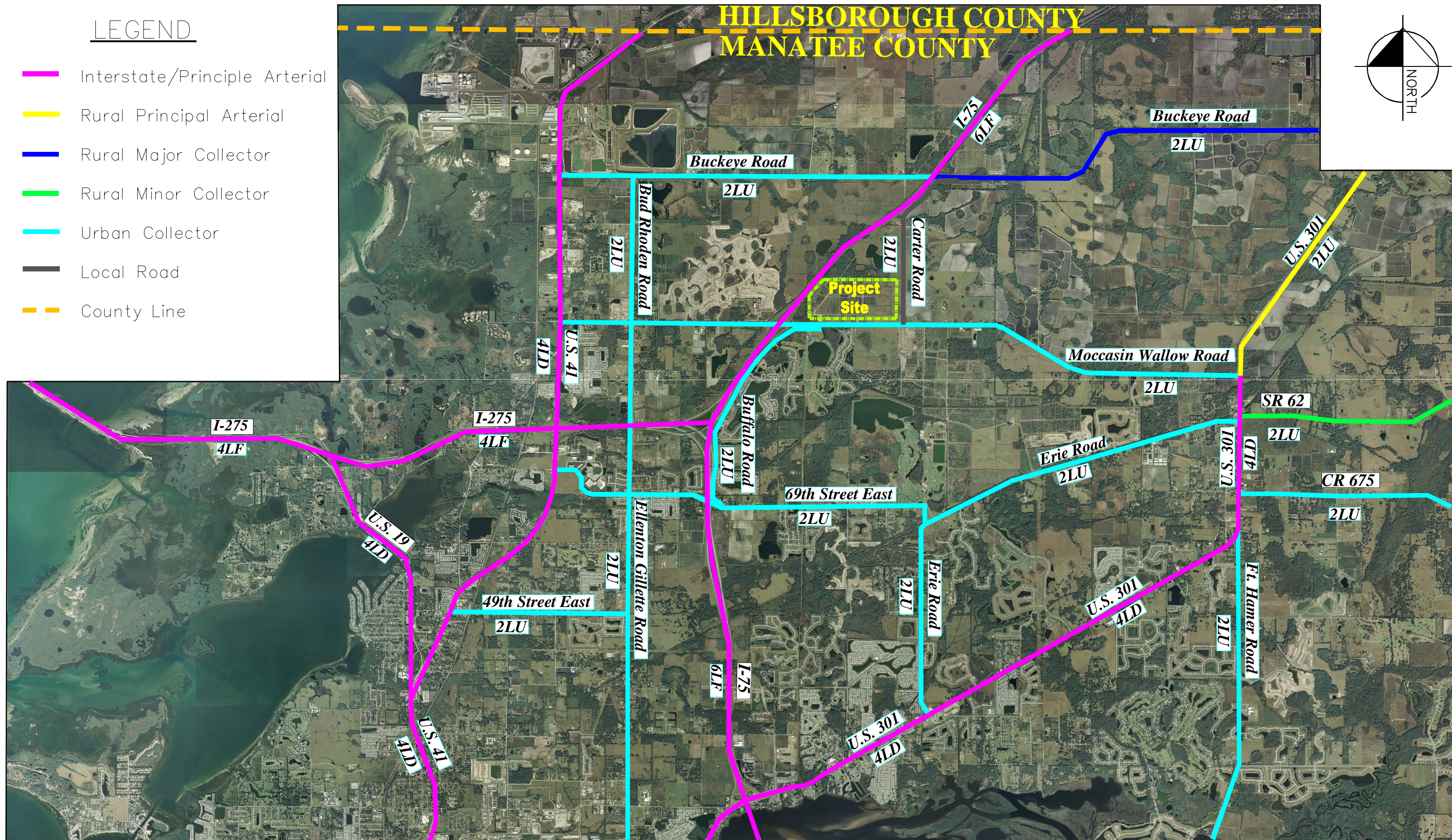
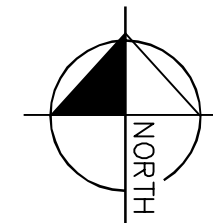
The Robinson Gateway DRI is expected to consist of up to 542 residential (condominium/townhouse) units, 350 hotel rooms, 600,000 square feet of office space, 900,000 square feet of retail space, and a 1,750 seat movie theater. As previously stated, this project will be developed in a single development phase with an ultimate Buildout year of 2025. For the purposes of this analysis, traffic conditions were evaluated for the existing conditions and the Buildout development phase.

The Transportation Study Methodology for this analysis, as prepared by the Applicant in conjunction with the reviewing public agencies and as approved in February 2013, is provided in Appendix 21-A, including follow-up correspondence from these agencies.



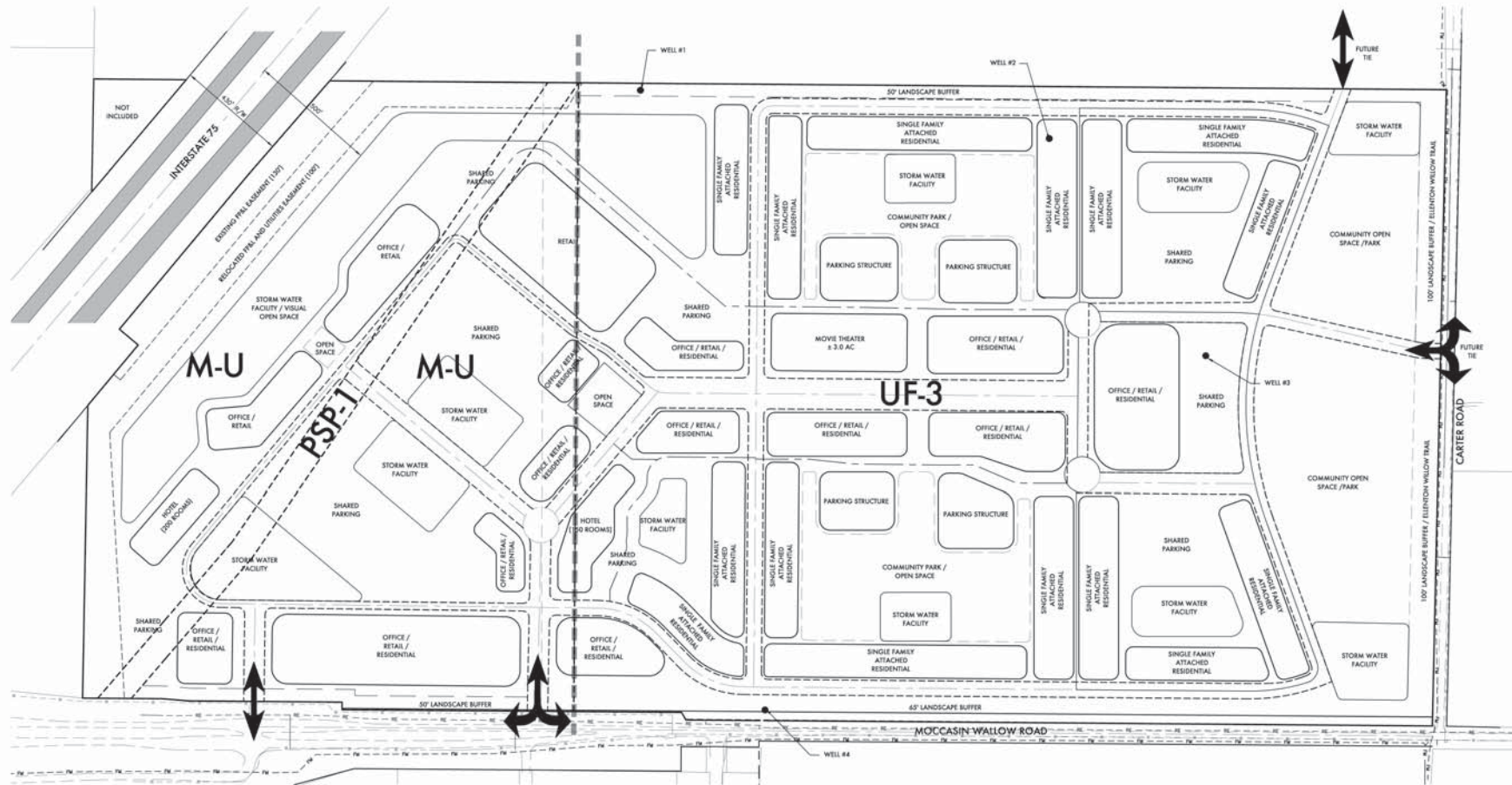
# LEGEND

- Interstate/Principle Arterial
- Rural Principal Arterial
- Rural Major Collector
- Rural Minor Collector
- Urban Collector
- Local Road
- County Line



K:\TAM\_TPT0\148913 - MW Gateway Development, LLC\001 - Robinson Gateway DRI II\CADD\Robinson Gateway Figs.dwg





### LAND USE SUMMARY:

LAND USE	UNITS/SF	ACRES
SINGLE FAMILY RESIDENTIAL	320 UNITS	±47.6 AC
OFFICE / RETAIL / RESIDENTIAL	200,000 SF/200,000 SF/ 222 UNITS	± 26.0 AC
RETAIL	300,000 SF	± 5.5 AC
OFFICE / RETAIL	400,000/100,000 SF	± 4.0 AC
MOVIE THEATER	1,750 SEATS	± 3.0 AC
HOTEL	350 ROOMS	± 3.0 AC
PARKING STRUCTURES	4	± 8.0 AC
SHARED PARKING		± 37.0 AC
EASEMENTS, RIGHTS OF WAY, PARKS, STORM WATER FACILITIES, OPEN SPACE & BUFFERS		± 153.8 AC
<b>TOTAL</b>		<b>± 287.9 AC</b>

OPEN SPACE SUMMARY	
COMMUNITY OPEN SPACE	± 40.0 AC
STORM WATER FACILITIES	±30.0 AC

FUTURE LAND USE CATEGORIES	
M-U	± 88.0 AC
PSP-1	± 6.88 AC
UF-3	±193.0 AC

NOTE:  
PROJECT WILL BE COMPLETED IN ONE (1) PHASE TO  
2025.

## 2. Identification of Study Area

As stated to in the methodology, the transportation study area for the Robinson Gateway DRI was identified in accordance with Chapter 380.06 FS, Rule 9J-2.045 Florida Administrative Code, and Chapter 163 FS, as applicable. Based upon these sources, the study area will include those regionally significant roadway links, intersections, and interchanges on which project traffic consumes 5.0 percent or greater of the adopted level of service (LOS) for the peak hour directional service volume of each affected roadway link. As agreed to in the methodology, the project traffic used in this analysis was the P.M. peak hour because this time period is expected to generate the highest number of project-related trips in any one hour of the day. However, as also agreed upon in the methodology, an analysis of the A.M. peak hour conditions was also undertaken for all project driveways, the I-75 & Moccasin Wallow Road interchange, and the Moccasin Wallow Road & Carter Road intersection. This evaluation is documented as part of the response to Question 21.B.

The study area consisted of existing roadways and those improvements funded for construction in the first three years of Manatee County's adopted Capital Improvement Program (CIP) and the Florida Department of Transportation's (FDOT's) Five-Year Work Program. The response to Question 21.A.5 summarizes programmed roadway improvements within the study area.

The agreed upon methodology for identifying the study area requires estimating project traffic on the surrounding roadway network comparing to the adopted LOS peak hour directional service volumes. Further details on project traffic estimates are reported in the response to Questions 21.B and 21.E.

The Robinson Gateway DRI study area was defined using the above-discussed agreed upon criteria. The study area is identified in Table 21-1, and illustrated in Figure 21-1 for the Buildout of the project.

Roadway links on which net, new P.M. peak hour project-generated traffic was estimated to consume 5.0 percent or greater of the adopted LOS peak hour directional service volume were then subjected to further detailed analyses. Those impacted roadways included portions of 49<sup>th</sup> Street, 69<sup>th</sup> Street, Buffalo Road, Carter Road, CR 675, Ellenton-Gillette Road, Erie Road, I-75, Moccasin Wallow Road, Palmview Road, SR 62, US 301, and US 41. In addition to the roadway links, there were 21 existing intersections and two (2) project driveways

(Project Driveway #2 and Project Driveway #3) included in the study area. The third project driveway (Project Driveway #1) is the northern leg to the Moccasin Wallow Road & Buffalo Road intersection; therefore, will be analyzed as part of the study area intersection analysis.

**TABLE 21-1  
STUDY NETWORK IDENTIFICATION  
ROBINSON GATEWAY DRI**

ROADWAY	FROM	TO	SERVICE VOLUMES				PROJECT VOLUMES			STUDY NETWORK DETERMINATION			
			EXISTING + COMMITTED LANEAGE	LOS Standard	P.M. PEAK-HOUR LOS STANDARD SERVICE VOLUME		PROJECT TRAFFIC ASSIGN.	P.M. PEAK-HOUR PROJECT TRAFFIC		PROJECT TRAFFIC PERCENT OF SERVICE VOLUME		WITHIN STUDY NETWORK?	
					NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
49th St E/Experimental Farm Rd	US 41 Canal Rd	Canal Rd Ellenton-Gillette Rd	2U	D	608	504	2%	23	34	3.8%	6.7%	N	Y
			2U	D	608	504	2%	23	34	3.8%	6.7%	N	Y
60th Ave E	US 301	Factory Shop Blvd	4U	D	1539	1264	1%	17	12	1.1%	0.9%	N	N
69th St E	US 41 Ellenton-Gillette Rd Buffalo Rd	Ellenton-Gillette Rd Buffalo Rd Erie Rd (CR 75)	2U	D	608	630	3%	35	50	5.8%	8.0%	Y	Y
			2U	D	760	630	8%	94	135	12.3%	21.4%	Y	Y
			2U	D	760	630	5%	84	58	11.1%	9.3%	Y	Y
Buckeye Rd	Bud Rhoden Rd Carter Rd	Carter Rd US 301 (Parrish)	2U	D	896	736	2%	23	34	2.6%	4.6%	N	N
			2U	C	632	520	1%	17	12	2.7%	2.2%	N	N
Bud Rhoden Rd	Buckeye Rd	Moccasin Wallow Rd	2U	D	608	504	1%	17	12	2.8%	2.3%	N	N
Buffalo Rd	69th St E	Moccasin Wallow Rd	2U	D	630	760	13%	152	219	24.1%	28.8%	Y	Y
Canal Rd / 16th Ave E	US 41	Mendoza Rd	2U	D	608	504	1%	12	17	1.9%	3.3%	N	N
Carter Rd	Moccasin Wallow Rd Project Driveway	Project Driveway Buckeye Rd	2U	D	576	464	27%	454	316	78.8%	68.0%	Y	Y
			2U	D	576	464	3%	50	35	8.8%	7.6%	Y	Y
CR 675	US 301 Rye Rd	Rye Rd SR 64	2U	C	384	312	3%	50	35	13.1%	11.2%	Y	Y
			2U	C	384	312	1%	17	12	4.4%	3.7%	N	N
Ellenton-Gillette Rd	Moccasin Wallow Rd 69th St E 49th Street E Mendoza Rd Memphis Rd	69th St E 49th Street E Mendoza Rd Memphis Rd US 301	2U	D	608	504	1%	12	17	1.9%	3.3%	N	N
			2U	D	608	504	4%	47	67	7.7%	13.3%	Y	Y
			2U	D	504	608	3%	35	50	7.0%	8.3%	Y	Y
			2U	D	608	504	2%	23	34	3.8%	6.7%	N	Y
			2U	D	608	504	1%	12	17	1.9%	3.3%	N	N
Erie Rd/CR 10	Erie Rd/CR 75	US 301 (Parrish)	2U	D	630	608	2%	34	23	5.3%	3.8%	Y	N
Erie Rd/CR 75	Erie Rd/CR 10	US 301 (Ellenton)	2U	D	504	760	2%	23	34	4.6%	4.4%	N	N
Ft Hamer Rd	US 301	Golf Course Rd	2U	D	630	760	2%	23	34	3.7%	4.4%	N	N
I-275	Hillsborough Co Bayshore Rd	Bayshore Rd I-75	4D	B	1800	2200	4%	67	47	3.7%	2.1%	N	N
			4D	D	3050	3720	6%	101	70	3.3%	1.9%	N	N
I-75	SR 70 SR 64 US 301 I-275 Moccasin Wallow Rd	SR 64 US 301 I-275 Moccasin Wallow Rd Hillsborough Co	6D	D	5580	4570	10%	117	168	2.1%	3.7%	N	N
			6D	D	5580	5580	16%	187	269	3.4%	4.8%	N	N
			6D	D	5580	5580	20%	234	336	4.2%	6.0%	N	Y
			6D	D	7420	6380	26%	304	437	4.1%	6.9%	N	Y
			6D	C	4220	3470	12%	202	140	4.8%	4.0%	N	N
Mendoza Rd/37th St	Ellenton-Gillette Rd	I-75	2U	D	608	504	1%	17	12	2.8%	2.3%	N	N
Moccasin Wallow Rd	US 41 Ellenton-Gillette Rd I-75 Buffalo Rd Carter Rd Saltsman Ranch	Ellenton-Gillette Rd I-75 Buffalo Rd Carter Rd Saltsman Ranch US 301	2U	D	504	608	9%	105	151	20.9%	24.9%	Y	Y
			2U	D	529	608	21%	245	353	46.4%	58.1%	Y	Y
			4D	D	1620	1330	60%	701	1,009	43.3%	75.9%	Y	Y
			2U	D	760	630	28%	471	327	62.0%	52.0%	Y	Y
			2U	D	576	464	24%	404	281	70.1%	60.5%	Y	Y
			2U	D	576	464	13%	219	152	38.0%	32.8%	Y	Y
Palmview Rd	US 19 US 41	US 41 Ellenton-Gillette Rd	2U	D	608	504	1%	12	17	1.9%	3.3%	N	N
			2U	D	608	504	2%	23	34	3.8%	6.7%	N	Y
SR 62	US 301	CR 39	2U	C	640	780	4%	67	47	10.5%	6.0%	Y	Y
SR 64	64th St E I-75 West Signal I-75 East Signal	I-75 West Signal I-75 East Signal Lena Rd	6D	D	2570	2110	4%	47	67	1.8%	3.2%	N	N
			6D	D	2570	2110	2%	23	34	0.9%	1.6%	N	N
			6D	D	2790	2290	2%	34	23	1.2%	1.0%	N	N
US 301	US 41 Ft Hamer Rd Moccasin Wallow Rd Hillsborough Co	Ft Hamer Rd Moccasin Wallow Rd Hillsborough Co SR 674	4D	D	1960	1600	2%	23	34	1.2%	2.1%	N	N
			4D	C	1550	1890	10%	168	117	10.9%	6.2%	Y	Y
			2U	C	640	780	2%	34	23	5.3%	3.0%	Y	N
			2U	C	780	640	2%	34	23	4.3%	3.7%	N	N
US 41	17th St E US 19 49th St E Canal Rd	US 19 49th St E Canal Rd 69th St E	4D	D	1530	1860	3%	35	50	2.3%	2.7%	N	N
			4D	D	1953	1607	7%	82	118	4.2%	7.3%	N	Y
			4D	D	1953	1607	6%	70	101	3.6%	6.3%	N	Y
			4D	D	1953	1607	6%	70	101	3.6%	6.3%	N	Y
	69th St E I-275 I-275 Moccasin Wallow Rd	I-275 Moccasin Wallow Rd Buckeye Rd	6D	D	2405	2930	6%	70	101	2.9%	3.4%	N	N
			4D	D	1860	1530	4%	47	67	2.5%	4.4%	N	N
			4D	D	1860	1530	5%	84	58	4.5%	3.8%	N	N
			4D	D	1860	1530	5%	84	58	4.5%	3.8%	N	N

Sources: Manatee County's Concurrency Transportation Link Sheet, dated July 26, 2012  
FDOT's 2009 Quality/Level of Service Handbook

### 3. Level of Service Standards and Service Volumes

Applicable LOS standards for roadways within the identified study area, as agreed upon in the methodology, are summarized in Table 21-2. All roadways within the study area shall maintain an acceptable LOS as documented by Manatee County and by the FDOT.

As agreed upon in the methodology, peak hour service volumes for the adopted LOS standards were based on the Manatee County Concurrency Transportation Link Sheet, dated July 26, 2012, and/or estimated using guidelines published by the FDOT in the *2009 Quality/Level of Service Handbook*. All variables used to determine peak-hour directional service volumes were based upon statewide averages as reported in the *2009 Quality/Level of Service Handbook*.

Table 21-3 identifies roadway characteristics, including the presence of left-turn lanes and right-turn lanes, and the peak hour directional service volume estimates on roadways within the study area. Supporting traffic data documentation and LOS tables are provided in Appendix 21-B.

**TABLE 21-2  
LEVEL OF SERVICE STANDARDS  
ROBINSON GATEWAY DRI**

ROADWAY	FROM	TO	ADOPTED LEVEL OF SERVICE STANDARD
49th St E/Experimental Farm Rd	US 41	Canal Rd	D
	Canal Rd	Ellenton-Gillette Rd	D
69th St E	US 41	Ellenton-Gillette Rd	D
	Ellenton-Gillette Rd	Buffalo Rd	D
	Buffalo Rd	Erie Rd (CR 75)	D
Buffalo Rd	69th St E	Moccasin Wallow Rd	D
Carter Rd	Moccasin Wallow Rd	Project Driveway	D
	Project Driveway	Buckeye Rd	D
CR 675	US 301	Rye Rd	C
Ellenton-Gillette Rd	69th St E	49th Street E	D
	49th Street E	Mendoza Rd	D
	Mendoza Rd	Memphis Rd	D
Erie Rd/CR 10	Erie Rd/CR 75	US 301 (Parrish)	D
I-75	SR 64	US 301	D
	US 301	I-275	D
	I-275	Moccasin Wallow Rd	D
	Moccasin Wallow Road	Hillsborough County Line	C
Moccasin Wallow Rd	US 41	Ellenton-Gillette Rd	D
	Ellenton-Gillette Rd	I-75	D
	I-75	Buffalo Rd	D
	Buffalo Rd	Carter Rd	D
	Carter Rd	US 301	D
Palmview Rd	US 41	Ellenton-Gillette Rd	D
SR 62	US 301	CR 39	C
US 301	Ft Hamer Rd	Moccasin Wallow Rd	C
	Moccasin Wallow Rd	Hillsborough Co	C
US 41	US 19	49th St E	D
	49th St E	Canal Rd	D
	Canal Rd	69th St E	D

Sources: Manatee County Concurrency Transportation Link Sheet, dated July 26, 2012  
FDOT

Source: FDOT, Manatee County

TABLE 21-3  
EXISTING ROADWAY CHARACTERISTICS  
ROBINSON GATEWAY DRI

ROADWAYFROMTO			EXISTING + COMMITTED ROADWAY CHARACTERISTICS														NOTES
			AREA TYPE	LANEAGE	LOS STD	LEFT-TURN LANE EXISTS <sup>(1)</sup>		RIGHT-TURN LANE EXISTS <sup>(2)</sup>		BASE P.M. PEAK- HOUR LOS STANDARD SERVICE VOLUME		ADJUSTED SERVICE VOLUME CALCULATION		ADJUSTED P.M. PEAK-HOUR LOS STANDARD SERVICE VOLUME			
						NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		
49th St E/Experimental Farm Rd	US 41	Canal Rd	U	2-U	D	N (0.8)	N (0.8)	N (1.0)	N (1.0)	760	630	760*0.8*1.0	630*0.8*1.0	608	504		
	Canal Rd	Ellenton-Gillette Rd	U	2-U	D	N (0.8)	N (0.8)	N (1.0)	N (1.0)	760	630	760*0.8*1.0	630*0.8*1.0	608	504		
69th St E	US 41	Ellenton-Gillette Rd	U	2-U	D	N (0.8)	Y (1.0)	N (1.0)	N (1.0)	760	630	760*0.8*1.0	630*1.0*1.0	608	630		
	Ellenton-Gillette Rd	Buffalo Rd	U	2-U	D	Y (1.0)	Y (1.0)	N (1.0)	N (1.0)	760	630	760*1.0*1.0	630*1.0*1.0	760	630		
	Buffalo Rd	Erie Rd (CR 75)	U	2-U	D	Y (1.0)	Y (1.0)	N (1.0)	N (1.0)	760	630	760*1.0*1.0	630*1.0*1.0	760	630		
Buffalo Rd	69th St E	Moccasin Wallow Rd	U	2-U	D	Y (1.0)	Y (1.0)	N (1.0)	N (1.0)	630	760	630*1.0*1.0	760*1.0*1.0	630	760		
Carter Rd	Moccasin Wallow Rd	Project Driveway	T	2-U	D	N (0.8)	N (0.8)	N (1.0)	N (1.0)	720	580	720*0.8*1.0	580*0.8*1.0	576	464		
	Project Driveway	Buckeye Rd	T	2-U	D	N (0.8)	N (0.8)	N (1.0)	N (1.0)	720	580	720*0.8*1.0	580*0.8*1.0	576	464		
CR 675	US 301	Rye Rd	R	2-U	C	N (0.8)	N (0.8)	N (1.0)	N (1.0)	480	390	480*0.8*1.0	390*0.8*1.0	384	312		
Ellenton-Gillette Rd	69th St E	49th Street E	U	2-U	D	N (0.8)	N (0.8)	N (1.0)	N (1.0)	760	630	760*0.8*1.0	630*0.8*1.0	608	504		
	49th Street E	Mendoza Rd	U	2-U	D	N (0.8)	N (0.8)	N (1.0)	N (1.0)	630	760	630*0.8*1.0	760*0.8*1.0	504	608		
	Mendoza Rd	Memphis Rd	U	2-U	D	N (0.8)	N (0.8)	N (1.0)	N (1.0)	760	630	760*0.8*1.0	630*0.8*1.0	608	504		
Erie Rd/CR 10	Erie Rd/CR 75	US 301 (Parrish)	U	2-U	D	Y (1.0)	N (0.8)	N (1.0)	N (1.0)	630	760	630*1.0*1.0	760*0.8*1.0	630	608		
I-75	SR 64	US 301	U	6-D	D	--	--	--	--	5,580	5,580	5,580	5,580	5,580	5,580	Southbound Auxiliary Lane (add 800 vph), Northbound 4 Lanes	
	US 301	I-275	U	6-D	D	--	--	--	--	5,580	5,580	5,580	5,580	5,580	5,580		
	I-275	Moccasin Wallow Rd	U	6-D	D	--	--	--	--	7,420	6,380	7,420	6,380	7,420	6,380		
	Moccasin Wallow Road	Hillsborough County Line	R	6-D	C	--	--	--	--	4,220	4,220	4,220	4,220	4,220	4,220		
Moccasin Wallow Rd	US 41	Ellenton-Gillette Rd	U	2-U	D	N (0.8)	N (0.8)	N (1.0)	N (1.0)	630	760	630*0.8*1.0	760*0.8*1.0	504	608	4 Lane Divided from Gateway Blvd to Buffalo Road	
	Ellenton-Gillette Rd	I-75	U	2-U	D	N (0.8)	N (0.8)	Y (1.05)	N (1.0)	630	760	630*0.8*1.05	760*0.8*1.0	529	608		
	I-75	Buffalo Rd	U	4-D	D	Y (1.0)	Y (1.0)	N (1.0)	N (1.0)	1,620	1,330	1,620*1.0*1.0	1,330*1.0*1.0	1,620	1,330		
	Buffalo Rd	Carter Rd	U	2-U	D	Y (1.0)	Y (1.0)	N (1.0)	N (1.0)	760	630	760*1.0*1.0	630*1.0*1.0	760	630		
	Carter Rd	US 301	T	2-U	D	N (0.8)	N (0.8)	N (1.0)	N (1.0)	720	580	720*0.8*1.0	580*0.8*1.0	576	464		
Palmview Rd	US 41	Ellenton-Gillette Rd	U	2-U	D	N (0.8)	N (0.8)	N (1.0)	N (1.0)	760	630	760*0.8*1.0	630*0.8*1.0	608	504		
SR 62	US 301	CR 39	R	2-U	C	Y (1.0)	Y (1.0)	N (1.0)	N (1.0)	640	780	640*1.0*1.0	780*1.0*1.0	640	780		
US 301	Ft Hamer Rd	Moccasin Wallow Rd	U	4-D	C	Y (1.0)	Y (1.0)	N (1.0)	N (1.0)	1,550	1,890	1,550*1.0*1.0	1,890*1.0*1.0	1,550	1,890		
	Moccasin Wallow Rd	Hillsborough Co	U	2-U	C	Y (1.0)	Y (1.0)	N (1.0)	N (1.0)	640	780	640*1.0*1.0	780*1.0*1.0	640	780		
US 41	US 19	49th St E	U	4-D	D	Y (1.0)	Y (1.0)	Y (1.05)	Y (1.05)	1,860	1,530	1,860*1.0*1.05	1,530*1.0*1.05	1,953	1,607		
	49th St E	Canal Rd	U	4-D	D	Y (1.0)	Y (1.0)	Y (1.05)	Y (1.05)	1,860	1,530	1,860*1.0*1.05	1,530*1.0*1.05	1,953	1,607		
	Canal Rd	69th St E	U	4-D	D	Y (1.0)	Y (1.0)	Y (1.05)	Y (1.05)	1,860	1,530	1,860*1.0*1.05	1,530*1.0*1.05	1,953	1,607		

(1)For intersections where left turns are permitted and a left-turn lane does not exist, the corresponding base service volume was reduced by 20% (Adjusted Service Volume) per the FDOT 2009 QLOS Handbook.  
(2)For intersections where right turns are permitted and a right-turn lane exists, the corresponding base service volume was increased by 5% (Adjusted Service Volume) per the FDOT 2009 QLOS Handbook.

#### 4. Existing Traffic Conditions

Existing traffic conditions of roadway segments in the study area were evaluated by comparing existing P.M. peak hour traffic volumes with estimates of adopted LOS peak hour directional service volumes.

Existing conditions for intersections in the study area were evaluated based upon the agreed upon methodology using procedures documented in the Transportation Research Board's *Highway Capacity Manual (HCM)*, dated 2000, as summarized in the *HCM* outputs of the *Synchro* analysis software for signalized and unsignalized intersections. It should be noted that the study area identified for the ultimate project Buildout year (2025) was used in the evaluation of existing conditions.

Current P.M. peak hour traffic estimates of roadways within the study area were obtained from turning movement counts undertaken by Kimley-Horn and Associates, Inc. (KHA). As agreed to in the methodology, traffic counts conducted in 2009, 2010, and 2011 were utilized in conjunction with "calibration factors" to obtain existing (2012) conditions for the study intersections. The "calibration factors" were calculated by conducting 2012 counts at the intersections adjacent to the project site (i.e. Moccasin Wallow Road & I-75 Interchange, Moccasin Wallow Road & Buffalo Road, and Moccasin Wallow Road & Carter Road) and comparing them to traffic counts previously collected in 2009. A "calibration factor" (i.e. growth rate) of 2.6% per year was calculated and utilized in the analysis. The traffic count documentation and "calibration factor" calculations are provided in Appendix 21-C. Table 21-4 indicates the existing P.M. peak-hour traffic volumes and levels of service on roadways within the study area.

The traffic volumes shown in Table 21-4 were obtained from turning movement counts along the roadway links and adjusted to reflect peak-season conditions using the Peak Season Correction Factors for the appropriate year (i.e. 2009, 2010, or 2011) as provided by the FDOT. As shown in this table, all study area roadway segments currently operate at an acceptable LOS. Traffic count source documentation and assumptions used in estimating peak-season volumes are provided in Appendix 21-C.



**TABLE 21-4  
EXISTING ROADWAY ANALYSIS  
ROBINSON GATEWAY DRI**

ROADWAY			FROM			TO			EXISTING P.M. PEAK-HOUR LINK CONDITIONS						ADOPTED LEVEL OF SERVICE STANDARD	
									E+C LANEAGE	EXISTING LOS STANDARD SERVICE VOLUME		EXISTING VOLUME		EXISTING VOLUME LOS		
										NB/EB	SB/WB	NB/EB	SB/WB	NB/EB		SB/WB
49th St E/Experimental Farm Rd	US 41 Canal Rd	Canal Rd Ellenton-Gillette Rd	2-U 2-U	608 608	504 504	139 139	125 125	C C	C C	D D						
69th St E	US 41 Ellenton-Gillette Rd Buffalo Rd	Ellenton-Gillette Rd Buffalo Rd Erie Rd (CR 75)	2-U 2-U 2-U	608 760 760	630 630 630	560 558 358	251 242 256	D D C	C C C	D D D						
Buffalo Rd	69th St E	Moccasin Wallow Rd	2-U	630	760	106	139	C	C	D						
Carter Rd	Moccasin Wallow Rd Project Driveway	Project Driveway Buckeye Rd	2-U 2-U	576 576	464 464	13 13	5 5	C C	C C	D D						
CR 675	US 301	Rye Rd	2-U	384	312	259	229	C	C	C						
Ellenton-Gillette Rd	69th St E 49th Street E Mendoza Rd	49th Street E Mendoza Rd Memphis Rd	2-U 2-U 2-U	608 504 608	504 608 504	272 333 404	264 342 318	C D D	C C D	D D D						
Erie Rd/CR 10	Erie Rd/CR 75	US 301 (Parrish)	2-U	630	608	93	102	C	C	D						
I-75	SR 64 US 301 I-275 Moccasin Wallow Road	US 301 I-275 Moccasin Wallow Rd Hillsborough County Line	6-D 6-D 6-D 6-D	5,580 5,580 7,420 4,220	5,580 5,580 6,380 4,220	4,502 3,258 2,705 2,544	3,672 3,256 2,296 2,108	C B B B	C B B B	D D D C						
Moccasin Wallow Rd	US 41 Ellenton-Gillette Rd I-75 Buffalo Rd Carter Rd Carter Rd	Ellenton-Gillette Rd I-75 Buffalo Rd Carter Rd US 301	2-U 2-U 4-D 2-U 2-U	504 529 1,620 760 576	608 608 1,330 630 464	150 118 438 475 368	179 172 215 176 176	C C C C D	C C C C C	D D D D D						
Palmview Rd	US 41	Ellenton-Gillette Rd	2-U	608	504	110	49	C	C	D						
SR 62	US 301	CR 39	2-U	640	780	125	179	B	B	C						
US 301	Ft Hamer Rd Moccasin Wallow Rd	Moccasin Wallow Rd Hillsborough Co	4-D 2-U	1,550 640	1,890 780	326 243	409 151	B B	B B	C C						
US 41	US 19 49th St E Canal Rd	49th St E Canal Rd 69th St E	4-D 4-D 4-D	1,953 1,953 1,953	1,607 1,607 1,607	1,461 1,283 1,283	1,060 989 989	B B B	B B B	D D D						

Sources: FDOT's 2009 Quality/LOS Handbook  
Manatee County Concurrency Transportation Link Sheet, dated July 26, 2012

An existing intersection capacity analysis was also performed for P.M. peak hour conditions at intersections within the study area. In addition, as previously stated, four (4) study area intersections near the project site were analyzed for A.M. peak hour conditions. This analysis was conducted using the *HCM 2000* outputs of the most recent version (version 8) of the *Synchro* analysis software for signalized and unsignalized intersections. The intersections were analyzed using existing plus committed lane geometry and traffic control configurations; including signal phasing patterns and cycle lengths for signalized locations as provided by Manatee County. The Manatee County signal timing information is provided in Appendix 21-C. Table 21-5 summarizes the results of the intersection analysis.

As shown in Table 21-5, three (3) of the four (4) study intersections analyzed during the A.M. peak hour currently operate at an acceptable LOS and 21 of the 21 study intersections analyzed during the P.M. peak hour currently operate at an acceptable LOS. It should be noted that the failing intersection for the A.M. peak hour is unsignalized; therefore the LOS on the worst minor street movement is reported. It should also be noted that it is the worst side street approach that operates below the intersection LOS standard while the major roadway operates at free-flow conditions with negligible delay. Worksheets documenting this analysis are provided in Appendix 21-D.

In addition to the intersection analyses, ramp analyses were conducted for each of the I-75 interchange ramps along Moccasin Wallow Road utilizing *HCS 6.5*. As summarized in Table 21-6, the I-75 ramps currently operate at an acceptable LOS. Detailed ramp analysis worksheets are included in Appendix 21-E.

**TABLE 21-5  
EXISTING PEAK HOUR INTERSECTION ANALYSIS  
ROBINSON GATEWAY DRI**

INTERSECTION	PEAK-HOUR LOS STANDARD	OPERATION TYPE	EXISTING PEAK-HOUR LOS
<b>PM PEAK HOUR</b>			
49th Street E/Experimental Farm Rd at Ellenton-Gillette Road	D / E <sup>(1)</sup>	Unsignalized	B <sup>(2)</sup>
69th Street E at US 41	D	Signalized	C
69th Street E/Erie Road/CR 10 at Erie Road/CR 75	D	Signalized <sup>(3)</sup>	B
Buffalo Road at 69th Street E	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>
Ellenton-Gillette Road at Moccasin Wallow Road	D / E <sup>(1)</sup>	Unsignalized	B <sup>(2)</sup>
Ellenton-Gillette Road at 69th Street E	D	Signalized	B
Ellenton-Gillette Road at Mendoza Road	D / E <sup>(1)</sup>	Unsignalized	E <sup>(2)</sup>
Erie Road/CR 10 at US 301 (Parrish)	D / E <sup>(1)</sup>	Unsignalized	B <sup>(2)</sup>
Moccasin Wallow Road at US 41	D / E <sup>(1)</sup>	Unsignalized	E <sup>(2)</sup>
Moccasin Wallow Road at I-75 SB Ramps (West)	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>
Moccasin Wallow Road at I-75 NB Ramps (East)	D / E <sup>(1)</sup>	Unsignalized	B <sup>(2)</sup>
Moccasin Wallow Road at Buffalo Road/Project Driveway #1	D / E <sup>(1)</sup>	Unsignalized	B <sup>(2)</sup>
Moccasin Wallow Road at Carter Road	D / E <sup>(1)</sup>	Unsignalized	A <sup>(2)</sup>
Moccasin Wallow Road at US 301	D / E <sup>(1)</sup>	Unsignalized	B <sup>(2)</sup>
US 301 at Fort Hamer Road	D	Signalized <sup>(3)</sup>	A
US 301 at CR 675	C / E <sup>(1)</sup>	Unsignalized	E <sup>(2)</sup>
US 301 at SR 62	C / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>
US 301 at Buckeye Road	C / E <sup>(1)</sup>	Unsignalized	B <sup>(2)</sup>
US 301 at Lightfoot Road	C / E <sup>(1)</sup>	Unsignalized	B <sup>(2)</sup>
US 41 at 49th Street E/Experimental Farm Road	D	Signalized	B
Carter Road at Buckeye Road	D / E <sup>(1)</sup>	Unsignalized	A <sup>(2)</sup>
<b>AM PEAK HOUR</b>			
Moccasin Wallow Road at I-75 SB Ramps (West)	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>
Moccasin Wallow Road at I-75 NB Ramps (East)	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>
Moccasin Wallow Road at Buffalo Road/Project Driveway #1	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>
Moccasin Wallow Road at Carter Road	D / E <sup>(1)</sup>	Unsignalized	B <sup>(2)</sup>

Notes:

(1) - Higher LOS Standard (LOS C or D) based on roadway link LOS; however, Manatee County allows unsignalized intersections to operate at LOS E.

(2) - Indicates LOS on worst minor-street movement/approach.

(3) - Operation type after Committed Improvement.

**TABLE 21-6  
EXISTING I-75 RAMPS ANALYSIS  
ROBINSON GATEWAY DRI**

MOCCASIN WALLOW ROAD INTERCHANGE RAMP		EXISTING PEAK-HOUR LOS
AM PEAK HOUR		
I-75 Northbound Merge		A
I-75 Northbound Diverge		B
I-75 Southbound Merge		A
I-75 Southbound Diverge		B
PM PEAK HOUR		
I-75 Northbound Merge		A
I-75 Northbound Diverge		B
I-75 Southbound Merge		A
I-75 Southbound Diverge		B

## 5. Scheduled Roadway Improvements

The identification of scheduled roadway improvements within the study area was performed based upon a review of the currently adopted Five-Year CIP for Manatee County and the FDOT's Five-Year Work Program. For this analysis, any roadway improvements scheduled for construction in the first three years of the above programs were considered.

The above review indicated that several scheduled roadway or intersection improvements are either proposed or currently under construction within the study area previously identified in Table 21-1. Documentation of the scheduled/planned improvements for the appropriate work programs is provided in Appendix 21-C. These roadway improvements, which also include intersection improvements (i.e., turn lane additions), are provided below:

- Erie Road & 69<sup>th</sup> Street Intersection (Manatee County)
  - Modification and alignment of existing intersection to include addition of turn lanes and new signalization
- US 301 & Fort Hamer Road intersection
  - Realign, signalize, and construct turn lanes in all directions; and
- US 301 – CR 675 to Moccasin Wallow Road (FDOT and Manatee County)
  - Widen from 2 lanes to 4 lanes

The above identified scheduled improvements have been assumed to be constructed for the existing conditions analysis.

**B. PROVIDE A PROJECTION OF VEHICLE TRIPS EXPECTED TO BE GENERATED BY THIS DEVELOPMENT. STATE ALL STANDARDS AND ASSUMPTIONS USED, INCLUDING TRIP-END GENERATION RATES BY LAND USE TYPES, SOURCES OF DATA, MODAL SPLIT, PERSONS PER VEHICLE, ETC., AS APPROPRIATE. THE ACCEPTABLE METHODOLOGY TO BE USED FOR PROJECTING TRIP GENERATION (INCLUDING THE FLORIDA STANDARD URBAN TRANSPORTATION MODEL STRUCTURE OR THE INSTITUTE OF TRANSPORTATION ENGINEERS TRIP GENERATION RATES) SHALL BE DETERMINED AT THE PRE-APPLICATION CONFERENCE STAGE.**

As agreed upon in the methodology, a projection of vehicle trips expected to be generated by the proposed development was calculated using trip generation rates and equations published in the Institute of Transportation Engineers' (ITE), *Trip Generation*, 8<sup>th</sup> Edition, the current edition as of the formal methodology submittal. It should be noted that in all cases, with the exception of the hotel use (for all time periods) and the movie theatre (A.M. peak hour and daily basis), the trip generation estimates were calculated using the appropriate equations provided in *Trip Generation*. For the hotel use, the trip generation estimates were developed using the average trip rates provided, since no equations were available for this land use, and the  $R^2$  value for the regression equation was  $< 0.75$ . For the movie theatre, no trip generation information is currently available for the A.M. peak hour or on a daily basis. The lack of data is not critical in the A.M. peak hour for this use since no traffic is expected during this time period. For the daily estimate, a daily rate was derived as summarized below.

Due to the fact that movie theater uses typically experience their highest trip rates during the Friday to Sunday "weekend" period, ITE's *Trip Generation*, 8<sup>th</sup> Edition, has limited data for a typical weekday. For "seats", *Trip Generation*, 8<sup>th</sup> Edition, contains a weekday P.M. peak hour rate, but does not contain a daily rate. Therefore, a daily trip generation rate for the Multiplex Movie Theater was calculated based on information contained in an ITE Journal article, dated 1985, in conjunction with the data contained within *Trip Generation*, 8<sup>th</sup> Edition. The ITE Journal article included weekday trip generation calculations for the P.M. peak hour and daily periods on a per movie screen basis. In order to calculate a daily trip generation rate based on "seats", a daily-to-P.M. peak hour ratio for the ITE Journal article "movie screen" data was calculated then applied to the P.M. peak hour rate for "seats" from *Trip Generation*, 8<sup>th</sup> Edition. The ITE Journal article data resulted in a daily-to-P.M. peak hour ratio of 9.13 daily trips to 1 P.M. peak hour trip. Applying this ratio to the *Trip Generation*, 8<sup>th</sup> Edition, P.M. peak hour trip rate of 0.08 trips per seat the resulting daily rate is 0.73 trips per seat. Table 21-7 indicates the land uses, land use codes, sizes, and gross trip-ends estimated at Buildout for the proposed development. Documentation of the trip generation estimates, including the ITE Journal article, is provided in Appendix 21-F.

**TABLE 21-7**  
**GROSS TRIP GENERATION ESTIMATES THROUGH BUILDOUT (2025) CONDITIONS**  
**ROBINSON GATEWAY DRI**

Land Use	LUC	Size	Daily Trips (Two-Way)	A.M. Peak-Hour Trips		P.M. Peak-Hour Trips	
				In	Out	In	Out
Residential Condominium / Townhouse	230	542 d.u.	2,798	34	166	161	79
Hotel	310	350 rooms	2,860	136	99	120	125
Multiplex Movie Theater	445	1,750 seats	1,278	0	0	50	90
General Office Building	710	400 ksf	3,880	501	68	90	437
General Office Building	710	200 ksf	2,274	288	39	52	251
Shopping Center	820	900 ksf	28,326	343	220	1,359	1,414
<b>Total Trips</b>			<b>41,416</b>	<b>1,302</b>	<b>592</b>	<b>1,832</b>	<b>2,396</b>

Source: ITE, Trip Generation, 8th Edition, 2008

As shown in Table 21-7, the anticipated total (gross) trip generation for the development is as follows: Daily – 41,416 trips (20,708 in, 20,708 out), A.M. – 1,894 trips (1,302 in, 592 out), and P.M. – 4,228 trips (1,832 in, 2,396 out). It should be noted, as stated in the agreed upon methodology, that since the project is expected to generate significantly more trips in the P.M. peak hour than the A.M. peak hour, only the P.M. peak hour was evaluated in this analysis at impacted roadway segments and intersections, with the exception of the previously identified four (4) intersections near the project site that were also evaluated in the A.M. peak hour.

Subsequent to the methodology meeting and formal methodology submittal, ITE released an updated edition of *Trip Generation* (9<sup>th</sup> Edition). A P.M. peak hour trip generation calculation was performed to determine if the trip generation should be revised to reflect the updated trip generation rates. Based on *Trip Generation*, 9<sup>th</sup> Edition, the anticipated total (gross) P.M. peak hour trip generation is 4,012 trips. This is 216 trips less than estimated utilizing *Trip Generation*, 8<sup>th</sup> Edition (4,228 trips). Because *Trip Generation*, 8<sup>th</sup> Edition provided a more conservative trip generation estimation the trip generation rates and equations from *Trip Generation*, 8<sup>th</sup> Edition, as agreed to in the methodology, were utilized.



**C. ESTIMATE THE INTERNAL/EXTERNAL SPLIT FOR THE GENERATED TRIPS AT THE END OF EACH PHASE OF DEVELOPMENT AS IDENTIFIED IN (B) ABOVE. USE THE FORMAT BELOW AND INCLUDE A DISCUSSION OF WHAT ASPECTS OF THE DEVELOPMENT (I.E., PROVISION OF ON-SITE SHOPPING AND RECREATION FACILITIES, ON-SITE EMPLOYMENT OPPORTUNITIES, ETC.) WILL ACCOUNT FOR THIS INTERNAL/EXTERNAL SPLIT. PROVIDE SUPPORTING DOCUMENTATION SHOWING HOW SPLITS WERE ESTIMATED, SUCH AS THE RESULTS OF THE FLORIDA STANDARD URBAN TRANSPORTATION MODEL STRUCTURE (FSUTMS) MODEL APPLICATION. DESCRIBE THE EXTENT TO WHICH THE PROPOSED DESIGN AND LAND USE MIX WILL FOSTER A MORE COHESIVE, INTERNALLY SUPPORTED PROJECT.**

As agreed to in the methodology, internal capture, pass-by capture, and diverted trip capture of project traffic have been estimated based upon the review and application of methodologies published in the ITE *Trip Generation Handbook* (including the appropriate worksheets) and an ITE Journal article.

The land uses to be developed within the Robinson Gateway DRI will have a reasonable amount of interaction. It is expected that the retail and office components will be oriented to serve the residential and hotel components on-site and, thus, capture vehicle trips internally. The total internal capture trips were calculated for the project site based on the internal capture methodologies documented in the ITE *Trip Generation Handbook*. As summarized in the Table 21-8, the anticipated internal capture percentages through the Buildout phase of the Robinson Gateway DRI are as follows: Daily – 17.4%, A.M – 8.1%, and P.M. 15.0%. Documentation on the internal capture used is provided in Appendix 21-F.

In addition to internal capture trips, certain entering and exiting project-related trips, which are existing or future background traffic, pass-by the project site along the adjacent public roadway system (e.g., Moccasin Wallow Road, Buffalo Road, and Carter Road). These “pass-by” trips are associated with the retail land uses on-site and are not considered new trips on the public roadway system. The total pass-by capture trips were calculated for the retail component of the site based on the pass-by rate documented in the ITE *Trip Generation Handbook*. As agreed to in the methodology, the calculated pass-by trips were compared to a limit of 10 percent of the future background traffic estimates adjacent to the project site. The unconstrained pass-by trips calculated from ITE data was 512 trips and the 10 percent limit based on the future background traffic estimates adjacent to the project site was 260 trips ( $2,605 \text{ trips} \times 10\% = 260$ ); therefore, the pass-by trips were limited to 260 trips. Documentation on the pass-by capture used is provided in Appendix 21-F.

In addition to internal capture and pass-by capture trips, diverted trips were also considered in this analysis. Since the project site is located adjacent to an interstate interchange (I-75 & Moccasin Wallow Road), it is reasonable to estimate that a portion of the interstate traffic will be diverted off of I-75 and onto Moccasin Wallow Road to access the project site. As detailed in the methodology, the amount of diverted trips was estimated based upon similar size sites identified in the ITE *Trip Generation Handbook*. As summarized in the Appendix 21-F, the average diverted trip percentage calculated for sites of similar sizes is 29 percent. The calculated diverted traffic (2,481 trips x 29% = 720 trips) was then compared to the previously agreed to limit of five (5) percent of future background traffic on I-75 adjacent to the project site (7,272 trips x 5% = 364 trips). Because the five percent limit (364 trips) was less than the ITE calculated diverted trips (720 trips), the diverted trip calculation was limited to five (5) percent of the future background traffic on I-75 adjacent to the site. The reduction for diverted trips from I-75 has been identified separately in the trip generation calculations included in Appendix 21-F.

The results of the reduction in internal capture trips, pass-by capture trips, and diverted trips produced net, new trips, are as follows: Daily – 25,998 trips (12,999 in, 12,999 out), A.M. – 1,640 trips (1,175 in, 465 out), and P.M. – 2,968 trips (1,202 in, 1,766 out). Table 21-8 indicates the internal capture, pass-by capture, and diverted trip capture calculations.

Documentation on the internal capture, pass-by capture, and diverted trip capture used is provided in Appendix 21-F.

**TABLE 21-8**  
**NET NEW INTERNAL/EXTERNAL TRIP ESTIMATES THROUGH BUILDOUT (2025) CONDITIONS**  
**ROBINSON GATEWAY DRI**

	Daily Trips (Two-Way)	A.M. Peak-Hour Trips		P.M. Peak-Hour Trips	
		In	Out	In	Out
Total Gross Trip-Ends	<b>41,416</b>	<b>1,302</b>	<b>592</b>	<b>1,832</b>	<b>2,396</b>
Internal Capture Trips <sup>(1)</sup>	<u>-7,216</u>	<u>-77</u>	<u>-77</u>	<u>-318</u>	<u>-318</u>
Total External Trip-Ends	<b>34,200</b>	<b>1,225</b>	<b>515</b>	<b>1,514</b>	<b>2,078</b>
Diverted and Pass-by Capture Trips	<u>-8,438</u>	<u>-50</u>	<u>-50</u>	<u>-312</u>	<u>-312</u>
<b>Total New External Trips-Ends</b>	<b>25,762</b>	<b>1,175</b>	<b>465</b>	<b>1,202</b>	<b>1,766</b>

Source: ITE, Trip Generation, 8th Edition, 2008

ITE, Trip Generation Handbook, 2nd Edition, 2004

Note: (1) Internal Capture - Daily 17.4%, A.M. Peak Hour 8.1%, and P.M. Peak Hour 15.0%

- D. PROVIDE A PROJECTION OF TOTAL PEAK HOUR DIRECTIONAL TRAFFIC, WITH THE DRI, ON THE HIGHWAY NETWORK WITHIN THE STUDY AREA AT THE END OF EACH PHASE OF DEVELOPMENT. IF THESE PROJECTIONS ARE BASED ON A VALIDATED FSUTMS, STATE THE SOURCE DATE AND NETWORK OF THE MODEL AND OF THE TAZ PROJECTIONS. IF NO STANDARD MODEL OR PROCEDURE IS USED, DESCRIBE IT IN DETAIL AND INCLUDE DOCUMENTATION SHOWING ITS VALIDITY. DESCRIBE THE PROCEDURE USED TO ESTIMATE AND DISTRIBUTE TRAFFIC WITH FULL DRI DEVELOPMENT IN SUBZONES AT BUILDOUT AND AT INTERIM PHASE-END YEARS. THESE ASSIGNMENTS MAY REFLECT THE EFFECTS OF ANY NEW ROAD IMPROVEMENTS WHICH ARE PROGRAMMED IN ADOPTED CAPITAL IMPROVEMENT PROGRAMS AND/OR COMPREHENSIVE PLANS TO BE CONSTRUCTED DURING DRI CONSTRUCTION; HOWEVER, THE INCLUSION OF SUCH ROADS SHOULD BE CLEARLY IDENTIFIED. SHOW THESE LINK PROJECTIONS ON MAPS OR TABLES OF THE STUDY AREA NETWORK, ONE MAP OR TABLE FOR EACH PHASE-END YEAR. DESCRIBE HOW THESE CONCLUSIONS WERE REACHED.**

Total traffic (background plus project) was estimated for the Buildout year (2025). The traffic volumes were calculated as the sum of existing traffic volumes, background growth to 2025 using growth rates, and new project traffic. The project, background, and total volume estimates for Buildout are shown in Table 21-9 and are documented in Appendix 21-G.

#### Background Traffic

As agreed upon in the methodology, non-project related (background) growth was forecasted using the most recent, at the time of the methodology review, Sarasota-Manatee-Charlotte (SMC) travel demand forecasting model as well as calculated growth rates derived from historical traffic count data near the study area.

#### *Model Growth*

The existing plus committed roadway network was assumed for Buildout (2025). As agreed upon in the methodology, the growth rates for Buildout were calculated based on the projected traffic volume increase from the Base year (2007) model volumes to Buildout (2025) model volumes. The model volumes were taken from the year 2007 and year 2025 model runs, which used socioeconomic (ZDATA) land use data that was interpolated between the model's base year and future year ZDATA estimates.

As agreed upon in the methodology, in addition to model growth of the ZDATA, land use data for ongoing Developments of Regional Impact (DRIs) were added to the year 2025 ZDATA. As listed in the methodology, the following DRIs were included in the model ZDATA:

- Creekwood (DRI No. 102);
- Gateway North (DRI No. 218);
- Gulfcoast Factory Shops (DRI No. 229);
- Heritage Harbour (DRI No. 240);
- Parrish Lakes (DRI No. 269);
- River Club Park of Commerce (DRI No. 239);
- Southshore Corporate Park (DRI No. 249);
- Tara (DRI No. 66); and
- Waterset / Wolfcreek Branch (DRI No. 266).

It should be noted that only the specific development approvals of the above DRIs through year 2025 were included in the model runs. Documentation of the development levels for the DRIs included in the model are provided in Appendix 21-H.

In addition to the above DRIs, the socio-economic data for approved developments in Manatee County near the project site was included in the FSUTMS model. The levels of development to be included in the model were based upon the land uses and intensities that are currently approved and the proposed buildout date of the development as obtained from the Sarasota-Manatee County Metropolitan Planning Organization and Manatee County. The model traffic data was then utilized to calculate a compound growth rate based on the base year and Buildout year volumes. A summary table depicting the adjustments made to the socio-economic data used in the analysis as well as documentation summarizing the model growth rate calculations are included in the Appendix 21-H.

#### *Historical Growth*

Historical traffic count data for state roads near the study area was obtained from FDOT's *Florida Traffic Online* software program. The historical traffic data was then utilized to calculate a compound growth rate based on the previous 10 years of traffic data, where available. Documentation summarizing the historical traffic count growth calculation is provided in Appendix 21-H.

### *Background Growth*

As agreed upon in the methodology, the background growth was forecast utilizing information from several sources including the model and historical growth rates. The model and historical growth rates were compared and it was determined that they provided similar growth rates along the study roadway links, although the model provided an estimated future growth more reflective of the anticipated DRI developments in the surrounding areas. Therefore the model growth rates (calculated by corridor) were utilized for the background growth calculations. The growth rates were applied to actual existing conditions traffic volumes to obtain total non-project traffic volumes for Buildout. The estimated annual growth rates are documented in Appendix 21-H. Table 21-9 summarizes the background growth calculations.

### Project Traffic

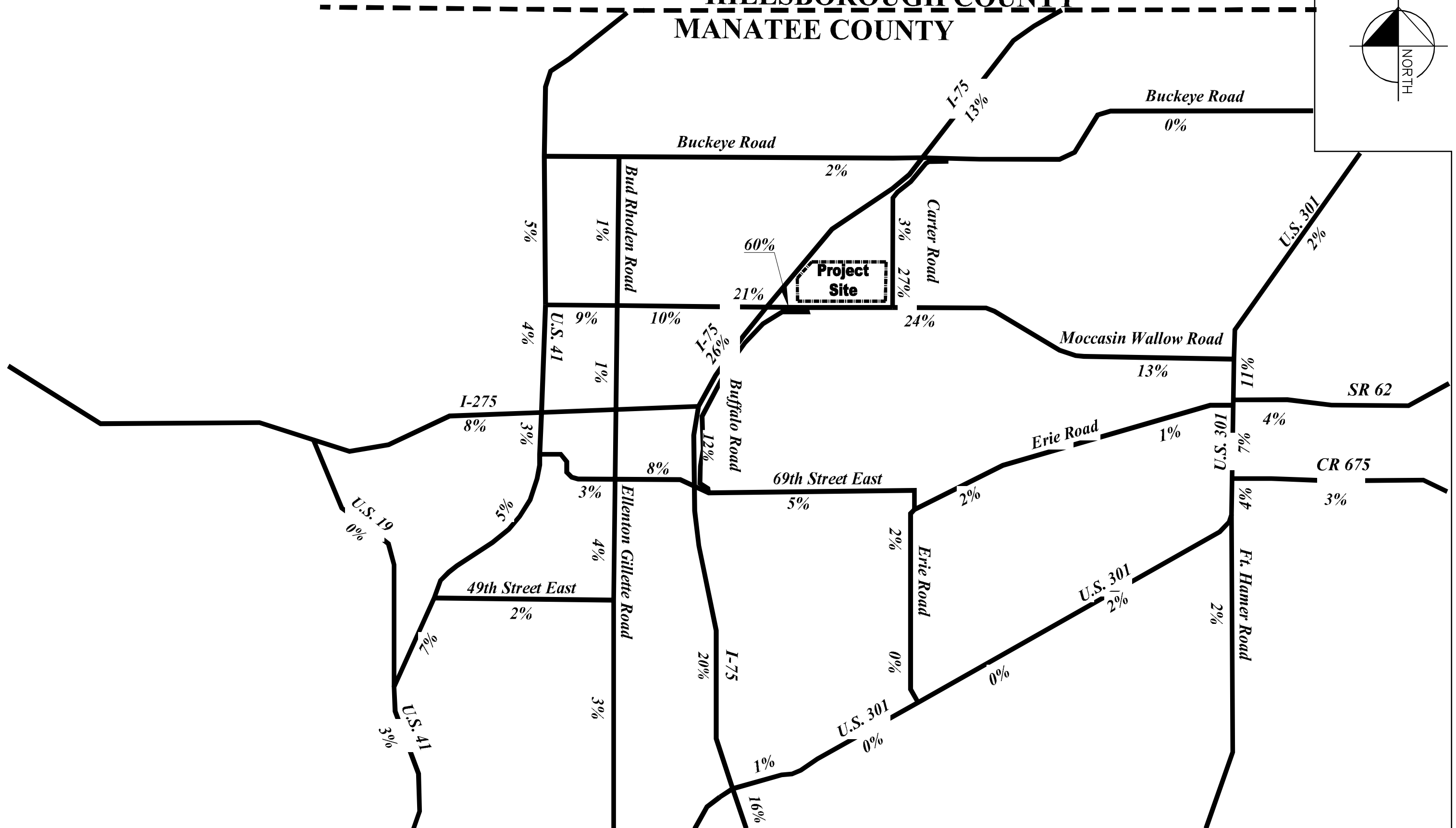
As agreed to in the methodology, the SMC model was used to estimate the percent of project trips assigned to the roadway network using a Select Zone analysis of project Traffic Analysis Zones (TAZs). This percentage was determined for each roadway segment by dividing the model assigned project trips on the segment by the total model project trips generated.

For the development of project traffic estimates on the public roadway system, the following approach was applied. To be consistent with trip generation estimates from the ITE's, *Trip Generation*, 8<sup>th</sup> Edition reference, the model output for project traffic was used to develop a general project distribution on the adjacent roadway network within the study area. The distribution for Buildout, including the original SMC plots, are provided in Appendix 21-H. The refined distribution, in terms of percentages, is depicted in Figure 21-2, and is consistent with the percentages identified in Table 21-1. The percentages were then applied to the trip generation estimates provided in Table 21-8 to determine the study area and project traffic volumes at Buildout.

**TABLE 21-9**  
**BACKGROUND TRAFFIC VOLUMES THROUGH BACKGROUND (2025) CONDITIONS**  
**ROBINSON GATEWAY DRI**

ROADWAY	FROM	TO	P.M. PEAK-HOUR SERVICE VOLUMES			P.M. PEAK-HOUR ROADWAY NETWORK VOLUMES				
			EXISTING LANEAGE	EXISTING LOS STANDARD SERVICE VOLUME		EXISTING TRAFFIC		ANNUAL GROWTH RATE	BACKGROUND TRAFFIC	
				NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
49th St E/Experimental Farm Rd	US 41 Canal Rd	Canal Rd Ellenton-Gillette Rd	2-U	608	504	139	125	5.4%	264	258
			2-U	608	504	139	125	5.4%	264	258
69th St E	US 41 Ellenton-Gillette Rd Buffalo Rd	Ellenton-Gillette Rd Buffalo Rd Erie Rd (CR 75)	2-U	608	630	560	251	8.0%	1,273	670
			2-U	760	630	558	242	8.0%	1,465	638
			2-U	760	630	358	256	8.0%	799	697
Buffalo Rd	69th St E	Moccasin Wallow Rd	2-U	630	760	106	139	8.4%	291	349
Carter Rd	Moccasin Wallow Rd Project Driveway	Project Driveway Buckeye Rd	2-U	576	464	13	5	30.0%	379	156
			2-U	576	464	13	5	30.0%	379	156
CR 675	US 301	Rye Rd	2-U	384	312	259	229	3.7%	446	368
Ellenton-Gillette Rd	69th St E 49th Street E Mendoza Rd	49th Street E Mendoza Rd Memphis Rd	2-U	608	504	272	264	6.1%	583	617
			2-U	504	608	333	342	6.1%	679	731
			2-U	608	504	404	318	6.1%	872	626
Erie Rd/CR 10	Erie Rd/CR 75	US 301 (Parrish)	2-U	630	608	93	102	9.5%	219	234
I-75	SR 64 US 301 I-275 Moccasin Wallow Road	US 301 I-275 Moccasin Wallow Rd Hillsborough County Line	6-D	5,580	5,580	4,502	3,672	3.1%	6,494	5,297
			6-D	5,580	5,580	3,258	3,256	3.2%	4,755	4,752
			6-D	7,420	6,380	2,705	2,296	3.5%	4,087	3,469
			6-D	4,220	4,220	2,544	2,108	3.5%	3,844	3,185
Moccasin Wallow Rd	US 41 Ellenton-Gillette Rd I-75 Buffalo Rd Carter Rd	Ellenton-Gillette Rd I-75 Buffalo Rd Carter Rd US 301	2-U	504	608	150	179	8.4%	335	492
			2-U	529	608	118	172	8.4%	324	449
			4-D	1,620	1,330	438	215	8.4%	1,070	596
			2-U	760	630	475	176	8.4%	1,429	528
			2-U	576	464	368	176	8.4%	1,074	421
Palmview Rd	US 41	Ellenton-Gillette Rd	2-U	608	504	110	49	4.4%	193	86
SR 62	US 301	CR 39	2-U	640	780	125	179	5.0%	216	338
US 301	Ft Hamer Rd Moccasin Wallow Rd	Moccasin Wallow Rd Hillsborough Co	4-D	1,550	1,890	326	409	4.3%	578	746
			2-U	640	780	243	151	4.3%	455	302
US 41	US 19 49th St E Canal Rd	49th St E Canal Rd 69th St E	4-D	1,953	1,607	1,461	1,060	4.7%	2,654	1,944
			4-D	1,953	1,607	1,283	989	4.7%	2,337	1,885
			4-D	1,953	1,607	1,283	989	4.7%	2,337	1,885

Source: Kimley-Horn and Associates Inc., 2010



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## Project DISTRIBUTION

SCALE:	
NTS	

FIGURE:  
21-2



- E. ASSIGN THE TRIPS GENERATED BY THIS DEVELOPMENT AS SHOWN IN (B) AND (C) ABOVE AND SHOW, ON SEPARATE MAPS OR TABLES FOR EACH PHASE- END YEAR, THE DRI TRAFFIC ON EACH LINK OF THE THEN-EXISTING NETWORK WITHIN THE STUDY AREA. INCLUDE PEAK HOUR DIRECTIONAL TRIPS. IF LOCAL DATA IS AVAILABLE, COMPARE AVERAGE TRIP LENGTHS BY PURPOSE FOR THE PROJECT AND LOCAL JURISDICTION. FOR THE YEAR OF BUILDOUT AND AT THE END OF EACH PHASE ESTIMATE THE PERCENT IMPACT, IN TERMS OF PEAK HOUR DIRECTIONAL DRI TRIPS/TOTAL PEAK HOUR DIRECTIONAL TRIPS AND IN TERMS OF PEAK HOUR DIRECTIONAL DRI TRIPS/EXISTING PEAK HOUR SERVICE VOLUME FOR DESIRED LOS, ON EACH REGIONALLY SIGNIFICANT ROADWAY IN THE STUDY AREA. IDENTIFY FACILITY TYPE, NUMBER OF LANES, AND PROJECTED SIGNAL LOCATIONS FOR THE REGIONALLY SIGNIFICANT ROADS.**

Traffic generated by the Robinson Gateway DRI was distributed and assigned to roadways in the study area using the approach described in the response to Question 21-D. Table 21-10 summarizes the project traffic distribution, assignment, and percent impacts for Buildout of the project.

**TABLE 21-10**  
**PROPOSED PROJECT TRAFFIC VOLUMES THROUGH BUILDOUT (2025) CONDITIONS**  
**ROBINSON GATEWAY DRI**

ROADWAY	FROM	TO	PROJECT TRAFFIC ASSIGN.	DAILY PROJECT TRAFFIC	P.M. PEAK-HOUR PROJECT TRAFFIC		P.M. PEAK-HOUR TOTAL TRAFFIC		PROJECT TRAFFIC PERCENT OF TOTAL VOLUME		PROJECT TRAFFIC PERCENT OF EXISTING SERVICE VOLUME	
					NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
49th St E/Experimental Farm Rd	US 41	Canal Rd	2%	520	24	35	288	293	8.33%	11.95%	3.95%	6.94%
	Canal Rd	Ellenton-Gillette Rd	2%	520	24	35	288	293	8.33%	11.95%	3.95%	6.94%
69th St E	US 41	Ellenton-Gillette Rd	3%	780	36	53	1,309	723	2.75%	7.33%	5.92%	8.41%
	Ellenton-Gillette Rd	Buffalo Rd	8%	2,080	96	141	1,561	779	6.15%	18.10%	12.63%	22.38%
	Buffalo Rd	Erie Rd (CR 75)	5%	1,300	88	60	887	757	9.92%	7.93%	11.58%	9.52%
Buffalo Rd	69th St E	Moccasin Wallow Rd	13%	3,380	156	230	447	579	34.90%	39.72%	24.76%	30.26%
Carter Rd	Moccasin Wallow Rd	Project Driveway	27%	7,019	477	325	856	481	55.72%	67.57%	82.81%	70.04%
	Project Driveway	Buckeye Rd	3%	780	53	36	432	192	12.27%	18.75%	9.20%	7.76%
CR 675	US 301	Rye Rd	3%	780	53	36	499	404	10.62%	8.91%	13.80%	11.54%
Ellenton-Gillette Rd	69th St E	49th Street E	4%	1,040	48	71	631	688	7.61%	10.32%	7.89%	14.09%
	49th Street E	Mendoza Rd	3%	780	36	53	715	784	5.03%	6.76%	7.14%	8.72%
	Mendoza Rd	Memphis Rd	2%	520	24	35	896	661	2.68%	5.30%	3.95%	6.94%
Erie Rd/CR 10	Erie Rd/CR 75	US 301 (Parrish)	2%	520	35	24	254	258	13.78%	9.30%	5.56%	3.95%
I-75	SR 64	US 301	16%	4,160	192	283	6,686	5,580	2.87%	5.07%	3.44%	5.07%
	US 301	I-275	20%	5,200	240	353	4,995	5,105	4.80%	6.91%	4.30%	6.33%
	I-275	Moccasin Wallow Rd	26%	6,759	313	459	4,400	3,928	7.11%	11.69%	4.22%	7.19%
	Moccasin Wallow Road	Hillsborough County Line	12%	3,120	212	144	3,844	3,185	5.52%	4.52%	5.02%	3.41%
Moccasin Wallow Rd	US 41	Ellenton-Gillette Rd	9%	2,340	108	159	443	651	24.38%	24.42%	21.43%	26.15%
	Ellenton-Gillette Rd	I-75	21%	5,460	252	371	576	820	43.75%	45.24%	47.64%	61.02%
	I-75	Buffalo Rd	60%	15,599	721	1,060	1,791	1,656	40.26%	64.01%	44.51%	79.70%
	Buffalo Rd	Carter Rd	28%	7,279	494	337	1,923	865	25.69%	38.96%	65.00%	53.49%
	Carter Rd	US 301	24%	6,240	424	288	1,498	709	28.30%	40.62%	73.61%	62.07%
Palmview Rd	US 41	Ellenton-Gillette Rd	2%	520	24	35	217	121	11.06%	28.93%	3.95%	6.94%
SR 62	US 301	CR 39	4%	1,040	71	48	287	386	24.74%	12.44%	11.09%	6.15%
US 301	Ft Hamer Rd	Moccasin Wallow Rd	10%	2,600	120	177	698	923	17.19%	19.18%	7.74%	9.37%
	Moccasin Wallow Rd	Hillsborough Co	2%	520	35	24	490	326	7.14%	7.36%	5.47%	3.08%
US 41	US 19	49th St E	7%	1,820	84	124	2,738	2,068	3.07%	6.00%	4.30%	7.72%
	49th St E	Canal Rd	6%	1,560	72	106	2,409	1,991	2.99%	5.32%	3.69%	6.60%
	Canal Rd	69th St E	6%	1,560	72	106	2,409	1,991	2.99%	5.32%	3.69%	6.60%

**F. BASED ON THE ASSIGNMENT OF TRIPS AS SHOWN IN (D) AND (E) ABOVE, WHAT MODIFICATIONS IN THE HIGHWAY NETWORK (INCLUDING INTERSECTIONS) WILL BE NECESSARY AT THE END OF EACH PHASE OF DEVELOPMENT, TO ATTAIN AND MAINTAIN LOCAL AND REGIONAL LEVEL OF SERVICE STANDARDS? IDENTIFY WHICH OF THE ABOVE IMPROVEMENTS ARE REQUIRED BY TRAFFIC NOT ASSOCIATED WITH THE DRI AT THE END OF EACH PHASE. FOR THOSE IMPROVEMENTS WHICH WILL BE NEEDED EARLIER AS A RESULT OF THE DRI, INDICATE HOW MUCH EARLIER. WHERE APPLICABLE, IDENTIFY TRANSPORTATION SYSTEM MANAGEMENT (TSM) ALTERNATIVES (E.G., SIGNALIZATION, ONE-WAY PAIRS, RIDESHARING, ETC.) THAT WILL BE USED AND ANY OTHER MEASURES NECESSARY TO MITIGATE OTHER IMPACTS SUCH AS INCREASED MAINTENANCE DUE TO A LARGE NUMBER OF TRUCK MOVEMENTS.**

*Background (2025) Traffic Conditions*

An evaluation of the intersection operating conditions was undertaken at all impacted intersections within the study area. In addition, the four (4) intersections previously identified to be analyzed during the A.M. peak hour were also evaluated for the background conditions. The analysis procedures for all impacted intersections were similar to those used for existing conditions. If an intersection was found to operate below its adopted LOS standard, improvements were recommended to bring the operating conditions of the intersection to the appropriate LOS standard. The background traffic volumes used in this analysis were developed based upon the procedures identified in the response to Question 21.D. Table 21-11 summarizes the Background intersection analyses as well as recommended improvements for failing intersections. Table 21-12 summarizes the Background intersection analyses including the recommended improvements identified in Table 21-11. Consistent with the methodologies detailed in House Bill 7207 (HB 7207), intersection improvements required to accommodate background traffic only (existing plus growth/committed) are assumed to be committed improvements when analyzing intersection conditions at Buildout. Detailed *Synchro* intersection analysis worksheet are included in Appendix 21-I.

An evaluation of the roadway operating conditions for the Background P.M. peak hour conditions was made by comparing the estimated non-project traffic projections with the existing/committed peak hour directional service volumes of the roadways in the study area. It should be noted that the Background intersection improvements recommended in Table 21-11 have also been included in the roadway analysis. If the future background traffic volume on a study roadway segment was greater than the future service volume, then the segment was subjected to further detailed analysis to determine if additional improvements are required. Using the above criteria, several study roadway segments were identified and summarized in Table 21-13. The detailed roadway analysis was performed using the *Synchro* analysis

software. Results of the Synchro analysis are summarized in Table 21-13. Detailed Synchro analysis worksheets are included in Appendix 21-I. If the Synchro arterial analysis revealed that the roadway link was expected to operate at or above its adopted LOS, no improvements were recommended. Table 21-14 summarizes the background traffic roadway analysis including the recommended roadway improvements and the updated service volumes. Consistent with the methodologies detailed in HB 7207, roadway improvements required to accommodate background traffic only (existing plus growth) are assumed to be committed improvements when analyzing roadway conditions at Buildout.

In addition to the intersection and roadway analyses, ramp analyses were conducted for each of the I-75 interchange ramps along Moccasin Wallow Road utilizing *HCS 6.5*. As summarized in Table 21-15, the I-75 ramps are anticipated to operate at an acceptable LOS through background conditions. Detailed ramp analysis worksheets are included in Appendix 21-J.

**TABLE 21-11  
BACKGROUND PEAK HOUR INTERSECTION ANALYSIS  
ROBINSON GATEWAY DRI**

INTERSECTION	PEAK-HOUR LOS STANDARD	OPERATION TYPE	BACKGROUND PEAK-HOUR LOS	RECOMMENDED IMPROVEMENTS
<b>PM PEAK HOUR</b>				
49th Street E/Experimental Farm Rd at Ellenton-Gillette Road	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Signalize
69th Street E at US 41	D	Signalized	F	Add Dual Southbound Left-Turn Lanes (Requires the addition of an additional receiving lane on the east leg for a total of two receiving lanes), Dual Westbound Left-Turn Lanes, Exclusive Eastbound Right-Turn Lane, Additional Northbound Through Lane (for a total of three), and Exclusive Westbound Right-Turn Lane
69th Street E/Erie Road/CR 10 at Erie Road/CR 75	D	Unsignalized	F <sup>(2)</sup>	Signalize
Buffalo Road at 69th Street E	D	Signalized	A	--
Ellenton-Gillette Road at Moccasin Wallow Road	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Signalize
Ellenton-Gillette Road at 69th Street E	D	Signalized	F	Add Second Eastbound Through Lane, Exclusive Eastbound Left-Turn Lane, Exclusive Northbound Right-Turn Lane
Ellenton-Gillette Road at Mendoza Road	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Add Exclusive Northbound Right-Turn Lane and Exclusive Southbound Left-Turn Lane Signalize
Erie Road/CR 10 at US 301 (Parrish)	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>	--
Moccasin Wallow Road at US 41	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Signalize
Moccasin Wallow Road at I-75 SB Ramps (West)	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Add Second Westbound Left-Turn Lane (Requires the addition of an additional receiving lane on the south leg for a total of two receiving lanes) Signalize
Moccasin Wallow Road at I-75 NB Ramps (East)	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>	--
Moccasin Wallow Road at Buffalo Road/Project Driveway #1	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Signalize
Moccasin Wallow Road at Carter Road	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Add Exclusive Eastbound Left-Turn Lane and Add Second Westbound Through Lane Signalize
Moccasin Wallow Road at US 301	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Signalize
US 301 at Fort Hamer Road	D	Signalized	A	--
US 301 at CR 675	C / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Signalize
US 301 at SR 62	C / E <sup>(1)</sup>	Unsignalized	D <sup>(2)</sup>	--
US 301 at Buckeye Road	C / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Signalize
US 301 at Lightfoot Road	C / E <sup>(1)</sup>	Unsignalized	D <sup>(2)</sup>	--
US 41 at 49th Street E/Experimental Farm Road	D	Signalized	F	Add Exclusive Westbound Left-Turn Lane and a Third Northbound Through Lane
Carter Road at Buckeye Road	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Signalize
<b>AM PEAK HOUR</b>				
Moccasin Wallow Road at I-75 SB Ramps (West)	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Add Second Westbound Left-Turn Lane (Requires the addition of an additional receiving lane on the south leg for a total of two receiving lanes) Signalize
Moccasin Wallow Road at I-75 NB Ramps (East)	D / E <sup>(1)</sup>	Unsignalized	C	--
Moccasin Wallow Road at Buffalo Road/Project Driveway #1	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Signalize
Moccasin Wallow Road at Carter Road	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Add Exclusive Eastbound Left-Turn Lane and Add Second Westbound Through Lane Signalize

Notes:

(1) - Higher LOS Standard (LOS C or D) based on roadway link LOS; however, Manatee County allows unsignalized intersections to operate at LOS E.

(2) - Indicates LOS on worst minor-street movement/approach.

(3) - The intersection operates at or above the adopted LOS; however, one or more of the movements/approaches operates at LOS F or has a v/c > 1.0. Therefore an improvement has been recommended.

**TABLE 21-12**  
**BACKGROUND WITH IMPROVEMENTS PEAK HOUR INTERSECTION ANALYSIS**  
**ROBINSON GATEWAY DRI**

INTERSECTION	PEAK-HOUR LOS STANDARD	OPERATION TYPE	BACKGROUND WITH IMPROVEMENTS PEAK-HOUR LOS	ASSUMED IMPROVEMENTS
<b>PM PEAK HOUR</b>				
49th Street E/Experimental Farm Rd at Ellenton-Gillette Road	D	Signalized <sup>(3)</sup>	A	Signalize
69th Street E at US 41	D	Signalized	D	Add Dual Southbound Left-Turn Lanes (Requires the addition of an additional receiving lane on the east leg for a total of two receiving lanes), Dual Westbound Left-Turn Lanes, Exclusive Eastbound Right-Turn Lane, Additional Northbound Through Lane (for a total of three), and Exclusive Westbound Right-Turn Lane
69th Street E/Erie Road/CR 10 at Erie Road/CR 75	D	Signalized <sup>(3)</sup>	B	Signalize
Buffalo Road at 69th Street E	D	Signalized	A	--
Ellenton-Gillette Road at Moccasin Wallow Road	D	Signalized <sup>(3)</sup>	A	Signalize
Ellenton-Gillette Road at 69th Street E	D	Signalized	C	Add Second Eastbound Through Lane, Exclusive Eastbound Left-Turn Lane, Exclusive Northbound Right-Turn Lane
Ellenton-Gillette Road at Mendoza Road	D	Signalized <sup>(3)</sup>	B	Add Exclusive Northbound Right-Turn Lane and Exclusive Southbound Left-Turn Lane Signalize
Erie Road/CR 10 at US 301 (Parrish)	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>	--
Moccasin Wallow Road at US 41	D	Signalized <sup>(3)</sup>	B	Signalize
Moccasin Wallow Road at I-75 SB Ramps (West)	D	Signalized <sup>(3)</sup>	B	Add Second Westbound Left-Turn Lane (Requires the addition of an additional receiving lane on the south leg for a total of two receiving lanes) Signalize
Moccasin Wallow Road at I-75 NB Ramps (East)	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>	--
Moccasin Wallow Road at Buffalo Road/Project Driveway #1	D	Signalized <sup>(3)</sup>	A	Signalize
Moccasin Wallow Road at Carter Road	D	Signalized <sup>(3)</sup>	C	Add Exclusive Eastbound Left-Turn Lane and Add Second Westbound Through Lane Signalize
Moccasin Wallow Road at US 301	D	Signalized <sup>(3)</sup>	C	Signalize
US 301 at Fort Hamer Road	D	Signalized	A	--
US 301 at CR 675	C	Signalized <sup>(3)</sup>	A	Signalize
US 301 at SR 62	C / E <sup>(1)</sup>	Unsignalized	D <sup>(2)</sup>	--
US 301 at Buckeye Road	C	Signalized <sup>(3)</sup>	B	Signalize
US 301 at Lightfoot Road	C / E <sup>(1)</sup>	Unsignalized	D <sup>(2)</sup>	--
US 41 at 49th Street E/Experimental Farm Road	D	Signalized	C	Add Exclusive Westbound Left-Turn Lane and a Third Northbound Through Lane
Carter Road at Buckeye Road	D	Signalized <sup>(3)</sup>	B	Signalize
<b>AM PEAK HOUR</b>				
Moccasin Wallow Road at I-75 SB Ramps (West)	D	Signalized <sup>(3)</sup>	B	Add Second Westbound Left-Turn Lane (Requires the addition of an additional receiving lane on the south leg for a total of two receiving lanes) Signalize
Moccasin Wallow Road at I-75 NB Ramps (East)	D / E <sup>(1)</sup>	Unsignalized	C	--
Moccasin Wallow Road at Buffalo Road/Project Driveway #1	D	Signalized <sup>(3)</sup>	C	Signalize
Moccasin Wallow Road at Carter Road	D	Signalized <sup>(3)</sup>	C	Add Exclusive Eastbound Left-Turn Lane and Add Second Westbound Through Lane Signalize

Notes:

(1) - Higher LOS Standard (LOS C or D) based on roadway link LOS; however, Manatee County allows unsignalized intersections to operate at LOS E.

(2) - Indicates LOS on worst minor-street movement/approach.

(3) - Operation type after Background recommended improvement.

(4) - The intersection operates at or above the adopted LOS without improvements; however, one or more of the movements/approaches operates at LOS F or has a v/c > 1.0. Therefore an improvement has been recommended.

**TABLE 21-13**  
**ROADWAY ANALYSIS THROUGH BACKGROUND (2025) CONDITIONS**  
**ROBINSON GATEWAY DRI**

ROADWAY	FROM	TO	BACKGROUND P.M. PEAK-HOUR LOS STANDARD SERVICE VOLUME		LOS STANDARD	P.M. PEAK-HOUR BACKGROUND TRAFFIC		P.M. PEAK-HOUR BACKGROUND TRAFFIC LOS		DETAILED ANALYSIS REQUIRED?		SYNCHRO ARTERIAL LOS	
			NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
49th St E/Experimental Farm Rd	US 41	Canal Rd	608	504	D	264	258	C	C	N	N	-	-
	Canal Rd	Ellenton-Gillette Rd	608	504	D	264	258	C	C	N	N	-	-
69th St E	US 41	Ellenton-Gillette Rd	608	630	D	1,273	670	F	E	Y	Y	B	C
	Ellenton-Gillette Rd	Buffalo Rd	760	630	D	1,465	638	F	E	Y	Y	B	A
	Buffalo Rd	Erie Rd (CR 75)	760	630	D	799	697	E	F	Y	Y	A	A
Buffalo Rd	69th St E	Moccasin Wallow Rd	630	760	D	291	349	C	C	N	N	-	-
Carter Rd	Moccasin Wallow Rd	Project Driveway	576	464	D	379	156	D	C	N	N	B	B
	Project Driveway	Buckeye Rd	576	464	D	379	156	D	C	N	N	B	B
CR 675	US 301	Rye Rd	384	312	C	446	368	D	D	Y	Y	D <sup>(2)</sup>	D <sup>(2)</sup>
Ellenton-Gillette Rd	69th St E	49th Street E	608	504	D	583	617	D	F	N	Y	B <sup>(1)</sup>	A
	49th Street E	Mendoza Rd	504	608	D	679	731	F	F	Y	Y	A	A
	Mendoza Rd	Memphis Rd	608	504	D	872	626	F	F	Y	Y	A	A
Erie Rd/CR 10	Erie Rd/CR 75	US 301 (Parrish)	630	608	D	219	234	C	C	N	N	-	-
I-75	SR 64	US 301	5,580	5,580	D	6,494	5,297	F	D	Y	N	-	-
	US 301	I-275	5,580	5,580	D	4,755	4,752	D	D	N	N	-	-
	I-275	Moccasin Wallow Rd	7,420	6,380	D	4,087	3,469	B	B	N	N	-	-
	Moccasin Wallow Road	Hillsborough County Line	4,220	4,220	C	3,844	3,185	C	C	N	N	-	-
Moccasin Wallow Rd	US 41	Ellenton-Gillette Rd	504	608	D	335	492	D	D	N	N	-	-
	Ellenton-Gillette Rd	I-75	529	608	D	324	449	C	D	N	N	-	-
	I-75	Buffalo Rd	1,620	1,330	D	1,070	596	C	C	N	N	-	-
	Buffalo Rd	Carter Rd	760	630	D	1,429	528	F	D	Y	N	B	A <sup>(1)</sup>
	Carter Rd	US 301	576	464	D	1,074	421	F	D	Y	N	B	A <sup>(1)</sup>
Palmview Rd	US 41	Ellenton-Gillette Rd	608	504	D	193	86	C	C	N	N	-	-
SR 62	US 301	CR 39	640	780	C	216	338	B	B	N	N	-	-
US 301	Ft Hamer Rd	Moccasin Wallow Rd	1,550	1,890	C	578	746	B	B	N	N	-	-
	Moccasin Wallow Rd	Hillsborough Co	640	780	C	455	302	C	B	N	N	-	-
US 41	US 19	49th St E	1,953	1,607	D	2,654	1,944	F	F	Y	Y	-- <sup>(4)</sup>	-- <sup>(4)</sup>
	49th St E	Canal Rd	1,953	1,607	D	2,337	1,885	F	F	Y	Y	A	A
	Canal Rd	69th St E	1,953	1,607	D	2,337	1,885	F	F	Y	Y	A	A

Notes:

(1) - For consistency a detailed analysis was performed for both directions of a roadway link even if it was only required in one direction.

(2) - Because the eastbound direction operates unsignalized Synchro does not report an arterial LOS; therefore, the LOS obtained from the generalized service volume has been retained.

(4) - The intersection of US 41 & US 19 is an unsignalized free-flow overpass; therefore, Synchro is not reporting a LOS for this segment

**TABLE 21-14**  
**ROADWAY ANALYSIS BACKGROUND (2025) CONDITIONS WITH IMPROVEMENTS**  
**ROBINSON GATEWAY DRI**

ROADWAY	FROM	TO	BACKGROUND P.M. PEAK-HOUR LOS (FROM TABLE 21-13)		LOS STANDARD	BACKGROUND IMPROVEMENT REQUIRED?	RECOMMENDED BACKGROUND IMPROVEMENTS	IMPROVED BACKGROUND P.M. PEAK-HOUR LOS STANDARD SERVICE VOLUME <sup>(1)</sup>		P.M. PEAK-HOUR BACKGROUND TRAFFIC		P.M. PEAK-HOUR BACKGROUND TRAFFIC LOS	
			NB/EB	SB/WB				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
49th St E/Experimental Farm Rd	US 41	Canal Rd	C	C	D	No	---	-	-	-	-	-	-
	Canal Rd	Ellenton-Gillette Rd	C	C	D	No	---	-	-	-	-	-	-
69th St E	US 41	Ellenton-Gillette Rd	B	D	D	No	---	-	-	-	-	-	-
	Ellenton-Gillette Rd	Buffalo Rd	B	B	D	No	---	-	-	-	-	-	-
	Buffalo Rd	Erie Rd (CR 75)	A	A	D	No	---	-	-	-	-	-	-
Buffalo Rd	69th St E	Moccasin Wallow Rd	C	C	D	No	---	-	-	-	-	-	-
Carter Rd	Moccasin Wallow Rd	Project Driveway	B	B	D	No	---	-	-	-	-	-	-
	Project Driveway	Buckeye Rd	B	B	D	No	---	-	-	-	-	-	-
CR 675	US 301	Rye Rd	D	D	C	Yes	Widen from 2 lanes to 4 lanes	760	630	446	368	C	C
Ellenton-Gillette Rd	69th St E	49th Street E	B(1)	A	D	No	---	-	-	-	-	-	-
	49th Street E	Mendoza Rd	A	A	D	No	---	-	-	-	-	-	-
	Mendoza Rd	Memphis Rd	A	A	D	No	---	-	-	-	-	-	-
Erie Rd/CR 10	Erie Rd/CR 75	US 301 (Parrish)	C	C	D	No	---	-	-	-	-	-	-
I-75	SR 64	US 301	F	D	D	Yes	Widen from 3 lanes to 4 lanes in the NB direction	7,420	5,580	6,494	5,297	D	D
	US 301	I-275	D	D	D	No	---	-	-	-	-	-	-
	I-275	Moccasin Wallow Rd	B	B	D	No	---	-	-	-	-	-	-
	Moccasin Wallow Road	Hillsborough County Line	C	C	C	No	---	-	-	-	-	-	-
Moccasin Wallow Rd	US 41	Ellenton-Gillette Rd	D	D	D	No	---	-	-	-	-	-	-
	Ellenton-Gillette Rd	I-75	A	D	D	No	---	-	-	-	-	-	-
	I-75	Buffalo Rd	C	C	D	No	---	-	-	-	-	-	-
	Buffalo Rd	Carter Rd	B	A	D	No	---	-	-	-	-	-	-
	Carter Rd	US 301	B	A	D	No	---	-	-	-	-	-	-
Palmview Rd	US 41	Ellenton-Gillette Rd	C	C	D	No	---	-	-	-	-	-	-
SR 62	US 301	CR 39	B	B	C	No	---	-	-	-	-	-	-
US 301	Ft Hamer Rd	Moccasin Wallow Rd	B	B	C	No	---	-	-	-	-	-	-
	Moccasin Wallow Rd	Hillsborough Co	C	B	C	No	---	-	-	-	-	-	-
US 41	US 19	49th St E	F	F	D	Yes	Widen from 4 lanes to 6 lanes	2,930	2,405	2,654	1,944	C	B
	49th St E	Canal Rd	A	A	D	No	---	-	-	-	-	-	-
	Canal Rd	69th St E	A	A	D	No	---	-	-	-	-	-	-

Note: (1) - Future P.M. Peak-Hour LOS Standard Service Volume based upon recommended intersection and roadway improvements.



**TABLE 21-15**  
**BACKGROUND I-75 RAMPS ANALYSIS**  
**ROBINSON GATEWAY DRI**

MOCCASIN WALLOW ROAD INTERCHANGE RAMP		BACKGROUND PEAK-HOUR LOS
AM PEAK HOUR		
I-75 Northbound Merge		B
I-75 Northbound Diverge		B
I-75 Southbound Merge		C
I-75 Southbound Diverge		C
PM PEAK HOUR		
I-75 Northbound Merge		B
I-75 Northbound Diverge		C
I-75 Southbound Merge		B
I-75 Southbound Diverge		C

### *Buildout (2025) Traffic Conditions*

An evaluation of the intersection operating conditions was undertaken at all impacted intersections within the study area. In addition, the four (4) intersections previously identified to be analyzed during the A.M. peak hour were also evaluated for the Buildout conditions. The analysis procedures for all impacted intersections were similar to those used for existing and Background conditions. If an intersection was found to operate below its adopted LOS standard, improvements were recommended to bring the operating conditions of the intersection to the appropriate LOS standard. Consistent with HB 7207, intersection improvements identified in the Background traffic intersection analyses were assumed to be committed for the Buildout conditions. The total traffic volumes used in this analysis were developed based upon the procedures identified in the response to Question 21.D. Table 21-16 summarizes the Buildout intersection analyses as well as recommended improvements for failing intersections. Table 21-17 summarizes the Buildout intersection analyses including the recommended improvements identified in Table 21-16. Detailed *Synchro* analysis worksheets documenting the intersection analysis are provided Appendix 21-K.

As shown in Table 21-17, turn lane improvements will be needed at seven intersections to allow them to operate at an acceptable LOS during Buildout (2025) P.M. peak hours. In addition, one intersection will require signalization. The recommended improvements are also anticipated to allow the four study intersections and two project driveways to operate at an acceptable LOS for the A.M. peak hour.

An evaluation of the roadway operating conditions for the Buildout P.M. peak hour conditions was made by comparing the estimated total traffic projections with the existing/committed peak hour directional service volumes of the roadways in the study area, including the roadway improvements identified in the Background traffic analysis. For the Buildout traffic conditions, if the total traffic volume on a study roadway segment was greater than the future service volume (including assumed Background improvements), and project traffic consumed at least 5.0 percent or greater of the adopted peak hour LOS directional service volume, then the segment was subjected to further detailed analysis to determine if additional improvements are required. Using the above criteria, several study roadway segments were identified and summarized in Table 21-18. The detailed roadway analysis was performed using the *Synchro* analysis software. Results of the *Synchro* analysis are summarized in Table 21-18. Detailed *Synchro* analysis worksheets are included in Appendix 21-K. If the *Synchro* arterial analysis revealed that the roadway link was operating at or above its adopted LOS, no improvements were recommended. If the *Synchro* arterial analysis revealed that a roadway link was

operating below its adopted LOS, improvements were recommended.

In addition to the intersection analyses, ramp analyses were conducted for each of the I-75 interchange ramps along Moccasin Wallow Road utilizing *HCS 6.5*. As summarized in Table 21-20, the I-75 ramps are anticipated to operate at an acceptable LOS through Buildout. Detailed ramp analysis worksheets are included in Appendix 21-L.

As per the agreed upon methodology, a queue length analysis was completed for the turn lanes on State roads that are operating at a movement level of service of E or F. These turn lanes included the northbound left-turn (NBL) and southbound left-turn (SBL) at the US 41 & Erie Road intersection and the westbound left-turn (WBL) at the US 301 & SR 62 intersection. A comparison of the queue lengths for future background conditions and future total conditions was conducted. The results indicate that for the NBL and SBL at the US 41 & Erie Road intersection, the turn lane lengths required for the future total conditions are equal to the turn lane lengths required for the future background conditions; thus, no improvements are required by the development. For the US 301 & SR 62 intersection, an exclusive WBL is required for the future total conditions only. The turn-lane length calculations indicate that the WBL should be 660 ft. for the future total conditions. Documentation of the turn-lane length calculations can be found in Appendix 21-M.

**TABLE 21-16**  
**BUILDOUT WITH BACKGROUND IMPROVEMENTS PEAK HOUR INTERSECTION ANALYSIS**  
**ROBINSON GATEWAY DRI**

INTERSECTION	PEAK-HOUR LOS STANDARD	OPERATION TYPE	BUILDOUT PEAK-HOUR LOS	RECOMMENDED IMPROVEMENTS
<b>PM PEAK HOUR</b>				
49th Street E/Experimental Farm Rd at Ellenton-Gillette Road	D	Signalized <sup>(3)</sup>	A	---
69th Street E at US 41	D	Signalized	D	---
69th Street E/Erie Road/CR 10 at Erie Road/CR 75	D	Signalized <sup>(3)</sup>	B	---
Buffalo Road at 69th Street E	D	Signalized	B	---
Ellenton-Gillette Road at Moccasin Wallow Road	D	Signalized <sup>(3)</sup>	B	---
Ellenton-Gillette Road at 69th Street E	D	Signalized	D	---
Ellenton-Gillette Road at Mendoza Road	D	Signalized <sup>(3)</sup>	B	---
Erie Road/CR 10 at US 301 (Parrish)	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>	---
Moccasin Wallow Road at US 41	D	Signalized <sup>(3)</sup>	D <sup>(4)</sup>	Add Exclusive Westbound Left-Turn Lane
Moccasin Wallow Road at I-75 SB Ramps (West)	D	Signalized <sup>(3)</sup>	D	---
Moccasin Wallow Road at I-75 NB Ramps (East)	D / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Signalize
Moccasin Wallow Road at Buffalo Road/Project Driveway #1	D	Signalized <sup>(3)</sup>	F	Add Exclusive Southbound Left-Turn and Right-Turn Lanes, Second (Dual) Eastbound Left-Turn Lane, Second (Dual) Northbound Left-Turn Lane, Third Eastbound Through Lane (per roadway analysis), and Third Westbound Through Lane
Moccasin Wallow Road at Carter Road	D	Signalized <sup>(3)</sup>	F	Add Exclusive Southbound Left-Turn Lane and Second Eastbound Through Lane
Moccasin Wallow Road at US 301	D	Signalized <sup>(3)</sup>	F	Add Exclusive Eastbound Left-Turn Lane
US 301 at Fort Hamer Road	D	Signalized	A	---
US 301 at CR 675	C	Signalized <sup>(3)</sup>	A	---
US 301 at SR 62	C / E <sup>(1)</sup>	Unsignalized	F <sup>(2)</sup>	Add Exclusive Westbound Left-Turn Lane
US 301 at Buckeye Road	C	Signalized <sup>(3)</sup>	B	---
US 301 at Lightfoot Road	C / E <sup>(1)</sup>	Unsignalized	E <sup>(2)</sup>	---
US 41 at 49th Street E/Experimental Farm Road	D	Signalized	C	---
Carter Road at Buckeye Road	D	Signalized <sup>(3)</sup>	B	---
Moccasin Wallow Road at Project Driveway #2	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>	Project Driveway Required Geometry: One Southbound Right-Turn Lane
Carter Road at Project Driveway #3	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>	Project Driveway Required Geometry: One Eastbound Left-Turn Lane, One Eastbound Right-Turn Lane, and One Northbound Left-Turn lane
<b>AM PEAK HOUR</b>				
Moccasin Wallow Road at I-75 SB Ramps (West)	D	Signalized <sup>(3)</sup>	C	---
Moccasin Wallow Road at I-75 NB Ramps (East)	D	Unsignalized	F <sup>(2)</sup>	Signalize
Moccasin Wallow Road at Buffalo Road/Project Driveway #1	D	Signalized <sup>(3)</sup>	F	Add Exclusive Southbound Left-Turn and Right-Turn Lanes, Second (Dual) Eastbound Left-Turn Lane, Second (Dual) Northbound Left-Turn Lane, and Third Westbound Through Lane
Moccasin Wallow Road at Carter Road	D	Signalized <sup>(3)</sup>	E	Add Exclusive Southbound Left-Turn Lane and Second Eastbound Through Lane
Moccasin Wallow Road at Project Driveway #2	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>	Project Driveway Required Geometry: One Southbound Right-Turn Lane
Carter Road at Project Driveway #3	D / E <sup>(1)</sup>	Unsignalized	D <sup>(2)</sup>	Project Driveway Required Geometry: One Eastbound Left-Turn Lane, One Eastbound Right-Turn Lane, and One Northbound Left-Turn lane

Notes:

(1) - Higher LOS Standard (LOS C or D) based on roadway link LOS; however, Manatee County allows unsignalized intersections to operate at LOS E.

(2) - Indicates LOS on worst minor-street movement/approach.

(3) - Operation type after Background improvement.

(4) - The intersection operates at or above the adopted LOS without improvements; however, one or more of the movements/approaches operates at LOS F or has a v/c > 1.0. Therefore an improvement has been recommended.

**TABLE 21-17  
BUILDOUT WITH IMPROVEMENTS PEAK HOUR INTERSECTION ANALYSIS  
ROBINSON GATEWAY DRI**

INTERSECTION	PEAK-HOUR LOS STANDARD	OPERATION TYPE	BUILDOUT PEAK-HOUR LOS	RECOMMENDED IMPROVEMENTS
<b>PM PEAK HOUR</b>				
49th Street E/Experimental Farm Rd at Ellenton-Gillette Road	D	Signalized <sup>(3)</sup>	A	---
69th Street E at US 41	D	Signalized	D	---
69th Street E/Erie Road/CR 10 at Erie Road/CR 75	D	Signalized <sup>(3)</sup>	B	---
Buffalo Road at 69th Street E	D	Signalized	B	---
Ellenton-Gillette Road at Moccasin Wallow Road	D	Signalized <sup>(3)</sup>	B	---
Ellenton-Gillette Road at 69th Street E	D	Signalized	D	---
Ellenton-Gillette Road at Mendoza Road	D	Signalized <sup>(3)</sup>	B	---
Erie Road/CR 10 at US 301 (Parrish)	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>	---
Moccasin Wallow Road at US 41	D	Signalized <sup>(3)</sup>	C	Add Exclusive Westbound Left-Turn Lane
Moccasin Wallow Road at I-75 SB Ramps (West)	D	Signalized <sup>(3)</sup>	D	---
Moccasin Wallow Road at I-75 NB Ramps (East)	D	Signalized <sup>(5)</sup>	A	Signalize
Moccasin Wallow Road at Buffalo Road/Project Driveway #1	D	Signalized <sup>(3)</sup>	C	Add Exclusive Southbound Left-Turn and Right-Turn Lanes, Second (Dual) Eastbound Left-Turn Lane, Second (Dual) Northbound Left-Turn Lane, Third Eastbound Through Lane (per roadway analysis), and Third Westbound Through Lane
Moccasin Wallow Road at Carter Road	D	Signalized <sup>(3)</sup>	C	Add Exclusive Southbound Left-Turn Lane and Second Eastbound Through Lane
Moccasin Wallow Road at US 301	D	Signalized <sup>(3)</sup>	B	Add Exclusive Eastbound Left-Turn Lane
US 301 at Fort Hamer Road	D	Signalized	A	---
US 301 at CR 675	C	Signalized <sup>(3)</sup>	A	---
US 301 at SR 62	C / E <sup>(1)</sup>	Unsignalized	D	Add Exclusive Westbound Left-Turn Lane
US 301 at Buckeye Road	C	Signalized <sup>(3)</sup>	B	---
US 301 at Lightfoot Road	C / E <sup>(1)</sup>	Unsignalized	E <sup>(2)</sup>	---
US 41 at 49th Street E/Experimental Farm Road	D	Signalized	C	---
Carter Road at Buckeye Road	D	Signalized <sup>(3)</sup>	B	---
Moccasin Wallow Road at Project Driveway #2	D / E <sup>(1)</sup>	Unsignalized	D <sup>(2)</sup>	Project Driveway Required Geometry: One Southbound Right-Turn Lane
Carter Road at Project Driveway #3	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>	Project Driveway Required Geometry: One Eastbound Left-Turn Lane, One Eastbound Right-Turn Lane, and One Northbound Left-Turn lane
<b>AM PEAK HOUR</b>				
Moccasin Wallow Road at I-75 SB Ramps (West)	D	Signalized <sup>(3)</sup>	C	---
Moccasin Wallow Road at I-75 NB Ramps (East)	D	Signalized <sup>(5)</sup>	A	Signalize
Moccasin Wallow Road at Buffalo Road/Project Driveway #1	D	Signalized <sup>(3)</sup>	C	Add Exclusive Southbound Left-Turn and Right-Turn Lanes, Second (Dual) Eastbound Left-Turn Lane, Second (Dual) Northbound Left-Turn Lane, and Third Westbound Through Lane
Moccasin Wallow Road at Carter Road	D	Signalized <sup>(3)</sup>	C	Add Exclusive Southbound Left-Turn Lane and Second Eastbound Through Lane
Moccasin Wallow Road at Project Driveway #2	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>	Project Driveway Required Geometry: One Southbound Right-Turn Lane
Carter Road at Project Driveway #3	D / E <sup>(1)</sup>	Unsignalized	C <sup>(2)</sup>	Project Driveway Required Geometry: One Eastbound Left-Turn Lane, One Eastbound Right-Turn Lane, and One Northbound Left-Turn lane

Notes:

(1) - Higher LOS Standard (LOS C or D) based on roadway link LOS; however, Manatee County allows unsignalized intersections to operate at LOS E.

(2) - Indicates LOS on worst minor-street movement/approach.

(3) - Recommended Background Improvement.

(4) - The intersection operates at or above the adopted LOS without improvements; however, one or more of the movements/approaches operates at LOS F or has a v/c > 1.0. Therefore an improvement has been recommended.

(5) - Operation type after Recommended Buildout Improvement.

**TABLE 21-18**  
**ROADWAY ANALYSIS THROUGH BUILDOUT (2025) CONDITIONS**  
**ROBINSON GATEWAY DRI**

ROADWAY	FROM	TO	BACKGROUND P.M. PEAK-HOUR LOS STANDARD SERVICE VOLUME <sup>(1)</sup>		LOS STANDARD	P.M. PEAK-HOUR TOTAL TRAFFIC		P.M. PEAK-HOUR TOTAL TRAFFIC LOS		DETAILED ANALYSIS REQUIRED?		SYNCHRO ARTERIAL LOS	
			NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
49th St E/Experimental Farm Rd	US 41	Canal Rd	608	504	D	288	293	C	C	N	N	-	-
	Canal Rd	Ellenton-Gillette Rd	608	504	D	288	293	C	C	N	N	-	-
69th St E	US 41	Ellenton-Gillette Rd	608	630	D	1,309	723	F	F	Y	Y	C	C
	Ellenton-Gillette Rd	Buffalo Rd	760	630	D	1,561	779	F	F	Y	Y	B	A
	Buffalo Rd	Erie Rd (CR 75)	760	630	D	887	757	F	F	Y	Y	B	A
Buffalo Rd	69th St E	Moccasin Wallow Rd	630	760	D	447	579	D	D	N	N	-	-
Carter Rd	Moccasin Wallow Rd	Project Driveway	576	464	D	856	481	F	E	Y	Y	B	B
	Project Driveway	Buckeye Rd	576	464	D	432	192	D	C	N	N	B	B
CR 675	US 301	Rye Rd	760	630	C	499	404	D	D	N	N	-	-
Ellenton-Gillette Rd	69th St E	49th Street E	608	504	D	631	688	E	F	Y	Y	A	A
	49th Street E	Mendoza Rd	504	608	D	715	784	F	F	Y	Y	A	A
	Mendoza Rd	Memphis Rd	608	504	D	896	661	F	F	Y	Y	A	A
Erie Rd/CR 10	Erie Rd/CR 75	US 301 (Parrish)	630	608	D	254	258	C	C	N	N	-	-
I-75	SR 64	US 301	7,420	5,580	D	6,686	5,580	D	D	N	N	-	-
	US 301	I-275	5,580	5,580	D	4,995	5,105	D	D	N	N	-	-
	I-275	Moccasin Wallow Rd	7,420	6,380	D	4,400	3,928	B	B	N	N	-	-
	Moccasin Wallow Road	Hillsborough County Line	4,220	4,220	C	3,844	3,185	C	C	N	N	-	-
Moccasin Wallow Rd	US 41	Ellenton-Gillette Rd	504	608	D	443	651	D	F	N	Y	B	B
	Ellenton-Gillette Rd	I-75	529	608	D	576	820	F	F	Y	Y	B	B
	I-75	Buffalo Rd	1,620	1,330	D	1,791	1,656	F	F	Y	Y	B	B
	Buffalo Rd	Carter Rd	760	630	D	1,923	865	F	F	Y	Y	B	B
	Carter Rd	US 301	576	464	D	1,498	709	F	F	Y	Y	B	B
Palmview Rd	US 41	Ellenton-Gillette Rd	608	504	D	217	121	C	C	N	N	-	-
SR 62	US 301	CR 39	640	780	C	287	386	B	B	N	N	-	-
US 301	Ft Hamer Rd	Moccasin Wallow Rd	1,550	1,890	C	698	923	B	B	N	N	-	-
	Moccasin Wallow Rd	Hillsborough Co	640	780	C	490	326	C	B	N	N	-	-
US 41	US 19	49th St E	2,930	2,405	D	2,738	2,068	C	C	N	N	-	-
	49th St E	Canal Rd	1,953	1,607	D	2,409	1,991	F	F	Y	Y	B	B
	Canal Rd	69th St E	1,953	1,607	D	2,409	1,991	F	F	Y	Y	B	B

Note: (1) - Future P.M. Peak-Hour LOS Standard Service Volume based upon recommended background intersection and roadway improvements.

**TABLE 21-19**  
**ROADWAY ANALYSIS THROUGH BUILDOUT (2025) CONDITIONS WITH IMPROVEMENTS**  
**ROBINSON GATEWAY DRI**

ROADWAY	FROM	TO	TOTAL P.M. PEAK-HOUR LOS (FROM TABLE 21-18)		LOS STANDARD	BUILDOUT IMPROVEMENT REQUIRED?	RECOMMENDED BUILDOUT IMPROVEMENTS	IMPROVED TOTAL P.M. PEAK-HOUR LOS STANDARD SERVICE VOLUME <sup>(1)</sup>		P.M. PEAK-HOUR TOTAL TRAFFIC		P.M. PEAK-HOUR TOTAL TRAFFIC LOS	
			NB/EB	SB/WB				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
49th St E/Experimental Farm Rd	US 41	Canal Rd	C	C	D	No	---	-	-	-	-	-	-
	Canal Rd	Ellenton-Gillette Rd	C	C	D	No	---	-	-	-	-	-	-
69th St E	US 41	Ellenton-Gillette Rd	C	C	D	No	---	-	-	-	-	-	-
	Ellenton-Gillette Rd	Buffalo Rd	B	A	D	No	---	-	-	-	-	-	-
	Buffalo Rd	Erie Rd (CR 75)	B	A	D	No	---	-	-	-	-	-	-
Buffalo Rd	69th St E	Moccasin Wallow Rd	D	D	D	No	---	-	-	-	-	-	-
Carter Rd	Moccasin Wallow Rd	Project Driveway	B	B	D	No	---	-	-	-	-	-	-
	Project Driveway	Buckeye Rd	B	B	D	No	---	-	-	-	-	-	-
CR 675	US 301	Rye Rd	D	D	C	No	---	-	-	-	-	-	-
Ellenton-Gillette Rd	69th St E	49th Street E	A	A	D	No	---	-	-	-	-	-	-
	49th Street E	Mendoza Rd	A	A	D	No	---	-	-	-	-	-	-
	Mendoza Rd	Memphis Rd	A	A	D	No	---	-	-	-	-	-	-
Erie Rd/CR 10	Erie Rd/CR 75	US 301 (Parrish)	C	C	D	No	---	-	-	-	-	-	-
I-75	SR 64	US 301	D	D	D	No	---	-	-	-	-	-	-
	US 301	I-275	D	D	D	No	---	-	-	-	-	-	-
	I-275	Moccasin Wallow Rd	B	B	D	No	---	-	-	-	-	-	-
	Moccasin Wallow Road	Hillsborough County Line	C	C	C	No	---	-	-	-	-	-	-
Moccasin Wallow Rd	US 41	Ellenton-Gillette Rd	B	B	D	No	---	-	-	-	-	-	-
	Ellenton-Gillette Rd	I-75	B	B	D	No	---	-	-	-	-	-	-
	I-75	Buffalo Rd	B	B	D	Yes	Widen from 4 Lanes to 6 Lanes from Buffalo Road/Driveway #1 to I-75 NB Ramps	2,450	2,000	1,791	1,656	D	D
	Buffalo Rd	Carter Rd	B	B	D	No	---	-	-	-	-	-	-
	Carter Rd	US 301	B	B	D	No	---	-	-	-	-	-	-
Palmview Rd	US 41	Ellenton-Gillette Rd	C	C	D	No	---	-	-	-	-	-	-
SR 62	US 301	CR 39	B	B	C	No	---	-	-	-	-	-	-
US 301	Ft Hamer Rd	Moccasin Wallow Rd	B	B	C	No	---	-	-	-	-	-	-
	Moccasin Wallow Rd	Hillsborough Co	C	B	C	No	---	-	-	-	-	-	-
US 41	US 19	49th St E	C	C	D	No	---	-	-	-	-	-	-
	49th St E	Canal Rd	B	B	D	No	---	-	-	-	-	-	-
	Canal Rd	69th St E	B	B	D	No	---	-	-	-	-	-	-

Note: (1) - Improved Total P.M. Peak-Hour LOS Standard Service Volume based upon recommended intersection and roadway improvements.



**TABLE 21-20**  
**BUILDOUT I-75 RAMPS ANALYSIS**  
**ROBINSON GATEWAY DRI**

MOCCASIN WALLOW ROAD INTERCHANGE RAMP		BUILDOUT PEAK-HOUR LOS
AM PEAK HOUR		
I-75 Northbound Merge		B
I-75 Northbound Diverge		B
I-75 Southbound Merge		C
I-75 Southbound Diverge		C
PM PEAK HOUR		
I-75 Northbound Merge		B
I-75 Northbound Diverge		C
I-75 Southbound Merge		B
I-75 Southbound Diverge		C

**G. IDENTIFY ANTICIPATED NUMBER AND GENERAL LOCATION OF ACCESS POINTS FOR DRIVEWAYS, MEDIAN OPENINGS, AND ROADWAYS NECESSARY TO ACCOMMODATE THE PROPOSED DEVELOPMENT. DESCRIBE HOW THE APPLICANT'S ACCESS PLAN WILL MINIMIZE THE IMPACTS OF THE PROPOSED DEVELOPMENT AND PRESERVE OR ENHANCE TRAFFIC FLOW ON THE EXISTING AND PROPOSED TRANSPORTATION SYSTEM. THIS INFORMATION WILL ASSIST THE APPLICANT AND GOVERNMENTAL AGENCIES IN REACHING CONCEPTUAL AGREEMENT REGARDING THE ANTICIPATED ACCESS POINTS. WHILE THE ADA MAY CONSTITUTE A CONCEPTUAL REVIEW FOR ACCESS POINTS, IT IS NOT A PERMIT APPLICATION AND, THEREFORE, THE APPLICANT IS NOT REQUIRED TO INCLUDE SPECIFIC DESIGN REQUIREMENTS (GEOMETRY) UNTIL THE TIME OF PERMIT APPLICATION.**

As previously stated, access to the Robinson Gateway DRI is expected to be provided along Moccasin Wallow Road and Carter Road. The access plan along Moccasin Wallow Road is expected to consist of two (2) driveways. The first driveway will utilize the north leg of the existing Moccasin Wallow Road & Buffalo Road full-access intersection (Buffalo Road/Project Driveway #1). This intersection/driveway is expected to continue to provide for full turning movements to/from the site. The second driveway along Moccasin Wallow Road is proposed to be a directional left-turn in/right-turn in/right-turn out only access (Project Driveway #2). Access along Carter Road is expected to be provided via one (1) proposed full-access driveway (Project Driveway #3).

The general location and number of driveways are identified on Map H and were developed to provide optimal circulation on-site, as well as to provide several alternate points to access the development and, thus, minimize congestion at any one access point along the public roadway system. The specific lane geometry, traffic control, and median access configuration for each project driveway is identified in the detailed *Synchro* Analysis in Appendix 21-K.

As per the agreed upon methodology, a queue length analysis was completed for the turn lanes into the project site. The results of the turn-lane length calculations can be found in Appendix 21-M.

- H. IF APPLICABLE, DESCRIBE HOW THE PROJECT WILL COMPLEMENT THE PROTECTION OF EXISTING, OR DEVELOPMENT OF PROPOSED, TRANSPORTATION CORRIDORS DESIGNATED BY LOCAL GOVERNMENTS IN THEIR COMPREHENSIVE PLANS. IN ADDITION, IDENTIFY WHAT COMMITMENTS WILL BE MADE TO PROTECT THE DESIGNATED CORRIDORS SUCH AS INTERLOCAL AGREEMENTS, RIGHT-OF-WAY DEDICATION, BUILDING SETBACKS, ETC.**

Opportunities to protect the surrounding transportation corridors will be available. The Applicant will coordinate with Manatee County to enhance the existing travel corridors in the vicinity of the project site. The project site will be designed to incorporate appropriate right-of-way widths and building setbacks required by Manatee County.

**I. WHAT PROVISIONS, INCLUDING BUT NOT LIMITED TO SIDEWALKS, BICYCLE PATHS, INTERNAL SHUTTLES, RIDESHARING, AND PUBLIC TRANSIT, WILL BE MADE FOR THE MOVEMENT OF PEOPLE BY MEANS OTHER THAN PRIVATE AUTOMOBILE? REFER TO INTERNAL DESIGN, SITE PLANNING, PARKING PROVISIONS, LOCATION, ETC.**

The Robinson Gateway DRI is expected to include amenities within both the residential and non-residential components of the entire site, including sidewalks, bicycle lanes, and multi-use paths which will allow movement of people by means other than private automobile. These amenities will assist in the interaction between land uses on-site and maximize opportunities to reduce automobile traffic entering and/or exiting the project site.

# BRADENTON HERALD

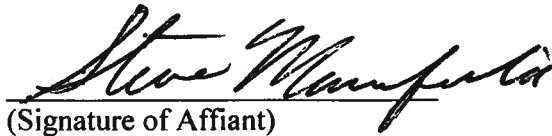
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Bradenton Herald  
Published Daily  
Bradenton, Manatee County, Florida

## STATE OF FLORIDA COUNTY OF MANATEE

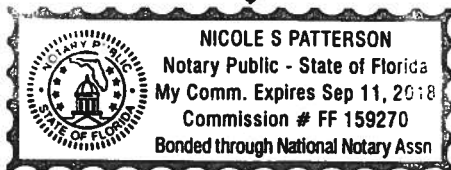
Before the undersigned authority personally appeared Steve Mansfield, who, on oath, says that he is a Legal Advertising Representative of The Bradenton Herald, a daily newspaper published at Bradenton in Manatee County, Florida; that the attached copy of the advertisement, being a Legal Advertisement in the matter of **Notice of Zoning & Dri Changes in Unincorporated Manatee County** was published in said newspaper in the issue(s) of **11/29/2014**.

Affidavit further says that the said publication is a newspaper published at Bradenton, in said Manatee County, Florida, and that the said newspaper has heretofore been continuously published in said Manatee County, Florida, each day and has been entered as second-class mail matter at the post office in Bradenton, in said Manatee County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

  
(Signature of Affiant)

Sworn to and subscribed before me this

1 Day of Dec, 2014



  
SEAL & Notary Public

Personally Known ☒ OR Produced Identification ☐  
Type of Identification Produced \_\_\_\_\_

### NOTICE OF ZONING & DRI CHANGES IN UNINCORPORATED MANATEE COUNTY

NOTICE IS HEREBY GIVEN, that the Planning Commission of Manatee County will conduct a Public Hearing on **Thursday, December 11, 2014 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:

#### **ORDINANCE 14-45 - ROBINSON GATEWAY DRI #29**

Request: Approval of an Ordinance of the Board of County Commissioners of Manatee County, Florida, rendering a Development Order pursuant to Chapter 380.06, Florida Statutes, on an application for development approval of a new one-phased development of Regional Impact to allow the following maximum development: 542 residential units; 900,000 square feet of retail space; 600,000 square feet of office space; 1,750 seats or 130,680 square feet movie theatre; and 350 rooms or 219,800 square feet for hotel(s) with a proposed build-out date of 2025.

The Robinson Gateway DRI is on the north side of Moccasin Wallow Road, east side of I-75 and west side of Carter Road at 6750 and 7350 Moccasin Wallow Road, North Palmetto, on a 288± acre site in the MU (Mixed Use), UF-3 (Urban Fringe-three dwelling units per acre) and P/SP-1 (Public/Semi-Public-1) Future Land Use Categories; current zoning is A-1 (Suburban Agriculture - one dwelling unit per acre); filed by MW Gateway Development, LLC; providing for development rights, conditions, and obligations; providing for severability; and providing an effective date.

#### **PDMU-13-01(Z)(G) - ROBINSON LAND HOLDINGS JOINT VENTURE, A FLORIDA GENERAL PARTNERSHIP/ ROBINSON GATEWAY**

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 288 acres on the north side of Moccasin Wallow Road, east side of I-75 and west side of Carter Road at 6750 and 7350 Moccasin Wallow Road, North Palmetto, from the A-1 (Suburban Agriculture, one dwelling unit per acre) to PDMU (Planned Development Mixed Use) zoning district; 2) approval of a General Development Plan for a regional-serving project to include: 542 residential units; 900,000 square feet of retail space; 600,000 square feet of office space; 1,750 seats or 130,680 square feet movie theatre; and 350 rooms or 219,800 square feet for hotel(s); subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and

**PDR-14-21(G) - PEACE  
PRESBYTERIAN CHURCH /  
DTS#20140287**

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, approving a General Development Plan on approximately 22.11 acres in the PDR (Planned Development Residential) zoning district to utilize an existing 15,054 square foot office building as a Place of Worship/Church (temporary), church offices, and other church related purposes; and to construct an 18,800 square foot building for a new 400-seat sanctuary (permanent) and future recreation facility on the north side of SR 64 East, approximately 950 feet west of Greyhawk Boulevard, at 12705 SR 64 East, Bradenton; approval of this General Development Plan supercedes the previously approved General Development Plan [PDR-13-29(G)] subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

**PDI-14-23(G) - PROJECT RED  
SOX/WE SELL MIXERS, LLC  
(DTS#20140331,  
MEPS00000336)**

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, approving a General Development Plan for a Motor Vehicle Sales, Rental, or Leasing Establishment, and Motor Vehicle Repair (collectively "Primary Uses"); and option for a Motor Pool Facility including Taxi Cab/Limousine Service, Farm Equipment Supply, Professional Office, Hotel, Industrial Service Establishment, Business Service Establishment, Medical Dental Laboratory, Construction Service Establishment, Wholesale Trade Establishment, Personal Service Establishment, Warehouse and Mini-warehouses, and a Personal Wireless Service Facility (collectively "Alternative Uses"); the Primary Uses shall comprise a maximum of 19,137 square feet and the Alternative Uses shall comprise a maximum of 20,863 square feet (for a combined total of 40,000 square feet); on approximately 9.34 acres zoned PDI (Planned Development Industrial) zoning district. The site is south of S.R.64, on the east side of I-75, and west side of Lena Road, approximately 800 feet north of 41st Avenue East, at 3705 and 3730 Lena Road (South County); subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, and providing an effective date.

**PDMU-14-22(Z)(P) - KOLTER  
ACQUISITIONS, LLC  
(CONTRACT PURCHASER)/  
MB REO-FL LAND, LLC and  
STEPHANY, INC.  
(OWNERS)/TREVISTA (fka  
PENNINGTON PARK)  
(DTS #20140298)**

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 441.3 ± acres located east of I-75 and south of 69th Street East, Palmetto from A-1 (Suburban Agriculture - 1 dwelling unit per acre [291.0± acres]), PDR (Planned Development Residential [140.4± acres]), and RSF-1 (Residential Single Family [9.9± acres]) to the PDMU (Planned Development Mixed Use) zoning district; approving a Preliminary Site Plan for 1,103 residential units consisting of 803 single family detached

units and 300 multi-family units and 100,000 square feet of neighborhood retail uses; subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, 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, Local Development Agreements, the applications, related documents, and may obtain assistance regarding these matters from the Manatee County Building and Development Services Department, 1112 Manatee Avenue West, 4th Floor, Bradenton, Florida, telephone number (941) 748-4501x6878; e-mail to: [planning.agenda@mymanatee.org](mailto: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  
11/29/2014**

# AFFIDAVIT OF PUBLICATION

SARASOTA HERALD-TRIBUNE  
PUBLISHED DAILY  
SARASOTA, SARASOTA COUNTY, FLORIDA

STATE OF FLORIDA  
COUNTY OF MANATEE

BEFORE THE UNDERSIGNED AUTHORITY PERSONALLY APPEARED SHARI BRICKLEY, WHO ON OATH SAID SHE IS DIRECTOR OF ADVERTISING FOR THE SARASOTA HERALD-TRIBUNE, A DAILY NEWSPAPER PUBLISHED AT SARASOTA, IN SARASOTA COUNTY FLORIDA; AND CIRCULATED IN MANATEE COUNTEE DAILY; THAT THE ATTACHED COPY OF ADVERTISEMENT BEING A NOTICE IN THE MATTER OF:

Legal description documented below:

IN THE COURT WAS PUBLISHED IN THE MANATEE EDITION OF SAID NEWSPAPER IN THE ISSUES OF:

11/29 1x

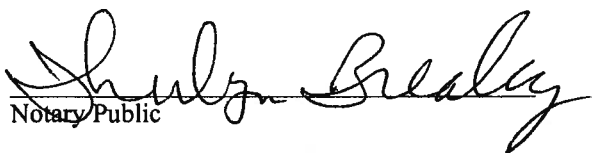
AFFIANT FURTHER SAYS THAT THE SAID SARASOTA HERALD-TRIBUNE IS A NEWSPAPER PUBLISHED AT SARASOTA, IN SAID SARASOTA COUNTY, FLORIDA, AND THAT THE SAID NEWSPAPER HAS THERETOFORE BEEN CONTINUOUSLY PUBLISHED IN SAID SARASOTA COUNTY, FLORIDA, EACH DAY, AND HAS BEEN ENTERED AS SECOND CLASS MAIL MATTER AT THE POST OFFICE IN BRADENTON, IN SAID MANATEE COUNTY, FLORIDA, FOR A PERIOD OF ONE YEAR NEXT PRECEDING THE FIRST PUBLICATION OF THE ATTACHED COPY OF ADVERTISEMENT; AND AFFIANT FURTHER SAYS THAT SHE HAS NEITHER PAID NOR PROMISED ANY PERSON, FIRM OR CORPORATION ANY DISCOUNT, REBATE, COMMISSION OR REFUND FOR THE PURPOSE OF SECURING THIS ADVERTISEMENT FOR PUBLICATION IN THE SAID NEWSPAPER.

SIGNED



SWORN OR AFFIRMED TO, AND SUBSCRIBED BEFORE ME THIS 1 DAY OF Dec, A.D., 2014  
BY SHARI BRICKLEY WHO IS PERSONALLY KNOWN TO ME.

Notary Public



**NOTICE OF ZONING & DRI CHANGES IN UNINCORPORATED MANATEE COUNTY**

NOTICE IS HEREBY GIVEN, that the Planning Commission of Manatee County will conduct a Public Hearing on Thursday, December 11, 2014 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:

**ORDINANCE 14-45 - ROBINSON GATEWAY DRI #29**

Request: Approval of an Ordinance of the Board of County Commissioners of Manatee County, Florida, rendering a Development Order pursuant to Chapter 380.06, Florida Statutes, on an application for development approval of a new one-phased development of Regional Impact to allow the following maximum development: 542 residential units; 900,000 square feet of retail space; 600,000 square feet of office space; 1,750 seats or 130,680 square feet movie theatre; and 350 rooms or 219,800 square feet for hotel(s) with a proposed build-out date of 2025.

The Robinson Gateway DRI is on the north side of Moccasin Wallow Road, east side of I-75 and west side of Carter Road at 6750 and 7350 Moccasin Wallow Road, North Palmetto, on a 288+ acre site in the MU (Mixed Use), UF-3 (Urban Fringe-three dwelling units per acre) and P/SP-1 (Public/Semi-Public-1) Future Land Use Categories; current zoning is A-1 (Suburban Agriculture - one dwelling unit per acre); filed by MW Gateway Development, LLC; providing for development rights, conditions, and obligations; providing for severability; and providing an effective date.

**PDMU-13-01(Z)(G) - ROBINSON LAND HOLDINGS JOINT VENTURE, A FLORIDA GENERAL PARTNERSHIP/ROBINSON GATEWAY**

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 288 acres on the north side of Moccasin Wallow Road, east side of I-75 and west side of Carter Road at 6750 and 7350 Moccasin Wallow Road, North Palmetto, from the A-1 (Suburban Agriculture, one dwelling unit per acre) to PDMU (Planned Development Mixed Use) zoning district; 2) approval of a General Development Plan for a regional-serving project to include: 542 residential units; 900,000 square feet of retail space; 600,000 square feet of office space; 1,750 seats or 130,680 square feet movie theatre, and 350 rooms or 219,800 square feet for hotel(s); subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

**PDR-14-21(G) - PEACE PRESBYTERIAN CHURCH / DTS20140297**

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, approving a General Development Plan on approximately 22.11 acres in the PDR (Planned Development Residential) zoning district to utilize an existing 15,054 square foot office building as a Place of Worship/Church (temporary), church offices, and other church related purposes; and to construct an 18,800 square foot building for a new 400-seat sanctuary (permanent) and future recreation facility on the north side of SR 64 East, approximately 950 feet west of Grayhawk Boulevard, at 12705 SR 64 East, Bradenton; approval of this General Development Plan supercedes the previously approved General Development Plan [PDR-13-29(G)] subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

**PDI-14-23(G) - PROJECT RED SOX/WE SELL MIXERS, LLC (DTS#20140331, MEPS00000336)**

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, approving a General Development Plan for a Motor Vehicle Sales, Rental, or Leasing Establishment, and Motor Vehicle Repair (collectively "Primary Uses"); and option for a Motor Pool Facility including Taxi Cab/Limousine Service, Farm Equipment Supply, Professional Office, Hotel, Industrial Service Establishment, Business Service Establishment, Medical Dental Laboratory, Construction Service Establishment, Wholesale Trade Establishment, Personal Service Establishment, Warehouse and Mini-warehouses, and a Personal Wireless Service Facility (collectively "Alternative Uses"); the Primary Uses shall comprise a maximum of 19,137 square feet and the Alternative Uses shall comprise a maximum of 20,863 square feet (for a combined total of 40,000 square feet); on approximately 9.34 acres zoned PDI (Planned Development Industrial) zoning district. The site is south of S.R.64, on the east side of I-75, and west side of Lena Road, approximately 800 feet north of 41st Avenue East, at 3705 and 3730 Lena Road (South County); subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, and providing an effective date.

**PDMU-14-22(Z)(P) - KOLTER ACQUISITIONS, LLC (CONTRACT PURCHASER)/ MB REO-FL LAND, LLC and STEPHANY, INC. (OWNERS)/TREVISTA (fka PENNINGTON PARK) (DTS #20140296)**

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 rezoning of approximately 441.3 ± acres located east of I-75 and south of 69th Street East, Palmetto from A-1 (Suburban Agriculture - 1 dwelling unit per acre (291.0± acres)), PDR (Planned Development Residential (140.4± acres)), and RSF-1 (Residential Single Family (9.9± acres)) to the PDMU (Planned Development Mixed Use) zoning district; approving a Preliminary Site Plan for 1,103 residential units consisting of 803 single family detached units and 300 multi-family units and 100,000 square feet of neighborhood retail uses; subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, 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, Local Development Agreements, the applications, related documents, and may obtain assistance regarding these matters from the Manatee County Building and Development Services Department, 1112 Manatee Avenue West, 4th Floor, Bradenton, Florida, telephone number (941) 748-4501x6878; e-mail to: [planning.agenda@mymanatee.org](mailto: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

Date of pub: November 29, 2014



**AFFIDAVIT OF POSTING OF PUBLIC NOTICE SIGN, AND  
NOTIFICATION BY U.S. MAIL TO CONTIGUOUS PROPERTY OWNERS**

STATE OF FLORIDA

COUNTY OF MANATEE

BEFORE ME, the undersigned authority, personally appeared RACHEL LAYTON, who, after having first been duly sworn and put upon oath, says as follows:

1. That he/she is the AGENT FOR OWNER (owner, agent for owner, attorney in fact for owner, etc.) of the property identified in the application for Ordinance 14-45 & PDMU 13-01(Z)(G)/Robinson Gateway DRI #29 & Robinson Land Holdings Joint Venture, a Florida General Partnership-Robinson Gateway to be heard before the Manatee County Planning Commission at a public hearing to be held on December 11, 2014 and to be heard before the Manatee County Board of County Commissioners at a public hearing to be held on January 8, 2015 and as such, is authorized to execute and make this Affidavit and is familiar with the matters set forth herein, and they are true to the best of his/her knowledge, information, and belief.

2. That the Affiant has caused the required public notice sign to be posted pursuant to Manatee County Ordinance No. 90-01, on the property identified in the application, and the sign(s) was conspicuously posted 10 feet from the front property line on the 21<sup>st</sup> day of NOVEMBER, 2014.

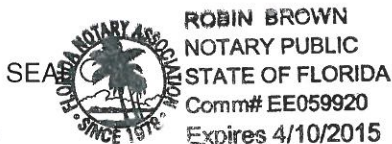
3. That the Affiant has caused the mailing of the required letter of notification to property owners within five hundred (500) feet of the project boundary pursuant to Manatee County Ordinance No. 90-01, as amended, by U.S. Mail, on the 21<sup>st</sup> day of NOVEMBER, 2014, and attaches hereto, as a part of and incorporated herein, a complete list of the names and addresses of the persons entitled to notice.

4. That Affiant is aware of and understands that failure to adhere to the provisions of Manatee County Ordinance No. 90-01, as it relates to the required public notice, may cause the above identified hearing to be postponed and rescheduled only upon compliance with the public notice requirements.

FURTHER YOUR AFFIANT SAITH NOT.

Rachel Layton  
Property Owner/Agent Signature

SIGNED AND SWORN TO before me on 21<sup>st</sup> November (date) by Rachel Layton  
(name of affiant). He/she is personally known to me or has produced \_\_\_\_\_ (type of identification) as identification and who did take an oath.



Robin Brown  
Signature of Person Taking Acknowledgment  
Robin Brown  
Type Name  
Notary Public  
Title or Rank

My Commission Expires: 4/10/15

Commission No.: EE 059920

Serial Number, if any

Date: 11/21/14

Dear Adjacent Property Owner:

**Re: Application:** Ordinance 14-45 & PDMU 13-01(Z)(G)/ Robinson Gateway DRI #29 & Robinson Gateway

**Filed by:** Robinson Land Holdings Joint Venture

**Request:** For Ordinance 14-45-Robinson Gateway DRI #29:

Approval of a new one-phased development of Regional Impact to allow the following maximum development: 542 residential units; 900,000 square feet of retail space; 600,000 square feet of office space; 1,750 seats or 130,680 square feet movie theatre; and 350 rooms or 219,800 square feet for hotel(s) with a proposed build-out date of 2025.

For PDMU-13-01(Z)(G)-Robinson Gateway:

A rezoning of approximately 288 acres, from the A-1 (Suburban Agriculture, one dwelling unit per acre) to PDMU (Planned Development Mixed Use) zoning district; 2) approval of a General Development Plan for a regional-serving project to include: 542 residential units; 900,000 square feet of retail space; 600,000 square feet of office space; 1,750 seats or 130,680 square feet movie theatre; and 350 rooms or 219,800 square feet for hotel(s).

**Location** North side of Moccasin Wallow Road, east side of I-75 and west side of Carter Road at 6750 and 7350 Moccasin Wallow Road, North Palmetto.  
**(ZONING MAP ATTACHED).**

**For more information please call:**

**CASE PLANNER:** Stephanie Moreland **PHONE #** (941)748-4501 **Ext:** 3880

The **Manatee County Planning Commission** will hold a public hearing to consider this request and forward a recommendation to the Board of County Commissioners:

**Date:** Thursday, December 11, 2014  
**Time:** 9:00 A.M.  
**Location:** Board of County Commissioners Chambers  
Manatee County Administrative Center, 1st Floor  
1112 Manatee Avenue West  
Bradenton, Florida 34205

The **Manatee County Board of County Commissioners** will hold a public hearing to consider and act upon the application:

**Date:** Thursday, January 8, 2015  
**Time:** 9:00 A.M.  
**Location:** Board of County Commissioners Chambers  
Manatee County Administrative Center, 1st Floor  
1112 Manatee Avenue West  
Bradenton, Florida 34205



## HEARINGS MAY BE CONTINUED FROM TIME TO TIME

You and any other interested parties are invited to appear at these hearings and express your opinions, subject to proper rules of conduct. Additionally, you may send comments to the Director of the Building and Development Services. These comments will be heard and considered by the Planning Commission and Board of County Commissioners and entered into the record. Please present your concerns to the Planning Commission in as much detail as possible. The issues identified at the Planning Commission public hearing will be the primary basis for the final decision by the Board of County Commissioners.

Rules of Procedure for these public hearings [R-13-189(PC) & R-10-195] are available for review or purchase, at cost, from the Building and Development Services Department.

Public Hearing Procedures can be obtained at [www.mymanatee.org](http://www.mymanatee.org) / Building and Development Services / Board Committees and Agendas / Public Hearing Procedures, or by calling Bobbi Roy at 748-4501 x 6878.

You may examine the Official Zoning Atlas, the application, and related documents and may obtain assistance regarding this matter from the Manatee County Building and Development Services Department, 1112 Manatee Avenue West, 4th Floor, Bradenton, Florida; telephone number (941) 748-4501 Ext. 6878; fax number (941) 749-3071. Questions and comments can also be sent by e-mail to: [planning.agenda@mymanatee.org](mailto:planning.agenda@mymanatee.org).

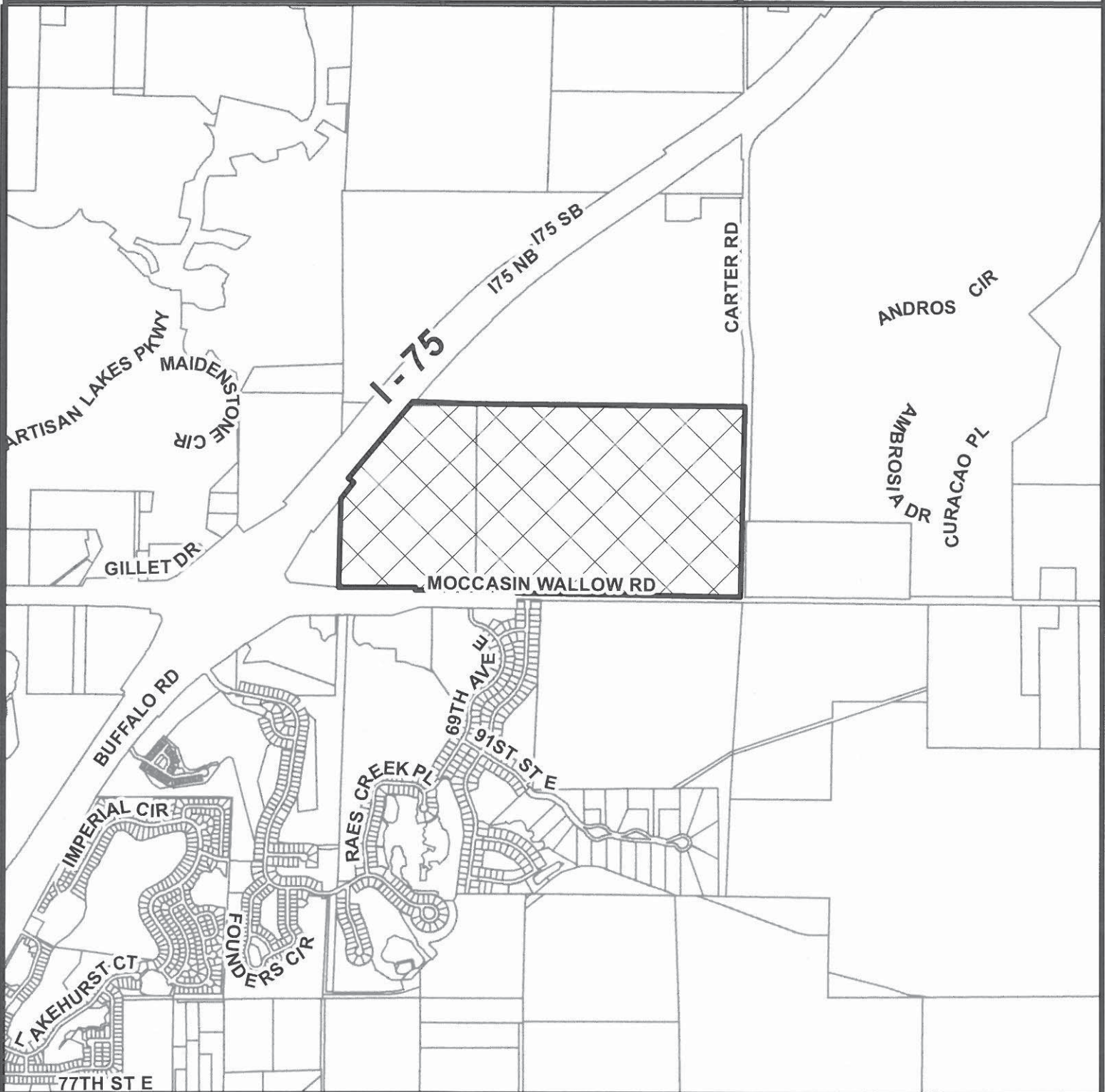
According to Florida Statutes, Section 286.0105, any person desiring to appeal any decision made by the Board of County Commissioners with respect to any matter considered at the Public Hearing will need a record of the proceedings, and for such purposes may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based.

The Board of County Commissioners of Manatee County, Florida, 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, participation, employment, or treatment in its programs or activities. Anyone requiring reasonable accommodation for this meeting as provided for in the Americans with Disabilities Act, should contact Kaycee Ellis at 742-5800; TDD ONLY 742-5802 and wait 60 seconds; FAX 745-3790.

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

**THIS NOTICE IS GIVEN PURSUANT TO MANATEE COUNTY ORDINANCE NO. 90-01, THE MANATEE COUNTY LAND DEVELOPMENT CODE, SECTION 502.5.3. THIS IS A NOTICE OF ESTABLISHMENT OR CHANGE OF A REGULATION AFFECTING THE USE OF LAND IN UNINCORPORATED MANATEE COUNTY.**

# Robinson Gateway



Parcel ID #(s) 610310005, 610320009

Project Name: Robinson Gateway  
 Project #: PDMU-13-01 (Z)(G) / ORD-14-45  
 DTS#: 20130029  
 Proposed Use: Mixed Use

S/T/R: Sec 14, 15 Twn 33 Rng 18  
 Acreage: 287.9  
 Existing Zoning: A-1  
 Existing FLU: P/SP-1, MU, UF-3  
 Overlays: NONE  
 Special Areas: Greenway

CHH: NONE  
 Watershed: NONE  
 Drainage Basin: FREG CREEK  
 Commissioner: Larry Bustle



Project Site



Manatee County  
 Staff Report Map  
 Map Prepared 12/17/2010  
 1 inch = 1,812 feet

Parcel Owners within a 500 ft. Radius. 10/21/2014

OWNER	SECONDARY_OWNER	OWN_ADDR	OWN_ADDR2	CITY	ST	ZIP	CNTRY	CNT_ZIP	PARCEL_ID	LOCATION_ADD	UNIT
BAILEY,CATHY J		9602 71ST AVE E		PALMETTO	FL	34221			649025103	9602 71ST AVE E	
ERAMO,PHILLIP		48 CLAPBOARDTREE ST		WESTWOOD	MA	2090			612100008	6300 MOCCASIN WALLOW RD	
F52		9604 71ST AVE E		PALMETTO	FL	34221			649025053	9604 71ST AVE E	
FLM INC		4602 DOGWOOD HILLS CT		BRANDON	FL	33511			649000007	7205 MOCCASIN WALLOW RD	
FLM INC		4602 DOGWOOD HILLS CT		BRANDON	FL	33511			651100000	8505 MOCCASIN WALLOW RD	
FRANCE,KYRA S	MCNAUGHT,SUSAN R	6906 95TH LN E		PALMETTO	FL	34221			649030509	6906 95TH LN E	
GCI IMPERIAL INVESTMENT LLC		6807 BUFFALO RD		PALMETTO	FL	34221			646918009	6317 BOBBY JONES CT	
GCI PARCEL B LLC		9680 BUFFALO RD		PALMETTO	FL	34221			649010259	BUFFALO RD	
HBT OF EAGLE POINTE LLC		710 N PLANKINTON AVE 1200		MILWAUKEE	WI	53203			606201009	NO ASSIGNED ADDRESS	
IMPERIAL LAKES GOLF CLUB		9680 BUFFALO RD		PALMETTO	FL	34221			646900159	NO ASSIGNED ADDRESS	
IMPERIAL RENAISSANCE LLC		9680 BUFFALO RD		PALMETTO	FL	34221			646900209	NO ASSIGNED ADDRESS	
IMPERIAL RENAISSANCE LLC		9680 BUFFALO RD		PALMETTO	FL	34221			649010429	9680 BUFFALO RD	
IOTA NORTH MANATEE LLC		482 N ROSEMEAD BLVD 103		PASADENA	CA	91107			609700059	10615 CARTER RD	
LACOST,DUSTIN R		9504 71ST AVE E		PALMETTO	FL	34221			649025152	9504 71ST AVE E	
MCCLURE PROPERTIES LTD		P O BOX 936		PALMETTO	FL	34220			609510059	8670 MOCCASIN WALLOW RD	



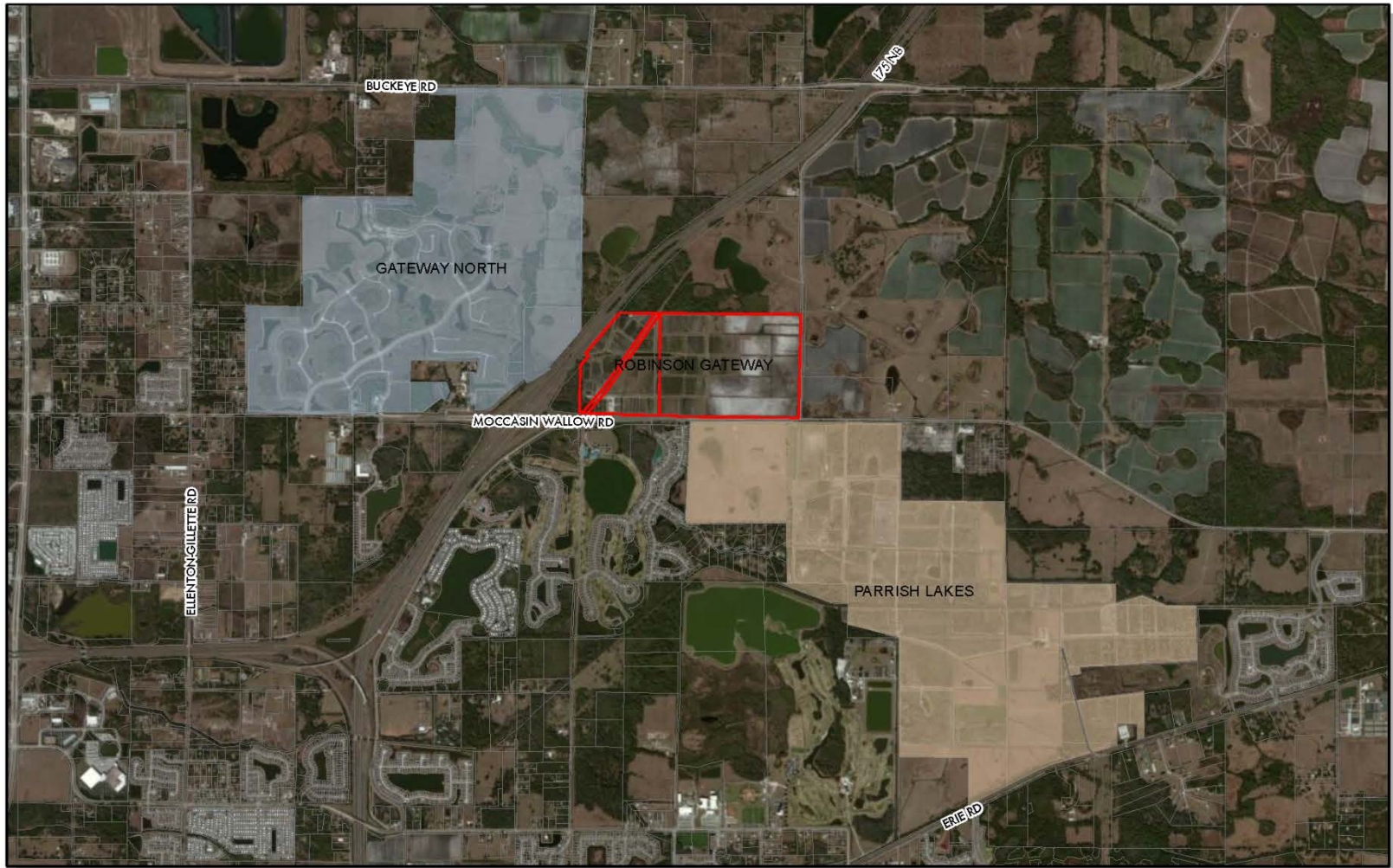
Parcel Owners within a 500 ft. Radius. 10/21/2014

MULLINS,WALTER R	MULLINS,MARIAN J	9506 69TH AVE E		PALMETTO	FL	34221		649030459	9506 69TH AVE E	
NICHOLS,KEVIN B		6910 95TH LN E		PALMETTO	FL	34221		649030558	6910 95TH LN E	
OBIEDZINSKI,THOMAS R	OBIEDZINSKI,DEANNA S	9603 71ST AVE E		PALMETTO	FL	34221		649030657	9603 71ST AVE E	
REGENCY OAKS HOMEOWNERS ASSOCIATION INC		9031 TOWN CENTER PKY		BRADENTON	FL	34202		649032752	9500 69TH AVE E	
REGENCY OAKS HOMEOWNERS ASSOCIATION INC		9031 TOWN CENTER PKY		BRADENTON	FL	34202		649033008	NO ASSIGNED ADDRESS	
REGENCY OAKS HOMEOWNERS ASSOCIATION INC		9031 TOWN CENTER PKY		BRADENTON	FL	34202		649032802	NO ASSIGNED ADDRESS	
REGENCY OAKS HOMEOWNERS ASSOCIATION INC		9031 TOWN CENTER PKY		BRADENTON	FL	34202		649033057	NO ASSIGNED ADDRESS	
ROBINSON FARMS INC		P O BOX 439		PARRISH	FL	34219		610300109	NO ASSIGNED ADDRESS	
STERNER,SIGVARD L	STERNER,ANN G	9505 71ST AVE E		PALMETTO	FL	34221		649030608	9505 71ST AVE E	
SUBURBAN LAND RESERVE INC		PO BOX 511196		SALT LAKE CITY	UT	84151		612110007	NO ASSIGNED ADDRESS	
TAYLOR,TIMOTHY E		9605 71ST AVE E		PALMETTO	FL	34221		649030707	9605 71ST AVE E	
VLASZ,RICHARD A	VLASZ,DIANA L	9508 69TH AVE E		PALMETTO	FL	34221		649030400	9508 69TH AVE E	
WRIGHT,STEPHEN A	WRIGHT,SAMANTHA A	9502 71ST AVE E		PALMETTO	FL	34221		649025202	9502 71ST AVE E	

# Robinson Gateway Development of Regional Impact #29

MW Gateway, LLC

## AERIAL



201 26 AVE DR EAST BRADENTON, FL 34208  
PO BOX 9448 BRADENTON, FL 34208  
TELEPHONE 941.748.8080 FAX 941.748.3316

## ROBINSON GATEWAY

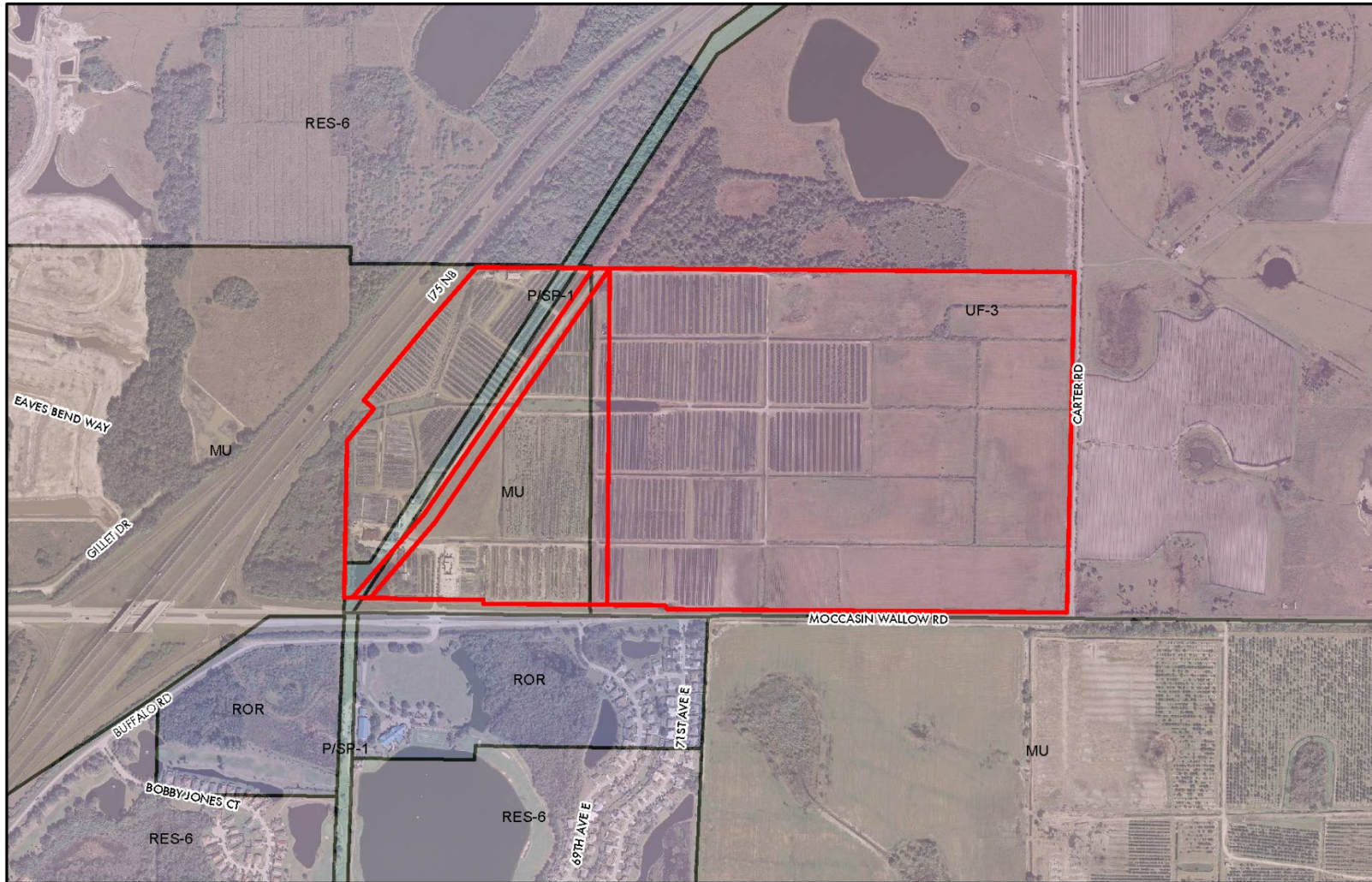
SCALE: 1"=3,000'



THIS MAP IS PROVIDED FOR GRAPHICAL REPRESENTATION  
AND GENERAL REFERENCE ONLY. THE DATA CONTAINED  
HEREIN IS SUBJECT TO CHANGE AND IS NOT WARRANTED.



## FUTURE LAND USE



201 5th AVE DR EAST BRADENTON, FL 34208  
PO BOX 9448 BRADENTON, FL 34206  
TELEPHONE 941.748.8080 FAX 941.748.3316

## ROBINSON GATEWAY

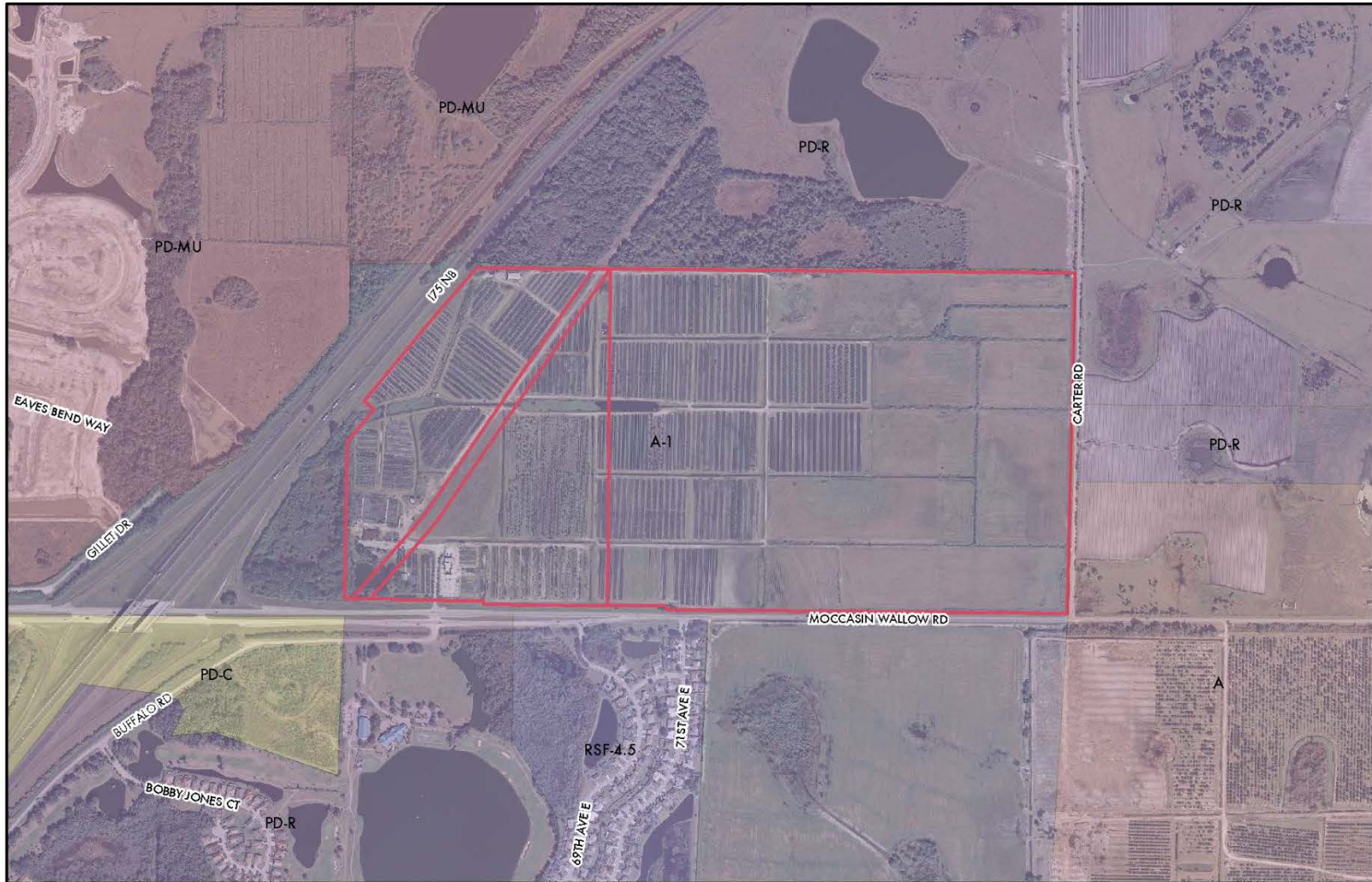
SCALE: 1"=1,000'  
SOURCE: MANATEE COUNTY GIS DATA - 2008 AERIALS



THIS MAP IS PROVIDED FOR GRAPHICAL REPRESENTATION AND GENERAL REFERENCE ONLY. THE DATA CONTAINED HEREIN IS SUBJECT TO CHANGE AND IS NOT WARRANTED.



# ZONING MAP



201 SW AVE DR EAST BRADENTON, FL 34208  
PO BOX 9448 BRADENTON, FL 34206  
TELEPHONE 941.748.8080 FAX 941.748.3316

## ROBINSON GATEWAY

SCALE: 1"=1,000'  
SOURCE: MANATEE COUNTY GIS DATA - 2008 AERIALS



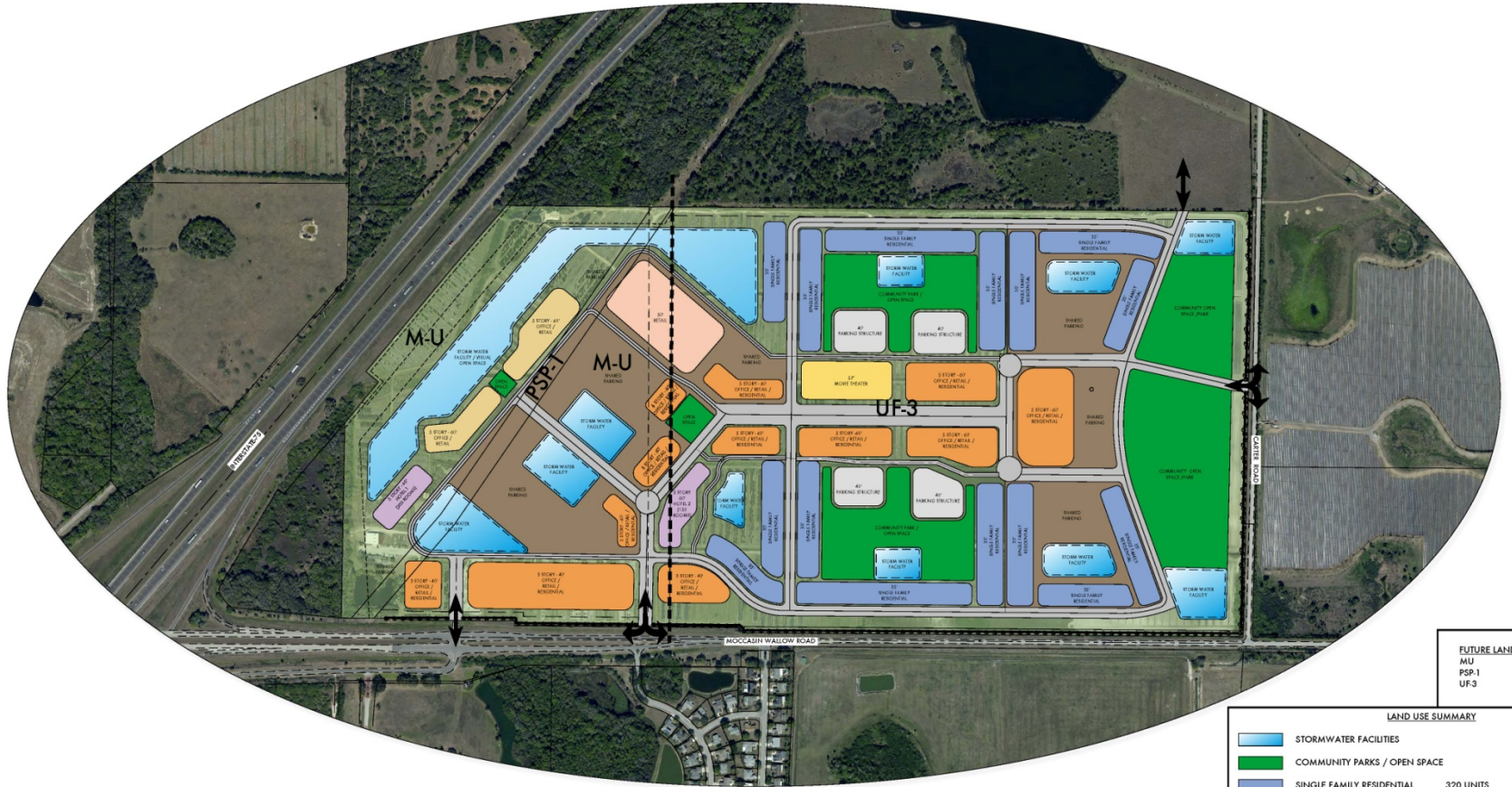
THIS MAP IS PROVIDED FOR GRAPHICAL REPRESENTATION AND GENERAL REFERENCE ONLY. THE DATA CONTAINED HEREIN IS SUBJECT TO CHANGE AND IS NOT WARRANTED.

# DRI Entitlements

RESIDENTIAL (Units)		RETAIL (Sq. Ft.)	OFFICE (Sq. Ft.)	MOVIE THEATRE (Seats)	HOTEL (Rooms)
Single-Family Attached (Condos/THs)	Multi-Family				
320	222	900,000	600,000	1,750	350



# MAP H



**FUTURE LAND USE CATEGORIES**  
 MU ± 88.0 AC  
 PSP-1 ± 6.55 AC  
 UF-3 ± 193.0 AC

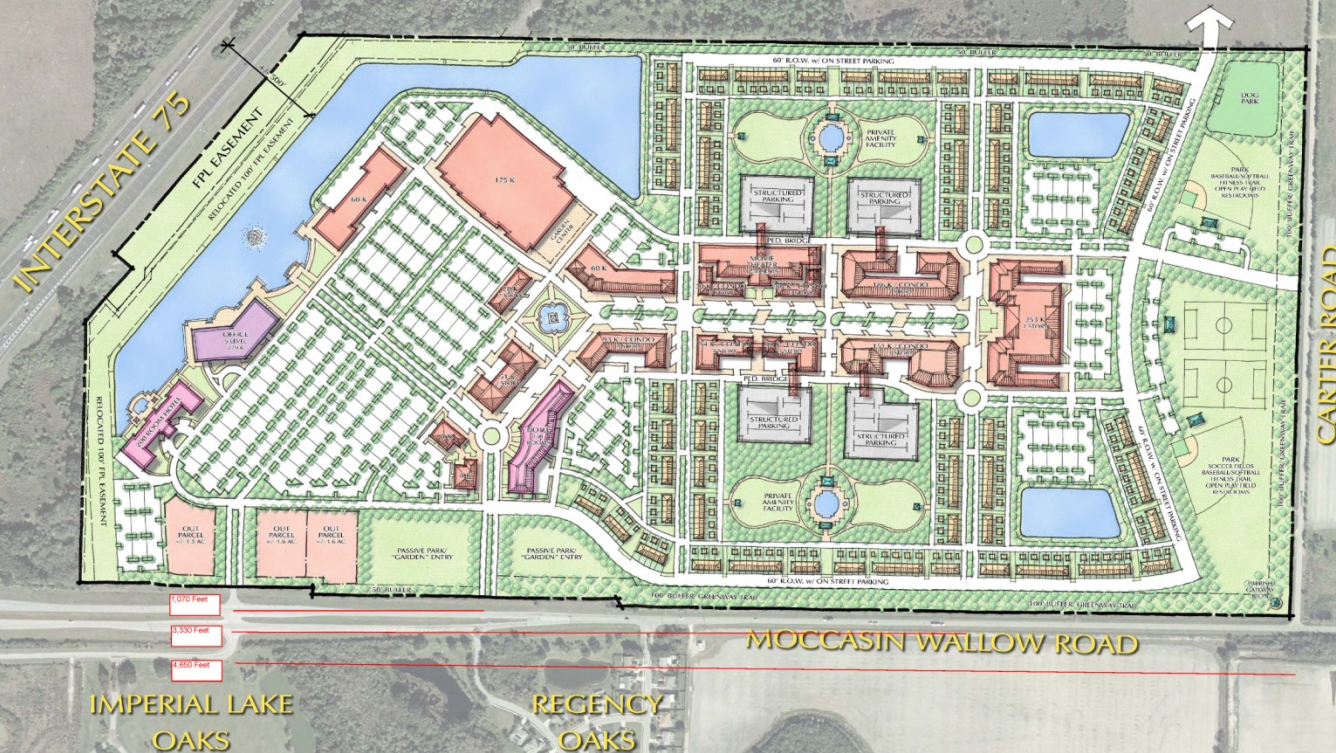
## LAND USE SUMMARY

	STORMWATER FACILITIES		± 35.0 AC
	COMMUNITY PARKS / OPEN SPACE		± 40.0 AC
	SINGLE FAMILY RESIDENTIAL	320 UNITS	± 47.6 AC
	RETAIL	500,000 SF	± 5.5 AC
	HOTEL	350 ROOMS	± 3.0 AC
	OFFICE/ RETAIL	400,000/100,000 SF	± 4.0 AC
	OFFICE/RETAIL/RESIDENTIAL	200,000/300,000 SF	± 26.0 AC
	THEATER	1750 SEATS	± 3.0 AC
	SHARED PARKING		± 37.0 AC
	PARKING STRUCTURES		± 153.8 AC



## SITE STATISTICS

TOTAL SITE AREA:	+/- 288 AC.
RETAIL GSF:	+/- 900,000 GSF.
OFFICE GSF:	+/- 600,000 GSF.
MOVIE THEATER:	1750 SEATS
HOTEL ROOMS:	350 ROOMS
TOWN HOMES:	342 DU.
CONDOMINIUMS:	200 DU.



# Robinson Gateway Conceptual Plan

# DRI History

- The DRI application was originally filed in December of 2010.
- Tampa Bay Regional Planning Council (TBRPC) declared the ADA application sufficient on July 11, 2014
- Multiple State and Regional Review Agencies participated in the process.
- The project is consistent with the Land Development Code, the State Comprehensive Plan, the Tampa Bay Regional Planning Councils' Future of the Region, "A Strategic Regional Policy Plan", and the 2020 Manatee County Comprehensive Plan.
- TBRPC approved the ADA application on October 13, 2014



# DRI Recommended Conditions

- Requesting approval of a single phase project with an established build-out date of December 31, 2025
- Establishment of a development commencement date to coincide with a period of five years from the Development Order adoption date
- Applicant shall provide a 30 acre community open space/park and recreational facility and connection to the Ellenton-Willow Trail along Carter Road



# DRI Recommended Conditions

- Preparation and submittal of a Stormwater Management Plan and Parks Master Plan
- Conduct Surface and Groundwater Quality monitoring
- Mitigation to offset the impacted roadway segments and intersections
- Voluntary Affordable Housing/Workforce Housing Program (Up to 54 units or 10 % of all units within the project)

# DRI Summary

- Staff has prepared a Staff Report recommending approval of the application
- The applicant is in agreement with the Development Order

# Robinson Gateway

Rezoning to Planned Development Mixed Use to General  
Development Plan Standards (PDMU-15-04 (Z)(G)

MW Gateway, LLC

# GENERAL DEVELOPMENT PLAN



- LEGEND**
- STORM WATER FACILITIES
  - COMMUNITY PARKS / OPEN SPACE
  - SINGLE FAMILY RESIDENTIAL
  - RETAIL
  - HOTEL
  - OFFICE / RETAIL
  - OFFICE/RETAIL/RESIDENTIAL
  - THEATER
  - SHARED PARKING
  - PARKING STRUCTURES

# Rezone & General Development Plan

- Property is currently zoned A-1
- Rezone application is to change zoning to PD-MU for 288 acres to include the following uses:
  - 542 residential units;
  - 900,000 square feet of retail space;
  - 600,000 square feet of office space;
  - 1,750 seats or 130,680 square feet movie theatre; and
  - 350 rooms or 219,800 square feet for hotel(s).
  - 30 acres of community park/open space
- Neo-traditional development

# Rezone & General Development Plan

- Project boundary buffers
  - North – 50 feet
  - East – 100 feet from Carter Road
  - South – 50 feet and 65 feet from Moccasin Wallow Road
  - West – 50 feet from I-75
- Residential Setbacks
  - Front: 10' rear loaded garages
  - 20' front loaded garages
  - Side: 0/8' (end units)
  - Rear: 25' (rear loaded garages)
  - 15' (front loaded garages)
- Commercial Setbacks
  - Front: 25'
  - Side: 10'
  - Rear: 15'
- Waterfront: 30 feet



# Rezone & General Development Plan

- Maximum Building Heights
  - Residential buildings: 35 feet
  - Mixed Use buildings: 40 feet – 60 feet
  - Hotel: 60 feet
  - Movie Theatre: 57 feet
  - Parking structures: 40 feet
- Open Space
  - 30% Required
  - 34% Provided



## NEARBY APPROVED DEVELOPMENT

Project	Lots/units	Density	Minimum Lot/Unit size	Approved
Wellington Lake Manor	169 lots	1.08	7,500 sq. ft.	2005
Regency Oaks I	153 lots	1.81	10,000 sq. ft.	1991
Regency Oaks II	72 lots	0.77	10,000 sq. ft.	1995
Regency Oaks Preserve	28 lots	0.34	36,018 sq. ft.	2002
Stone Dam Preserve	667 lots/124 units	1.88	5,400 sq. ft. 1,500 sq. ft.	2005
Eagle Pointe	740 lots/860 units	2.37	6,000 sq. ft.	2006
Summer Woods	562 lots	2.1	3,321 sq. ft. (semi-det.) 6,800 sq. ft.(sfd)	2014
Morgan's Glen	286 units, 227,121 sq. ft. commercial & office	2.72	6,050 sq. ft. (sfd) 4,875 sq.ft. (semi det.) 2,200 sq. ft.(sfa)	2009
Copperstone/Valencia Grove	624 units	2.22	6,600 sq. ft.(sfd) 2,000 sq. ft.(sfa)	2005
Villages of Amazon	1999 residential units/ 40,000 sq. ft. commercial & 20,000 sq. ft. office	1.66	4,800 sq. ft.	2014
Woods of Moccasin Wallow	340,000sq. ft. industrial, 75,946 sq. ft. commercial, 43,680 office, & 246 MF units/revised to 103 sfd lots	5.44	8,400 sq. ft.	2004
sfa –single-family attached sfd – single-family detached				

# Special Approvals

- 1) Project in MU FLUC;
- 2) Mixed use project in UF-3 FLUC;
- 3) Gross density exceeding one dwelling unit per acre in UF-3;
- 4) Net residential density exceeding three dwelling units per acre in UF-3;
- 5) Non- residential project exceeding 30,000 square feet in UF-3 FLUC and
- 6) A project in an Entranceway.

# GDP Summary

- Staff has reviewed application for rezoning to PDMU to General Development Plan Standards
- Application is in conformance with the Land Development Code and Comprehensive Plan
- Staff has prepared a Staff Report recommending approval of the application
- The applicant is in agreement with the Zoning Ordinance and Stipulations

QUESTIONS???