# APPENDIX A
# APPLICATION MATERIALS

Rec'd by Planning Services
May 29, 2014

Sarasota County
scgov.net | 941.861.5000 | TV

**Planning and Development Services Department**
1660 Ringling Blvd., 1st Floor - Sarasota, FL 34236
Tel: 941-861-5140 / Fax: 941-861-5593
Email: planner@scgov.net

## PROPERTY DESCRIPTION

| PARCEL IDENTIFICATION NUMBER | PARCEL ACREAGE |
|---|---|
| 0225-00-1000, 0537-01-0001, etc.<br>■ Please check this box if there are additional numbers. Place these numbers under the additional information section on Page 4. | 1,000 acres |
| **STREET ADDRESS** | **SHORT LEGAL** |
| 12851 Fruitville Road, Sarasota, FL | See attached<br>■ Legal Provided in Electronic Format |

## PETITION REQUEST

| REZONING | SPECIAL EXCEPTION |
|---|---|
| ■ I/WE hereby petition the Board of County Commissioners of Sarasota County, Florida, to rezone the property described in this application<br>from OUR and OUE<br>to HPD<br>or such other district as the Board may deem appropriate, pursuant to Ordinance 2003-052, Sarasota County Zoning Ordinance, as codified in Appendix A of the Sarasota County Code .<br>If a Conservation Subdivision is proposed please provide a copy of the Conservation Subdivision Easements.<br>☐ Please check this box if you would like to have the DCP for a rezoning to OPI, CN or CI to be stipulated as binding upon approval by the Board of County Commissioners. | ☐ I/WE hereby petition the Board of County Commissioners of Sarasota County, Florida, to approve a special exception under Article # _____, pursuant to Ordinance No. 2003-052, Sarasota County Zoning Ordinance, as codified in Appendix A of the Sarasota County Code to permit the property described in this application and zoned _____ to be used as:<br>_____<br>I/WE understand a Development Concept Plan (DCP) is required with all applications and will become the property of Planning Services and may not be copyrighted. DCPs are binding for rezoning to a Planned District and for Special Exceptions.<br>Any parcel or portion thereof that has **previous stipulations** shall provide an electronic WORD version of said stipulations, including any proposed additions or deletions as ~~strike-through~~ and underline. |

## FOR STAFF USE ONLY

| PETITION NO. | AMANDA NO. | PETITION PLANNER | PREAPPLICATION MEETING DATE | NEIGHBORHOOD WORKSHOP DATE |
|---|---|---|---|---|
| | | | | |
| **PREVIOUS PETITIONS ON PARCEL** | **FUTURE LAND USE MAP DESIGNATION** | **COMMUNITY PLAN (CP)** | **CRITICAL AREA PLAN (CAP)** | **DEVELOPMENT OF REGIONAL IMPACT (DRI)** |
| | | | | |

**PRE-APPLICATION MEETING**
DATE OF MEETING OR WAIVER APPROVAL
4/17/14

**NOTE:** A COPY OF THE SUMMARY LETTER OR APPROVED LETTER MUST BE SUBMITTED WITH THE APPLICATION.

**NEIGHBORHOOD WORKSHOP**
DATE OF THE NEIGHBORHOOD WORKSHOP
5/6/14

TIME 6:00 p.m.

LOCATION Faith Baptist Church, 8751 Fruitville Road

**RESOURCE PROTECTION**
IS THERE NATIVE HABITAT ON THE PROPERTY?
☒ YES ☐ NO

IF SO, IS HABITAT INFORMATION BEING PROVIDED? ☒ YES ☐ NO

**POTABLE WATER**
HOW WILL POTABLE WATER SERVICE BE PROVIDED?

☐ EXISTING WELL
☐ PROPOSED WELL
☒ SARASOTA COUNTY UTILITIES SYSTEM
☐ OTHER PUBLIC/PRIVATE SYSTEM
NAME: _____

HOW FAR AWAY IS THE CLOSEST WATER LINE TO THE SUBJECT PROPERTY?
2 miles west

**WASTEWATER**
HOW WILL WASTEWATER SERVICE BE PROVIDED?

☐ EXISTING SEPTIC TANK
☐ PROPOSED SEPTIC TANK
☒ SARASOTA COUNTY UTILITIES SYSTEM
☐ OTHER PUBLIC/PRIVATE SYSTEM
NAME: _____

HOW FAR AWAY IS THE CLOSEST WASTEWATER SERVICE LINE TO THE SUBJECT PROPERTY?

Adjacent to subject property

IS REUSE WATER AVAILABLE TO THE PARCEL?
☐ YES ☒ NO

WILL REUSE WATER BE UTILIZED BY THE PROPOSED DEVELOPMENT?
☐ YES ☒ NO

IF YES, AN ISOLATED/SEPARATED REUSE STORAGE POND MAY BE REQUIRED.
IS SUCH PROVIDED? ☐ YES ☒ NO

WILL AN AUGMENTATION BE UTILIZED AS A BACKUP FOR REUSE WATER?
☐ YES ☒ NO

**HEALTH DEPARTMENT**
IS THERE AN EXISTING WELL ON THE PROPERTY? ☒ YES ☐ NO

IF YES, SHOW THE WELL ON THE CONCEPT PLAN AND INDICATE THE INTENDED DISPOSITION OF THE WELL.

IS THERE AN EXISTING SEPTIC SYSTEM (OSTDS) ON THE PROPERTY? ☒ YES ☐ NO

IF YES, SHOW THE SEPTIC SYSTEM ON THE CONCEPT PLAN AND INDICATE THE INTENDED DISPOSITION OF THE SEPTIC SYSTEM.

**WATER RESOURCES**
ARE THERE ANY ABOVE OR BELOW-GROUND FUEL STORAGE TANKS OR OTHER HAZARDOUS MATERIAL LOCATED ON THE PROPERTY?
☐ YES ☒ NO

ARE THERE ANY OLD LANDFILLS, DUMPS OR CATTLE DIPPING VATS LOCATED ON THE PROPERTY? ☐ YES ☒ NO

IF ANY HAZARDOUS MATERIALS ARE PROPOSED TO BE USED OR STORED ON SITE, INCLUDE A COPY OF THE PLANNED BEST MANAGEMENT PRACTICES WITH THE APPLICATION.

**WATER PLANNING AND REGULATORY**

IDENTIFY THE FEMA FLOOD ZONE OF THE SUBJECT PARCEL AND THE PANEL NUMBER.
See Jeff Rzewnicki 's note, p. 3 of Pre-Application Meeting Summary

IS PROPERTY SUBJECT TO PERIODIC OR REGULAR FLOODING/STANDING WATER?
☐ YES ■ NO

IF YES, PROVIDE A NARRATIVE DESCRIBING FLOODING/STANDING WATER ISSUES.
■ PROVIDED ☐ NOT PROVIDED

IS THERE AN EXISTING DRAINAGE EASEMENT OR DRAINAGE RIGHT-OF-WAY?
☐ PRIVATE ☐ PUBLIC ■ NONE

IF THERE IS A STORMWATER MANAGEMENT SYSTEM LOCATED ON THE SUBJECT PARCEL, IS IT SHOWN ON THE CONCEPT PLAN?
■ YES ☐ NO

WHAT IS THE DIRECTION OF STORMWATER FLOW ON THE SUBJECT PARCEL
Generally from north to south

IS THE SITE LOCATED IN A COUNTY DESIGNATED FLOODPLAIN? ■ YES ☐ NO

IF YES, HOW MUCH OF THE SITE IS LOCATED IN THE FLOODPLAIN AND HOW WILL FLOODPLAIN COMPENSATION BE ADDRESSED FOR THE SITE? PROVIDE DOCUMENTATION WITH THIS APPLICATION.
See Jeff Rzewnicki 's note, p. 3 of Pre-Application Meeting Summary

WHICH WATERSHED IS THE SITE LOCATED IN?
See Jeff Rzewnicki 's note, p. 3 of Pre-Application Meeting Summary

ARE YOU AWARE OF ANY FLOODING / DRAINAGE PROBLEMS IN THE VICINITY OF YOUR SITE? IF YES, PLEASE DESCRIBE THIS IN NARRATIVE. ■ YES ☐ NO
See Jeff Rzewnicki 's note, p. 3 of Pre-Application Meeting Summary

**PUBLIC WORKS MOBILITY**

IS ACCESS TO THE PARCEL TO BE FROM A PUBLIC ROAD(S)? ■ YES ☐ NO

IF NO, PROVIDE A COPY OF A RECORDED, DEEDED EASEMENT, CROSS-ACCESS AGREEMENT, OR OTHER PROOF OF LEGAL ACCESS WITH THIS APPLICATION.
☐ PROVIDED ☐ NOT PROVIDED

PURSUANT TO THE COUNTY'S ADOPTED TRAFFIC IMPACT STUDY CRITERIA AND METHODOLOGY (RESOLUTION NO. 98-169), DEVELOPMENT SATISFYING ONE OR MORE OF THE FOLLOWING CRITERIA SHALL BE PRESUMED TO REQUIRE A TRAFFIC IMPACT ANALYSIS PRIOR TO THE COUNTY MAKING TRANSPORTATION CONCURRENCY FINDINGS:

1) DEVELOPMENT IS EXPECTED TO GENERATE 100 OR MORE NET NEW PM PEAK HOUR TRIPS;
2) DEVELOPMENT HAS A CONNECTION, EITHER DIRECTLY OR VIA A NETWORK OF LOCAL OR PRIVATE ROADS, TO A COLLECTOR OR ARTERIAL ROADWAY THAT IS CURRENTLY OPERATING BELOW ITS ADOPTED LEVEL OF SERVICE BASED ON GENERALIZED ANALYSIS OF EXISTING TRAFFIC AND TRAFFIC FROM APPROVED-BUT-NOT-YET-BUILT DEVELOPMENT; OR
3) DEVELOPMENT HAS A CONNECTION, EITHER DIRECTLY OR VIA A NETWORK OF LOCAL OR PRIVATE ROADS, TO A DESIGNATED BACKLOGGED OR CONSTRAINED ROADWAY.

IF THE APPLICANT KNOWS OR IS UNCERTAIN IF THE PROPOSED DEVELOPMENT SATISFIES ANY OF THESE CRITERIA, THE APPLICANT SHOULD CONTACT PUBLIC WORKS TRANSPORTATION PLANNING STAFF FOR A FINAL DETERMINATION WHETHER A STUDY IS REQUIRED. IF A TRAFFIC IMPACT ANALYSIS IS REQUIRED, IT SHALL BE PREPARED BASED ON A WRITTEN METHODOLOGY THAT HAS BEEN AGREED-UPON BETWEEN THE APPLICANT AND THE COUNTY STAFF.

BASED ON THE ABOVE-CITED CRITERIA, IS A TRANSPORTATION STUDY, ALONG WITH THE AGREED-UPON METHODOLOGY, PROVIDED?
■ YES ☐ NO

**SCHOOL CAPACITY DETERMINATION**
THIS PRELIMINARY CAPACITY REVIEW SHALL APPLY TO APPLICATIONS FOR COMPREHENSIVE PLAN AMENDMENTS, REZONE PETITIONS AND PRELIMINARY SITE PLANS FOR PROPOSED RESIDENTIAL DEVELOPMENT. THIS NON-BINDING REVIEW ANALYZES STUDENT GENERATION RELATIVE TO EXISTING SCHOOL CAPACITIES AND CAPACITIES PLANNED WITHIN THE DISTRICT'S CURRENT FIVE-YEAR CAPITAL FACILITIES WORK PLAN.

IF RESIDENTIAL, HAS A LETTER OF RECEIPT FROM THE SCHOOL BOARD BEEN OBTAINED?
☐ YES ■ NO

**HOUSING**
WILL THE PROPOSED DEVELOPMENT INCLUDE ANY AFFORDABLE/WORKFORCE HOUSING?
☐ YES ■ NO

IF SO, HOW MANY AFFORDABLE/WORKFORCE HOUSING UNITS ARE PROPOSED?
N/A

WHAT INCOME RANGE(S) WILL BE SERVED (WHAT WILL BE THE SALE PRICE OF THE UNITS?)
N/A

FOR MORE INFORMATION REGARDING THIS PLEASE CONTACT THE COMMUNITY HOUSING MANAGER AT 915-8780.

**RESIDENTIAL INFORMATION**
NUMBER & TYPES OF UNITS
400

PRICE RANGE EXPECTED ON RESIDENTIAL UNITS
$750,000 +

CONSTRUCTION START DATE 2015

FIRST OCCUPANCY DATE 2016

BUILD OUT DATES 2021

**HISTORY CENTER**
WILL THE PROPOSED PROJECT RESULT IN THE RENOVATION OR DEMOLITION OF ANY EXISTING STRUCTURES? ■ YES ■ NO

IF YES, INDICATE ON THE DEVELOPMENT CONCEPT PLAN THE DISPOSITION OF ANY EXISTING STRUCTURES.

ARE THERE ANY KNOWN ARCHAEOLOGICAL SITES ON THE PROPERTY? ☐ YES ■ NO

IF SO, WHAT IS THE SITE'S FLORIDA MASTER SITE FILE IDENTIFICATION NUMBER?

**ADDITIONAL INFORMATION**
PLEASE ATTACH ANY ADDITIONAL INFORMATION TO SUPPORT OR CLARIFY THE PETITION REQUEST. PLEASE PROVIDE ADDITIONAL PROPERTY IDENTIFICATION NUMBERS (PINS)
0541-01-0001

0543-01-0001

**PLEASE MAKE AN APPOINTMENT TO SUBMIT YOUR APPLICATION. CALL 941-861-5140.**

**APPLICATIONS WILL NOT BE ACCEPTED WITHOUT AN APPOINTMENT.**

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May 29, 2014

## *COUNTY CHARTER LANGUAGE PERTAINING TO COMPREHENSIVE PLAN AMENDMENTS*

2.2A(1) Provided, however, any ordinance amending Sarasota County's Comprehensive Plan which increases allowable land use density or intensity, shall require an affirmative vote of a majority plus one of the full membership of the Board of County Commissioners. (Added 11/6/2007.)

2.2A(2) Provided further, that from and after the effective date of this sub-section , any ordinance amending Sarasota County's Comprehensive Plan which either:
(1) adds lands lying outside the Urban Service Area Boundary to the Urban Service Area;
(2) establishes new Future Land Use Overlay Districts which increase the allowable land use density or intensity on lands lying outside the Urban Service Area Boundary; or,
(3) adds lands outside the Urban Service Area Boundary to either the Settlement Area Overlay or the Affordable Housing Overlay, shall be fiscally neutral and shall require the unanimous affirmative vote of the full membership of the Board of County Commissioners. July 2012 Edition 9

"Urban Service Area" shall mean that area delineated on that certain map titled "Future Land Use Map of Sarasota County," on file in the official records of the Clerk to the Board of County Commissioners.

This sub-section 2.2A(2) shall not apply to amendments to the goals, objectives, and policies of the Sarasota 2050 Resource Management Areas or to the Land Use Maps approved as part of Sarasota 2050.

This sub-section 2.2A(2) shall not apply to comprehensive plan amendments that were approved for transmittal to the Department of Community Affairs prior to January 1, 2008.

Any proposed ordinance amending Sarasota County's Comprehensive Plan eliminating the Urban Service Area Boundary from Sarasota County's Comprehensive Plan shall be subject to voter approval at a referendum election called for that purpose. (Pursuant to Section 163.3167(8), Florida Statutes, the requirement of a referendum for a Comprehensive Plan Amendment is prohibited.)

No Charter amendment adopted after the effective date of sub-section 2.2A(2) relating to the extent of or process for altering the Urban Service Area in Sarasota County's Comprehensive Plan shall become effective unless that amendment explicitly provides for the repeal of this sub-section 2.2A(2). (Added sub-section 2.2A(2) 5/6/2008)

Link to County Charter

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## DISCLOSURE OF OWNERSHIP OR OTHER INTEREST IN THE PROPERTY

**Under the County Charter, this application may not be deemed complete until the applicant provides complete ownership or other interest disclosure.**

Section 3.8 of the Sarasota County Charter requires disclosure of those who own and/or have an interest in property proposed for rezoning or special exception. This includes: owners, lessees, beneficiaries, contract purchasers, partnerships, and corporations. For any entity other than a publicly traded corporation or nonprofit corporation, the disclosure information must include the names of all persons having interests in the subject property, and the percentage of ownership held by each person. Please provide name(s), mailing address(es), and street address(es) for all persons.

Contract purchaser (attach copy of the signed contract) Windham Developoment, Inc.
(Name)

Lessee (attach a copy of the signed lease) _____
(Name)

If any owner, part owner, or beneficiary is:

- Individual (indicate name exactly as recorded and list all other owners)
- Partnership (limited or business entity - name owners and percentage held by each)
- Corporation other than publicly traded or nonprofit, name all shareholders and percentage held by each
- Trust (Name beneficiaries and percentage held by each)
- Other non-profit foundation
  (Please list below and attach additional sheets as needed for each of the above types of ownership to ensure that all required information is submitted)

| Type | Name | Address | Percent of Interest |
|---|---|---|---|
| | See the attached disclosure form | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

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# Disclosure of Ownership or Other Interests in the Property Pursuant Section 3.8 of the Sarasota County Charter

1. The Fee Simple Owners are **Myakka Ranch Holdings. LLC** and **FC, L.L.C.**

    - **Myakka Ranch Holdings, LLC**, a Florida limited liability corporation, 7307 S. Trail, Sarasota, FL 34321, is owned as follows:
        - FC, LLC (84%), 7507 S. Trail, Sarasota, FL 34321
        - Frank Cassata Family Foundation (16%) 7507 S. Trail, Sarasota, FL 34321

    - **FC, L.L.C.**, a Florida limited liability company, 7507 S. Trail, Sarasota, FL 34321, is owned as follows:
        - Frank Cassata (50%) 7507 S. Trail, Sarasota, FL 34321
        - FC Development & Construction, LLC (50%) 7507 S. Trail, Sarasota, FL 34321

    - **The Frank Cassata Family Foundation,** 7507 S. Trail, Sarasota, FL 34321, is a non-profit entity organized under the laws of New York State.

    - **FC Development & Construction, LLC,** a Florida limited liability company is 7507 S. Trail, Sarasota, FL 34321, is owned by:
        - Frank Cassata (96%) 7507 S. Trail, Sarasota, FL 34321
        - Christian W. Cassata (1%) 491 McEwen Dr., Osprey, FL 34229
        - Josephine Salvatore (1%) 5791 Aaron Court, Sarasota, FL 34238
        - Vincent Cassata (1%) 1111 Route 110, Suite 300, Farmingdale, NY 11735
        - Rosario S. Cassata (1%) 1111 Route 110, Suite 300, Farmingdale, NY 11735

2. The Contract Purchaser is **Windham Development, Inc**, a Michigan corporation authorized to do business in Florida. Its mailing address is 36400 Woodward Ave., Suite #205, Bloomfield Hills, MI 48304. Herbert Lawson owns 100% of the corporation. His mailing address is likewise 36400 Woodward Ave., Suite #205, Bloomfield Hills, MI 48304.

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## OWNER AFFIDAVIT

I Frank Cassata, manager of Myakka Ranch Holdings, LLC and FC, L.L.C., being first duly sworn, deposed and say that I am the owner of the property which is the subject matter of this application; that I am authorized to submit this application; that all the answers to the questions in this application, and all sketches, data, and other supplementary matter attached to and made part of this application, are complete, honest, and true to the best of my knowledge and belief. I understand this application must be complete and accurate before a hearing can be advertised. I further designate the agent identified below to act as my representative in any matter regarding this petition. I authorize County staff to visit the site as necessary for proper review of this petition. If there are any special conditions limiting staff access such as guard dogs, locked gates, restricted hours, etc., I have provided the name and phone number of someone who can allow entry.

**AGENT:**

NAME D. Shawn Leins, P.E.

ADDRESS 8340 Consumer Court

CITY Sarasota STATE FL ZIP 34240

PHONE/FAX 941-377-9178

EMAIL sleins@amengfl.com

**OWNER:**

SIGNATURE Frank Cassata

NAME Frank Cassata, as manager aforesaid

ADDRESS: 7507 South Tamiami Trail

CITY Sarasota STATE FL ZIP 34231

PHONE/FAX 941-923-0792

EMAIL f.cassata@aol.com

**STATE OF** FL **COUNTY OF** Sarasota

SWORN TO (OR AFFIRMED) AND SUBSCRIBED BEFOR ME THIS

13TH DAY OF May, 2014

BY FRANK CASSATA
(PERSON MAKING STATEMENT)

PERSONALLY KNOWN: ✓ PRODUCED IDENTIFICATION: ____

IDENTIFICATION PRODUCED: ____

Margaret F Morrison
NOTARY PUBLIC SIGNATURE

(SEAL)

MARGARET F. MORRISON
Notary Public - State of Florida
My Comm. Expires Aug 17, 2017
Commission # FF 023973
Bonded Through National Notary Assn.

(NAME OF NOTARY TYPED PRINTED OR STAMPED)

Rec'd by Planning Services
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## BILLABLE FEE PAYMENT AGREEMENT

Petition Number: _____

I/WE agree to pay all the costs associated with processing this application petition. Payment is due within 10 days of receipt of an invoice, and all processing of the petition will stop if payments, including advances, are not made within 10 days. All funds that remain at the end of the processing will be returned to the entity which paid funds to the County. A petition is considered complete once the Board of County Commissioners has rendered a decision and the change has been recorded on the official zoning maps, or the petition has been withdrawn by the Applicant.

Name(s): Herbert Lawson, President

Billing address: 36400 Woodward, Suite 205, Bloomfield Hills, MI 48304

Employer: Windham Development, Inc.

Employer's phone: 248-290-5300 X 302

Home address: N/A

Home phone: 248-464-4747

Drivers License No: L250302018623 State MIchigan

**I understand and agree to the conditions outlined in this agreement, and certify that all the information I have provided is correct.**

Signature: Herb Lawson Witness: _____

Print Name: Herb Lawson Print Name: Karen G. Shepherd

Applicants are billed for actual costs of processing the petition. Fees will vary depending upon the amount of staff time required and the cost of advertising the two required public hearings. The following initial fees shall be paid to the County at the time of submission for the following applications:

| | |
|---|---|
| Comprehensive Plan amendments | $5,000 |
| Developments of Critical Concern | $10,000 |
| Critical Area Plans and amendments | $7,500 |
| Rezone Petitions | $7,500 |
| Special Exception Petitions | $7,500 |

If costs exceed the initial deposit, the person designated as responsible for fee payment will be billed for additional expenses. Billing will include maintenance of a minimum escrow balance in addition to expenses incurred during the billing period. Please note payment is due within 10 days of billing, and that all processing of an application will stop if payment is not received within that period.

Upon completion of the process and recording of any final instruments the person named in the application as responsible for payment of fees should submit a written request for a refund of any remaining funds.

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**LEGAL DESCRIPTION(S)** _____

**A LEGIBLE LEGAL DESCRIPTION OF THE SUBJECT PROPERTY IS REQUIRED. YOUR PETITION CANNOT BE PROCESSED WITHOUT THIS INFORMATION.**

**A TEXT VERSION OF THE LEGAL DESCRIPTION CAN BE PROVIDED ON THIS PAGE (ADDITIONAL PAGES IF NECESSARY).**

**AN ELECTRONIC VERSION OF THE LEGAL DESCRIPTION IN MICROSOFT WORD MUST BE SUBMITTED ON COMPACT DISK (CD).**

DESCRIPTION:

PARCEL C

ALL OF SECTION 17, TOWNSHIP 36 S, RANGE 20 E, SARASOTA COUNTY, FLORIDA

PARCEL D

THE N 1/2 OF SECTION 20, LYING N OF FRUITVILLE-MYAKKA HARD ROAD, TOWNSHIP 36 S, RANGE 20 E, SARASOTA COUNTY, FLORIDA, LESS LANDS DESCRIBED IN O.R. BOOK 1837, PAGE 1811 AND O.R. BOOK 3014, PAGE 543, PUBLIC RECORDS OF SARASOTA COUNTY, FLORIDA.

PARCEL E

PART OF THE W 1/2 OF SECTION 20, TOWNSHIP 36 S, RANGE 20 E, SARASOTA COUNTY, FLORIDA, AS MORE FULLY DESCRIBED IN O.R. BOOK 798, PAGE 577, PUBLIC RECORDS OF SARASOTA COUNTY, FLORIDA

PARCEL F

PROPERTY IN SECTION 20, TOWNSHIP 36 S, RANGE 20 E, SARASOTA COUNTY, FLORIDA, DESCRIBED IN O.R. BOOK 826, PAGE 558, PUBLIC RECOROS OF SARASOTA COUNTY, FLORIDA.

PARCEL H

THE N 1/2 OF THE NW 1/4 AND THE N 1/2 OF THE NE 1/4 OF SECTION 19, TOWNSHIP 36 S, RANGE 20 E, SARASOTA COUNTY, FLORIDA.

PARCEL I

THE N 1/2 OF THE NE 1/4 OF SECTION 24, LYING N OF MYAKKA ROAD, IN TOWNSHIP 36 S, RANGE 19 E, SARASOTA COUNTY, FLORIDA.

PIONEER PARCEL

BEGIN AT THE INTERSECTION OF THE EAST LINE OF SECTION 20, TOWNSHIP 36 SOUTH, RANGE 20 EAST, WITH THE NORTHERLY RIGHT OF WAY LINE OF FRUITVILLE ROAD AS IT NOW EXISTS, AND RUN NORTH ALONG THE EAST LINE OF SAID SECTION 20, A DISTANCE OF 1330.00 FEET; THENCE WEST PERPENDICULAR TO SAID EAST LINE; A DISTANCE OF 550.00 FEET; THENCE RUN SOUTH PARALLEL WITH THE EAST LINE OF SAID SECTION 20, TO THE AFORESAID NORTHERLY RIGHT OF WAY LINE; THENCE SOUTHEASTERLY ALONG SAID RIGHT OF WAY LINE TO THE POINT OF BEGINNING. LYING AND BEING IN SECTION 20, TOWNSHIP 36 SOUTH, RANGE 20 EAST, SARASOTA COUNTY, FLORIDA. CONTAINING 15 ACRES, MORE OR LESS. SUBJECT TO ANY PERTINENT EASEMENTS AND RIGHTS OF WAY OF RECORD.

ROAD PARCEL

TOGETHER WITH A PORTION OF OLD FRUITVILLE-MYAKKA HARD ROAD DESCRIBED IN O.R. BOOK 3014, PAGE 540, PUBLIC RECORDS OF SARASOTA COUNTY, FLORIDA.

TOTAL AREA 1054.28 ACRES

TOGETHER WITH:

DESCRIPTION: NORTH 100FT. WIDE INGRESS/EGRESS EASEMENT

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 8, TOWNSHIP 36 SOUTH, RANGE 20 EAST; THENCE S 88°01'40"E ALONG THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 181.65 FEET TO THE POINT OF BEGINNING; THENCE N 35°15'00" W, A DISTANCE OF 310.84 FEET; THENCE N 00° 29' 40" E, A DISTANCE OF 3920.69 FEET; THENCE N 26° 12' 00" W, A DISTANCE OF 222.60 FEET; THENCE N 00° 29' 40" E, A DISTANCE OF 311.20 FEET; THENCE N 19° 40' 00" W, A DISTANCE OF 421.52 FEET; THENCE N 30° 25' 00" E, A DISTANCE OF 365.50 FEET; THENCE N 01° 32' 06" W, A DISTANCE OF 1799.66 FEET; THENCE N 34° 55' 00" W, A DISTANCE OF 481.71 FEET; THENCE N 33° 35' 00" E, A DISTANCE OF 341.57 FEET; THENCE N 22°39'00" W, A DISTANCE OF 824.02 FEET; THENCE N 08°45'00" W, A DISTANCE OF 623.74 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 425.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 411.68 FEET THROUGH A CENTRAL ANGLE OF 55° 30' 00" TO THE POINT OF TANGENCY, THENCE N 46° 45' 00" E, A DISTANCE OF 197.17 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 175.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 123.24 FET THROUGH A CENTRAL ANGLE OF 40° 21' 00" TO THE POINT OF TANGENCY; THENCE N 06° 24' 00" E, A DISTANCE OF 368.37 FEET; THENCE N 01° 32' 06" W, A DISTANCE OF 349.39 FEET; THENCE N 89° 59' 49" E ALONG THE NORTH LINE OF SECTION 6, TOWNSHIP 36 SOUTH, RANGE 20 EAST, A

DISTANCE OF 100.04 FEET TO THE NORTHEAST CORNER OF SAID SECTION 6; THENCE S 01° 32' 06" E ALONG THE EAST LINE OF SAID SECTION 6, A DISTANCE OF 353.65 FEET; THENCE S 06°24' 00" W, A DISTANCE OF 375.30 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 275.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 193.67 FEET THROUGH A CENTRAL ANGLE OF 40° 21' 00" TO THE POINT OF TANGENCY; THENCE S 46°45'00" W, A DISTANCE OF 197.17 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 325.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 314.81 FEET THROUGH A CENTRAL ANGLE OF 55° 30' 00" TO THE POINT OF TANGENCY; THENCE S 08° 45' 00" E, A DISTANCE OF 611,55 FEET; THENCE S 22°39'00" E, A DISTANCE OF 865.26 FEET; THENCE S 33°35'00" W, A DISTANCE OF 326.91 FEET; THENCE S 34°55' 00" E, A DISTANCE OF 443.60 FEET; THENCE S 01° 32' 06" E, A DISTANCE OF 1858.28 FEET; THENCE S 30° 25' 00" W, A DISTANCE OF 347.41 FEET; THENCE S 19° 40' 00" E, A DISTANCE OF 392.58 FEET; THENCE S 00° 29' 40" W, A DISTANCE OF 305.07 FEET; THENCE S 26° 12' 00" E, A DISTANCE OF 222.60 FEET; THENCE S 00°29'40" W, A DISTANCE OF 3912.17 FEET; THENCE S 35°15'00" E, A DISTANCE OF 354.56 FEET; THENCE N 88°01' 40" W ALONG THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 125.58 FEET TO THE POINT OF BEGINNING.

LYING AND BEING IN SECTIONS 5, 6, 7 AND 8, TOWNSHIP 36 SOUTH, RANGE 20 EAST, SARASOTA COUNTY, FLORIDA

CONTAINING 25.42 ACRES

SUBJECT TO:

DESCRIPTION: SOUTH 100 FT. WIDE INGRESS/EGRESS EASEMENT

COMMENCING AT THE NORTHWEST CORNER OF SECTION 17, TOWNSHIP 36 SOUTH, RANGE 20 EAST ALSO BEING THE SOUTHWEST CORNER OF SECTION 8, TOWNSHIP 36 SOUTH, RANGE 20 EAST; THENCE RUN S 88° 01' 40" E ALONG THE NORTH LINE OF SAID SECTION 17, A DISTANCE OF 181.65 FEET TO THE POINT OF BEGINNING; THENCE S 88° 01' 40" E CONTINUING ALONG SAID NORTH LINE A DISTANCE OF 125.58 FEET; THENCE SOUTH 35° 15' 00" E, A DISTANCE OF 237.08 FEET; THENCE S 00°19'03" W, A DISTANCE OF 704.73 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1000.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 520.98 FEET THROUGH A CENTRAL ANGLE OF 29° 51' DO" TO THE POINT OF TANGENCY; THENCE S 30° 10' 04" W, A DISTANCE OF 186.70 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 900.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 468.88 FEET THROUGH A CENTRAL ANGLE OF 29° 51' 00" TO THE POINT OF TANGENCY; THENCE S 00°19' 03" W, A DISTANCE OF 697.61 FEET; THENCE S 00°19'18" W, A DISTANCE OF 50.37 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 171.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 120.66 FEET THROUGH A CENTRAL ANGLE OF 40° 25' 40" TO A POINT OF REVERSE CURVATURE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 262.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 344.56 FEET THROUGH A CENTRAL ANGLE OF 75° 21' 00" TO THE PONT OF TANGENCY; THENCE S 36°30'00" W, A DISTANCE OF 79.21 FEET; THENCE S 00°19'18" W, A DISTANCE OF 2165.64 FEET; THENCE S 00° 24' 24" W, A DISTANCE OF 1234.95 FEET; THENCE S 89° 44' 04" W ALONG THE NORTHERLY RIGHT OF WAY LINE OF FRUITVILLE ROAD PER O.R. BOOK 3014, PAGE 543, A DISTANCE OF 100.01 FEET; THENCE N 00° 24' 24" E ALONG THE WEST LINE OF SECTION 20, TOWNSHIP 36 SOUTH, RANGE 20 EAST A DISTANCE OF 1236.05 FEET TO THE NORTHWEST CORNER OF SAID SECTION 20; THENCE N 00° 19'1 8" E ALONG THE WEST LINE OF SECTION 17, TOWNSHIP 36 SOUTH, RANGE 20 EAST, A DISTANCE OF 2198.23 FEET; THENCE N 36° 30' 00" E, A DISTANCE OF 111.87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 162.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 213.05 FEET THROUGH A CENTRAL ANGLE OF 75°21'00" TO THE POINT OF REVERSE CURVATURE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 271.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 190.00 FEET THROUGH A CENTRAL ANGLE OF 40°10'10" TO THE POINT OF TANGENCY; THENCE N 00° 19' 18" E ALONG THE SAID WEST LINE OF SECTION 17, A DISTANCE OF 49.40 FEET; THENCE N 00° 19' 03" E CONTINUING ALONG SAID WEST LINE, A DISTANCE OF 697.60 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1000.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT A DISTANCE OF 520.98 FEET THROUGH A CENTRAL ANGLE OF 29° 51' 00" TO THE POINT OF TANGENCY; THENCE N 30°10'04" E, A DISTANCE OF 186.70 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 900.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 468.88 FEET THROUGH A CENTRAL ANGLE OF 29° 51' 00" TO THE POINT OF TANGENCY; THENCE N 00°19'03" E, A DISTANCE OF 672.65 FEET; THENCE N 35°15'00" W, A DISTANCE OF 280.97 FEET TO THE POINT OF BEGINNING.
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LYING AND BEING IN SECTIONS 17 AND 20, TOWNSHIP 36 SOUTH, RANGE 20 EAST, SARASOTA COUNTY, FLORIDA.

CONTAINING 15.65 ACRES

# LESS THE FOLLOWING DESCRIBED PARCEL:

THAT PART OF SECTION 20, TOWNSHIP 36 SOUTH, RANGE 20 EAST, SARASOTA COUNTY FLORIDA BEING DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE EAST LINE OF SAID SECTION 20 WITH THE NORTHERLY RIGHT OF WAY LINE OF FRUITVILLE ROAD (STATE ROAD #780) AS PER OFFICIAL RECORDS BOOK 3014, PAGE 543 OF THE PUBLIC RECORDS OF SARASOTA COUNTY, FLORIDA; THENCE ALONG THE SAID NORTHERLY RIGHT OF WAY LINE OF FRUITVILLE ROAD, N.63°31'20"W., 1502.14 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE, N.00°53'28"W., 1399.00 FEET; THENCE N.89°06'32"E., 1334.00 FEET TO THE SAID EAST LINE OF SECTION 20; THENCE ALONG SAID EAST LINE OF SECTION 20, S.00°53'28"E., 2089.56 FEET TO THE POINT OF BEGINNING AND CONTAINING 2,326,870.32 SQUARE FEET OR 53.418 ACRES MORE OR LESS.

Rec'd by Planning Services
May 29, 2014

**Narrative in Support of Rezone Application**
**Lakepark Estates 2050 Hamlet**

The Applicant, Windham Development, Inc., a Michigan corporation authorized to do business in the State of Florida, submits this narrative in support of its application to rezone 1,000 acres located at 12851 Fruitville Road, Sarasota, east of Cowpen Lane (Parcel Nos. 0225-00-1000; 0537-01-0001; 0541-01-0001; and 0543-01-0001).

The site is on the north side of Fruitville Road , about five miles east of I-75, but it has over two miles of public road frontage. The Applicant is the contract purchaser of the subject property, and included in this application is a copy of the purchase agreement.

Included with this application is a legal description of the site, including an electronic version of the description in compact disk.

**FLUM/Zoning:** The subject property is designated as "Rural" on the Future Land Use Map (FLUM) of the Sarasota County Comprehensive Plan, but is also within an area designated as a "Hamlet" under *Sarasota 2050*. Approximately 114.74 acres in the western "panhandle" of the property are designated as "Greenway RMA (Resource Management Area) on Figure 9-7, RMA-3, Village Open Space RMA Land Use Map of the comprehensive plan.

The northern half-section of the development site, approximately 354± acres, is zoned Open Use Rural (OUR), while the remaining 700± acres are zoned OUE-1 (Open Use Estates). The Applicant proposes to rezone all 1,000 acres to the Hamlet Planned Development (HPD) district to accommodate 400 residential units; an 8.5-acre focal point (a public park); and a 5-acre private amenity (pool, clubhouse, sports courts, playground, etc.).

**Binding Master Land Use Plan.** Included is this application are copies (one in color, the other in black and white) of the binding Master Land Use Plan ("Plan") consisting of three pages. Only 40% of the lands within the proposed Hamlet development (400 acres,) will constitute "Developed Area". The remaining acreage (60% or 600 acres), including the Greenway, will be preserved in "Open Space" around the "Developed Area". A minimum 500-foot "Greenbelt" encircles the Developed Area. Page 1 of 3 of the plan depicts the proposed land uses; page 2 of 3 contains the acreage; the calculations of units

proposed to be transferred; explanatory notes; and requested development modifications (see the next section); and page 3 of 3 consists of the transportation and utility plan.

**Requested Modifications:** As noted on page 2 of 3 of the Plan, the Applicant is requesting the following modifications from the *2050* standards of the Sarasota County Zoning Ordinance:

- *Modification from s. 11.2.8.a.2, and Table 4, VOS-20, Road Edge Treatment, Open Drainage, to permit road edge with closed drainage.* Justification: While an open drainage system may be desirable in large-lot developments, it is impractical when lots are clustered into a more compact form. With smaller lots, the driveways of adjacent lots are spaced so close together, and piping beneath those driveways is required with such frequency, that the benefits of open drainage, in terms of function and aesthetics, are substantially diminished.

- *Modification from s.11.2.2.c.3.iii.(a), requiring Focal Point to be located w/i ¼ mi. radius or walking distance for majority of residences, to permit 236 (59% ) units to be located outside said radius.* Justification: The need to avoid impact on numerous wetlands within the Developed Area, make it necessary to configure the residential lots such that slightly more than the requisite majority units will be located outside the ¼ mile radius.

- *Modification from s. 11.2.8.c.2.ii.(c)(3), Cul-de-sacs prohibited except when necessary next to geographical features or at edge of development; and not exceeding 1,000', to permit 2 cul-de-sacs, 1 exceeding 1,000' (1,400').* Justification: Justification: The need to avoid impact on numerous wetlands within the Developed Area, make it necessary to configure the street network such that one cul-de-sac extends longer than the standards contemplate.

**Density:** As a feature of the process for rezoning the property to the HDP district, *2050* Policies allow the existing OUR and OUA density to be increased by the Transfer of Development Rights (TDR) from the Greenway (and any expanded Greenway area) into the Developed Area, and by the transfer of units from within the Developed Area, itself. Page 2 of the Plan demonstrates that a total of 552 units are eligible for transfer from these areas into the Developed Area, by virtue of application of Sections 11.2.2.c.1; 11.2.13. Table TDR-1; 11.2.13.a.1.; and11.2.13.a.2, of the Zoning Ordinance. However, Section 11.2.2.c.1. limits maximum development within the Developed Area to 1 unit per acre, i.e. 400 units. Similarly, Section 11.2.2.c.3.ii.(b) restricts maximum size of a Hamlet

development to 400 units. Accordingly, the Applicant proposes to transfer only 400 units into the Developed Area.

**Pre-Application Conference:** A pre-application conference was held on April 17, 2014. Included in this application is a copy of the summary of that meeting. In preparing this application, the Applicant has addressed each of the comments contained therein.

**Neighborhood Workshop:** A neighborhood workshop was held on Tuesday, May 6, 2014, at Faith Baptist Church, 8751 Fruitville Road, Sarasota. The workshop was attended by 43 interested persons. Included in this application are copies of the notice that was mailed and the advertisement that was published; a list of names to whom notices were mailed; a map showing the notice area; proof of publication of the advertisement; a compact disc containing an audio recording of the workshop; and minutes summarizing the workshop.

**Resource Protection:** Submitted with this application is an environmental narrative prepared by Eco Consultants of Sarasota, LLC, identifying the native habitats on the site, and a proposed resource management plan. The narrative concludes that there are no Grand Trees. Also included in this application is a template for a conservation easement, patterned after a similar easement employed in the Grand Palm 2050 Settlement in South Sarasota County. Separate areas to be preserved and conserved as delineated in paragraph 3.B. will be identified later in the process through consultation with Resource Protection staff.

**Watershed Management:** Isolated wetlands will be used for stormwater treatment and attenuation. Pretreatment will be provided prior to discharge into wetlands. The stormwater management plan will comply with all applicable Sarasota County and SWFWMD requirements. The site lies within the Cow Pen Slough Drainage Basin and Myakka River Basin. As indicated in the pre-application summary there is flooding on the property but that is most likely confined to the wetland and drainage ditch areas.

**Transportation:** The Plan contemplates two access points on Fruitville Road, and eventual connectivity to the north and east.

Included with this application is a transportation study and analysis prepared by W.E. Oliver, P.E., LLC, in which he concludes that:

- The Lakepark subdivision will generate an estimated 366 new p.m. peak hour trips, the majority of which will travel westward on Fruitville Rd.

- The project traffic will consume 5% or more of the service volume (at LOS C) on Fruitville Road from the site to I-75.

- Year 2019 intersection and arterial LOS analysis was conducted for Fruitville Rd from the site to I-75. The results indicate good conditions, meeting adopted County standards (LOS C or D, depending on who owns the road) on all intersections and roadway segments, except for the intersection of Fruitville Rd at Coburn Rd.

- LOS C conditions, meeting County standards, can be maintained at the Fruitville Rd/Coburn Rd intersection under the existing intersection with Lakepark traffic, but the addition of the Lakewood Ranch Blvd connection from the north, and the traffic associated with the Villages of Lakewood Ranch South DRI result in level of service D conditions *at the intersection* in 2019; however, level of service B and C are maintained *on the roadway segments*.

- An east-to-north left turn lane is recommended at each site driveway on Fruitville Rd. A one-lane exit on each site exit drive will serve the expected traffic demands, regulated by a "STOP" sign in accordance with the Manual on Uniform Traffic Control devices. Expected traffic turning right from Fruitville Rd into the site is small, and right-turn lanes are not warranted.

It should be noted that the Plan reflects an existing 100-foot easement located to the west of the Developed Area (in the proposed Open Space Area), extending from Fruitville Road to the northern boundary of the subject property, in an alignment roughly parallel to the eastern boundary of Bern Creek subdivision. The easement is recorded in the Official Records, and a copy is included with this application. It connects to a companion easement that continues northerly to University Parkway, across the neighboring property to the north, owned by SMR Myakka, LLC. The easement permits access and egress, underground utilities, and the eventual construction of a hard surface roadway. A future roadway is not, however, a feature of the Applicant's proposed street system, except that the street

system may eventually connect to the easement in the extreme northwest corner of the development, to provide connectivity in that direction.

**Utility Planning & Regulatory:** The development will be served by Sarasota County water and sewer service. Central water lines will be extended east from the Founders' Club, and looped. A wastewater line is located on Fruitville Road in front of the development site. Waste water capacity has been confirmed. According to the historic resources survey included with this application, there is no evidence of a cattle dip vat within the project area. In the past, bio-solids were applied in agricultural operations subject to permitting and monitoring by Sarasota County and the Florida Department of Environmental Protection. No such materials have been deposited on the site since the early 2000s.

**Historical Resources:** Included with this application is an historical structure survey prepared by Archaeological Consultants, Inc. which concludes that the subject property includes four historic resources, none of which are eligible for listing in Sarasota County Register of Historic Places or in the National Register of Historic Places.

**Sarasota County Area Transit:** The fiscal neutrality analysis (referenced, below), will include an estimate of the trip generation, trip lengths, internal trip capture, and average off-site road improvement costs applicable to the proposed development. Should the development generate more than 15 projected trips per day, an easement area adjacent to Fruitville Road and construction of a concrete pad, bus stop shelter and boarding and alighting pad will be provided. In such case, the shelter will be connected to the required pedestrian and bicycle network.

**Housing Types:** The housing types proposed for this Hamlet shall be consistent with Article 11.2.2.c.5.i. of the 2050 regulations including estate house, front-loaded detached single-family residential: type 1, front-loaded detached single-family residential: type 2, rear-loaded detached single-family residential, and attached residential(single-family). There shall be at least two housing types and no more than 70 percent of the housing units shall be of one housing type.

**School Concurrency:** On April 28, 2014, the Applicant submitted a school impact analysis application to the School Board. A copy of that submittal is included with this application. A response is anticipated during the County's review period.

Rec'd by Planning Services
May 29, 2014

**Fiscal Neutrality:** The Applicant has engaged the services of Lucy L. Gallo of Development Planning and Financing Group to perform the fiscal neutrality study. She will coordinate with the County to establish an agreed-upon methodology prior to preparing her report.

**Unified Control:** As reflected on the "Disclosure of Ownership or Other Interest in the Property" (pages 6 and 6A of 9 of the application), fee simple ownership of the subject property is vested in Myakka Ranch Holdings, LLC and FC, L.L.C. Paragraph 1 on page 6A, demonstrates that majority control of both entities is unified in Frank Cassata. Following the sale of the property to Windham Development, Inc., control will be unified in that entity.

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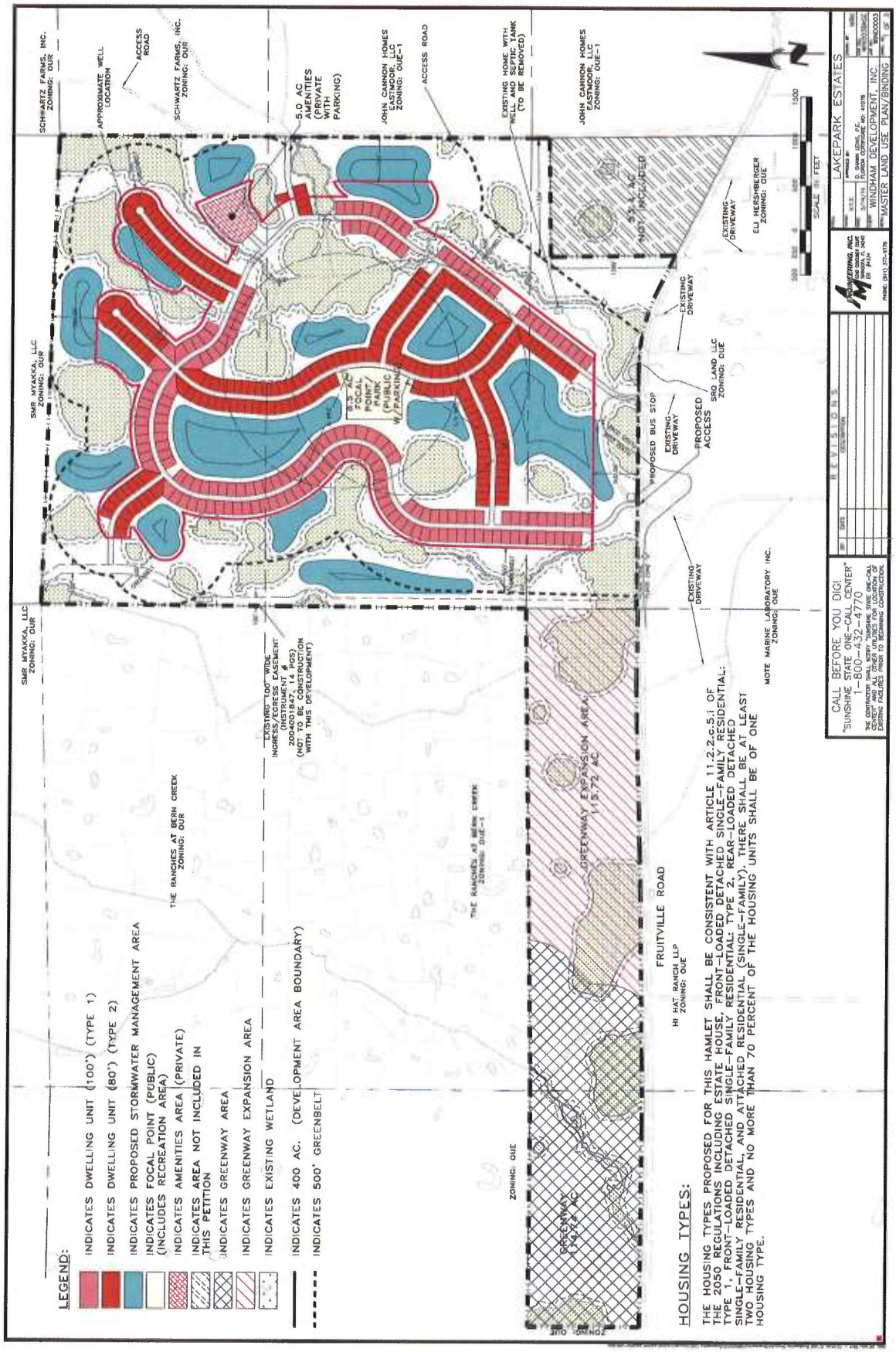

NOTES:

1. TOTAL GROSS ACREAGE: 1,000± ACRES
2. ZONING:

   EXISTING ZONING = OUR/OUE

   PROPOSED ZONING = HPD

3. OPEN SPACE REQUIRED (11.2.2.c.3) = 600 AC (60%)

4. OPEN SPACE PROVIDED = 600 AC (60%)

5. DENSITY CALCULATIONS:

   A. (11.2.2.c.1.i) 0.29 DU/AC OF DEVELOPED AREA
      0.29 x 400 = 116 DU

   B. GREENWAY TRANSFER OF DEVELOPMENT RIGHTS (TABLE TDR-1)

      TOTAL GREENWAY AREA = 114.74 AC

      EXISTING LOW INTENSITY AGRICULTURE:
      54.57 AC x 1 DU/AC = 54.57 DU

      PINE FLATWOODS:
      35.62 AC x 1.8 DU/AC = 64.12 DU

      MIXED WETLAND HARDWOODS
      5.09 AC x 1.8 DU/AC = 9.16 DU

      STREAMS / ESTUARIES:
      2.88 AC x 1.65 DU/AC = 4.75 DU

      FRESHWATER WETLAND:
      16.58 AC x 1.65 DU/AC = 27.36 DU

      SUBTOTAL = 159.96 DU

   C. PRESERVE GREENWAY (11.2.13.e.1): (10% CREDIT)
      159.96 DU x 0.1 = 16 DU

   D. PRESERVE VIEWSHED ALONG FRUITVILLE ROAD (11.2.13.e.2): (10% CREDIT)
      159.96 x 0.05 = 8 DU

   E. GREENWAY EXPANSION TRANSFER OF DEVELOPMENT RIGHTS (TABLE TDR-1)

      TOTAL GREENWAY EXPANSION AREA = 115.72 AC

      EXISTING LOW INTENSITY AGRICULTURE:
      81.13 AC x 1 DU/AC = 81.13 DU

      FRESHWATER WETLAND:
      34.59 AC x 1.65 DU/AC = 57.07 DU

      SUBTOTAL = 138.20 DU

   F. DEVELOPMENT AREA TRANSFER OF DEVELOPMENT RIGHTS (TABLE TDR-1)

      TOTAL DEVELOPMENT AREA = 400 AC

      FRESHWATER WETLANDS:
      41.63 AC x 1.65 DU/AC = 68.69 DU

      LAKES AND REGIONAL STORMWATER FACILITIES:
      79.24 AC x 0.57 DU/AC = 45.17 DU

      SUBTOTAL = 113.86 DU

   G. TOTAL DWELLING UNITS = 552 DU
      HOWEVER, THE HAMLET IS LIMITED TO A MAXIMUM OF 400 UNITS.

6. FOCAL POINT / RECREATION AREA :
   PROPOSED 8.5 ACRES – 10± PARKING SPACES TO BE PROVIDED.
   (1 AC/47 DU x 400 DU = 8.5 AC)

7. SARASOTA COUNTY WATER:
   TO BE EXTENDED TO SITE

8 SARASOTA COUNTY SEWER:
   AVAILABLE AT SITE

9. APPROXIMATE IMPERVIOUS AREA:

| | |
|---|---|
| ROADS AND SIDEWALK: | 21.0 ACRES |
| LOTS 80% IMPERVIOUS: | 15.0 ACRES |
| TOTAL: | 36.0 ACRES (3.6%) |

10. STORMWATER MANAGEMENT:
    ISOLATED WETLANDS WILL BE USED FOR STORMWATER TREATMENT AND ATTENUATION. PRETREATMENT WILL BE PROVIDED PRIOR TO DISCHARGE INTO WETLANDS. STORMWATER MANAGEMENT WILL COMPLY WITH ALL APPLICABLE SARASOTA COUNTY AND SWFWMD REQUIREMENTS.

11. THERE ARE NO GRAND TREES LOCATED ON THE SUBJECT PROPERTY.
    (SEE ECO CONSULTANTS REPORT (DATED MAY, 14, 2014) PAGE 2: GRAND TREES)

12. FINAL ALIGNMENT OF INTERIOR ROADS AND CONFIGURATION OF STORMWATER MANAGEMENT AREAS SHALL BE ESTABLISHED AT THE TIME OF PRELIMINARY PLAT OR SITE AND DEVELOPMENT PLAN APPROVAL. PRIVATE ROADS MAY BE GATED.

13. THE AMENITY AREA MAY INCLUDE: POOL, CLUBHOUSE, PARKING, LANDSCAPE MATERIAL, OPEN SPACE, BATHROOMS, SPORTS COURTS, PLAYGROUND, TOT LOT AND OTHER AMENITIES.
    AMENITY AREA PARKING:
    GENERAL PARKING: 1 SPACE PER 250 SF OF BUILDING AREA.
    OFF STREET LOADING AREAS: 5,000 SF TO 25,000 SF REQUIRES 1 LOADING SPACE

14: SETBACKS:
    FRONT: 20'
    SIDE: 12' BETWEEN STRUCTURES
    REAR: 10' TO PRINCIPLE STRUCTURE, 3' TO SWIMMING POOL AND NONE TO ACCESSORY STRUCTURES EXCEPT 6' FOR REAR LOT LINES THAT ABUT A SIDE LOT LINE.

15: THERE WILL BE NO LEASABLE SPACE ASSOCIATED WITH THIS PROJECT.

PLANNED DEVELOPMENT MODIFICATIONS:

1. MODIFICATION FROM s. 11.2.8.a.2, AND TABLE 4, VOS-20, ROAD EDGE TREATMENT, OPEN DRAINAGE, TO PERMIT ROAD EDGE WITH CLOSED DRAINAGE.

2. MODIFICATION FROM s.11.2.2.c.3.iii.(a), REQUIRING FOCAL POINT TO BE LOCATED WITHIN ¼ MILE RADIUS OR WALKING DISTANCE FOR MAJORITY OF RESIDENCES, TO PERMIT 236 (59%) UNITS TO BE LOCATED OUTSIDE SAID RADIUS.

3. MODIFICATION FROM s.11.2.8.c.2.ii.(c)(3), CUL-DE-SACS PROHIBITED EXCEPT WHEN NECESSARY NEXT TO GEOGRAPHICAL FEATURES OR AT EDGE OF DEVELOPMENT; AND NOT EXCEEDING 1,000', TO PERMIT 2 CUL-DE-SACS, 1 EXCEEDING 1,000'. (1,440')

CALL BEFORE YOU DIG!
"SUNSHINE STATE ONE-CALL CENTER"
1-800-432-4770
THE CONTRACTOR SHALL NOTIFY "SUNSHINE STATE ONE-CALL CENTER" AND ALL OTHER UTILITIES FOR LOCATION OF EXISTING FACILITIES PRIOR TO BEGINNING CONSTRUCTION.

REVISIONS

| BY | DATE | DESCRIPTION |
|---|---|---|
| | | |

ENGINEERING, INC.
5246 CONCHARD COURT
SARASOTA, FL 34240
CA #4334
PHONE: (941) 377-9178

PROJ. LAKEPARK ESTATES

| | | |
|---|---|---|
| SCALE: N/A | APPROVED BY: D. SHARON LEWIS, P.E. FLORIDA CERTIFICATE NO: 41078 | DRAWN BY: MRK |
| DATE: 5/14/14 | | CAD FILE: WIND3C-X05 |
| CLIENT: WINDHAM DEVELOPMENT, INC. | | JOB NO.: WIND0003 |
| DESC: MASTER LAND USE PLAN/BINDING | | SHEET NO.: 2 OF 3 |



Rec'd by Planning Services
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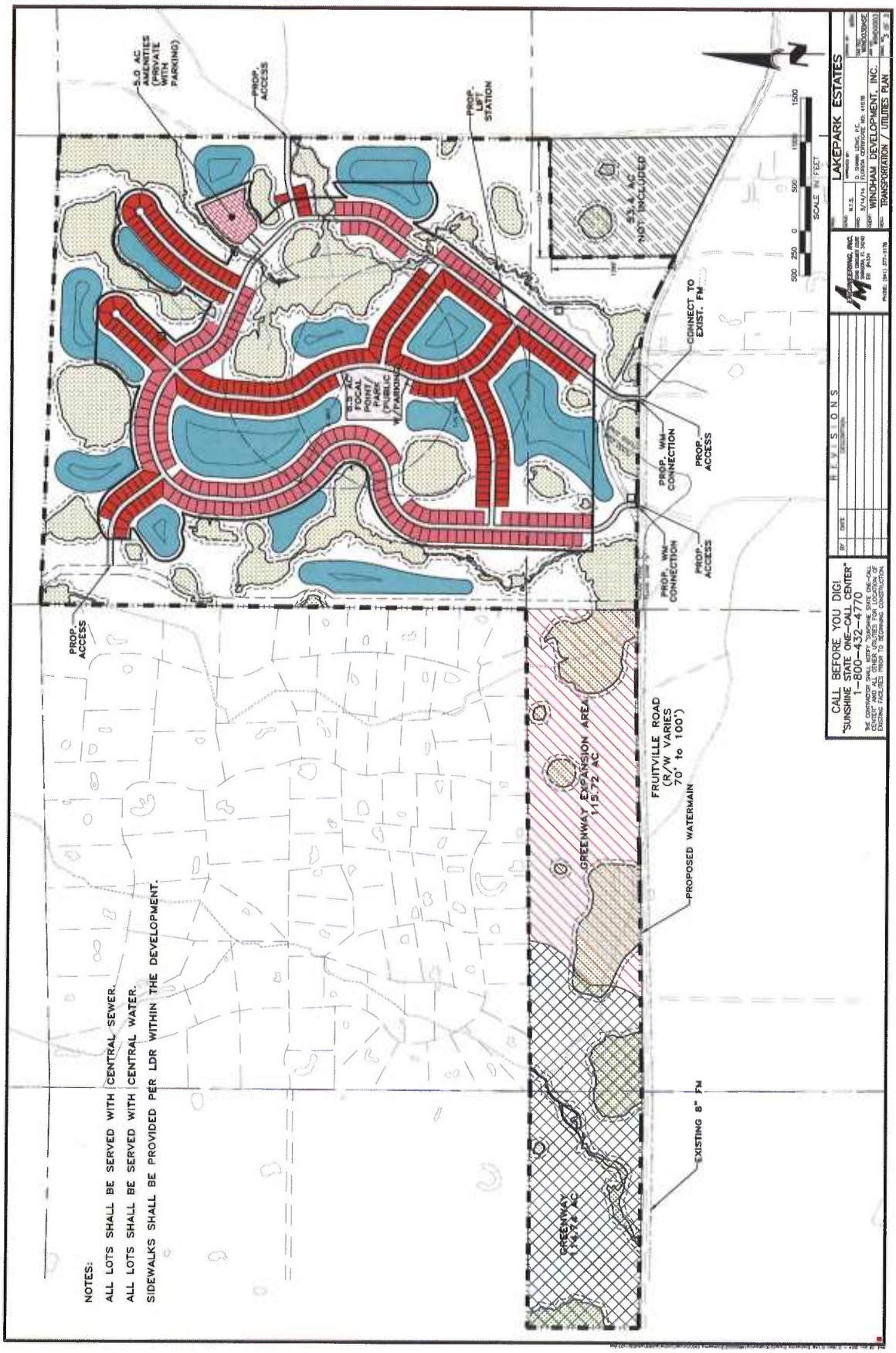

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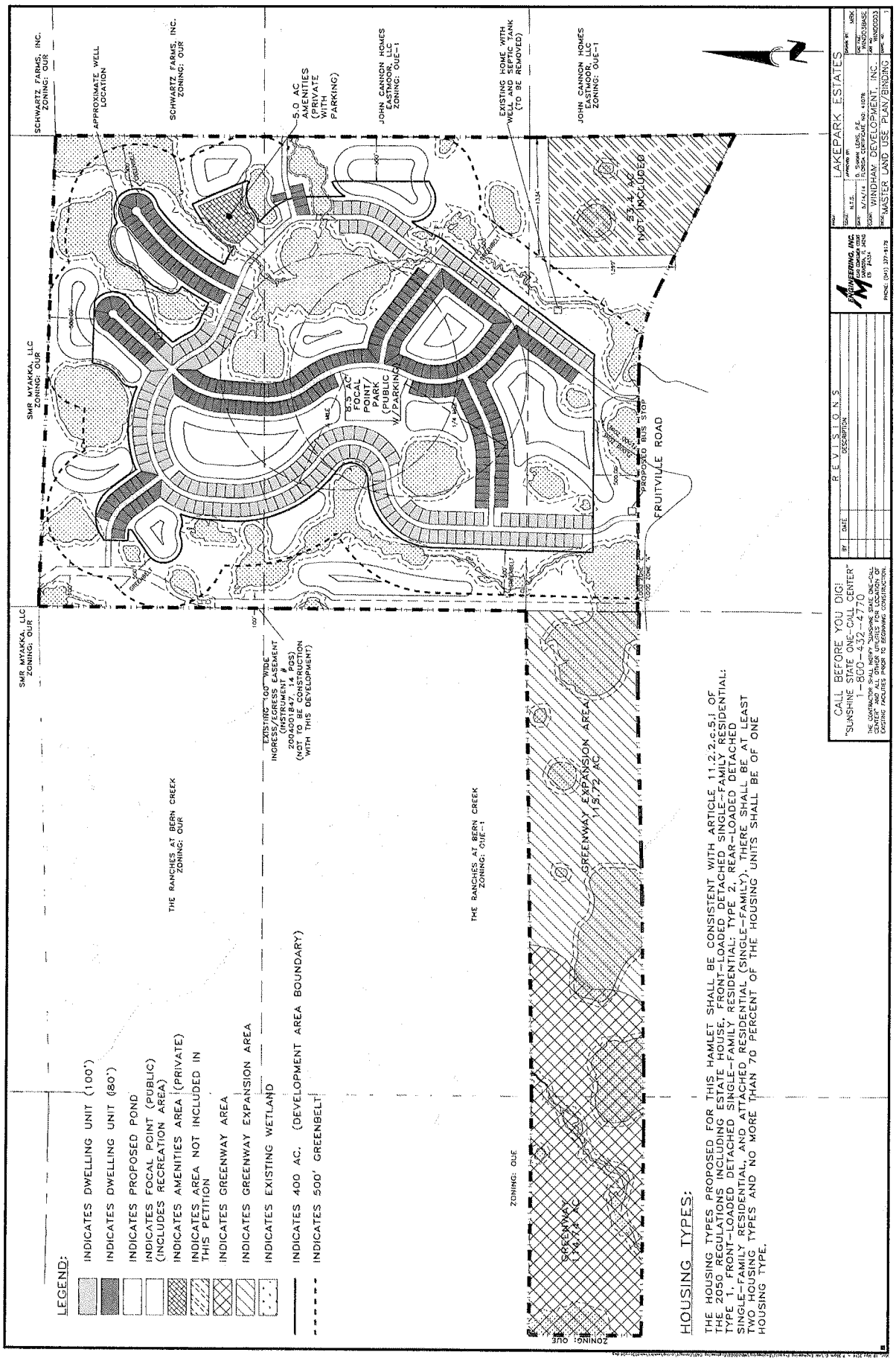


HOUSING TYPES:

THE HOUSING TYPES PROPOSED FOR THIS HAMLET SHALL BE CONSISTENT WITH ARTICLE 11.2.2.c.5.i OF THE 2050 REGULATIONS INCLUDING ESTATE HOUSE, FRONT-LOADED DETACHED SINGLE-FAMILY RESIDENTIAL: TYPE 1, FRONT-LOADED DETACHED SINGLE-FAMILY RESIDENTIAL; TYPE 2, REAR-LOADED DETACHED SINGLE-FAMILY RESIDENTIAL, AND ATTACHED RESIDENTIAL (SINGLE-FAMILY). THERE SHALL BE AT LEAST TWO HOUSING TYPES AND NO MORE THAN 70 PERCENT OF THE HOUSING UNITS SHALL BE OF ONE HOUSING TYPE.

## NOTES:

1. TOTAL GROSS ACREAGE: 1,000± ACRES
2. ZONING:

   EXISTING ZONING = OUR/OUE

   PROPOSED ZONING = HPD

3. OPEN SPACE REQUIRED (11.2.2.c.3) = 600 AC (60%)

4. OPEN SPACE PROVIDED = 600 AC (60%)

5. DENSITY CALCULATIONS:

   A. (11.2.2.c.1.i) 0.29 DU/AC OF DEVELOPED AREA
   0.29 x 400 = 116 DU

   B. GREENWAY TRANSFER OF DEVELOPMENT RIGHTS (TABLE TDR-1)

   TOTAL GREENWAY AREA = 114.74 AC

   EXISTING LOW INTENSITY AGRICULTURE:
   54.57 AC x 1 DU/AC = 54.57 DU

   PINE FLATWOODS:
   35.62 AC x 1.8 DU/AC = 64.12 DU

   MIXED WETLAND HARDWOODS
   5.09 AC x 1.8 DU/AC = 9.16 DU

   STREAMS / ESTUARIES:
   2.88 AC x 1.65 DU/AC = 4.75 DU

   FRESHWATER WETLAND:
   16.58 AC x 1.65 DU/AC = 27.36 DU

   SUBTOTAL = 159.96 DU

   C. PRESERVE GREENWAY (11.2.13.e.1): (10% CREDIT)
   159.96 DU x 0.1 = 16 DU

   D. PRESERVE VIEWSHED ALONG FRUITVILLE ROAD (11.2.13.e.2): (10% CREDIT)
   159.96 x 0.05 = 8 DU

   E. GREENWAY EXPANSION TRANSFER OF DEVELOPMENT RIGHTS (TABLE TDR-1)

   TOTAL GREENWAY EXPANSION AREA = 115.72 AC

   EXISTING LOW INTENSITY AGRICULTURE:
   81.13 AC x 1 DU/AC = 81.13 DU

   FRESHWATER WETLAND:
   34.59 AC x 1.65 DU/AC = 57.07 DU

   SUBTOTAL = 138.20 DU

   F. DEVELOPMENT AREA TRANSFER OF DEVELOPMENT RIGHTS (TABLE TDR-1)

   TOTAL DEVELOPMENT AREA = 400 AC

   FRESHWATER WETLANDS:
   41.63 AC x 1.65 DU/AC = 68.69 DU

   LAKES AND REGIONAL STORMWATER FACILITIES:
   79.24 AC x 0.57 DU/AC = 45.17 DU

   SUBTOTAL = 113.86 DU

   G. TOTAL DWELLING UNITS = 552 DU
   HOWEVER, THE HAMLET IS LIMITED TO A MAXIMUM OF 400 UNITS.

6. FOCAL POINT:
   PROPOSED 8.5 ACRES – 10± PARKING SPACES TO BE PROVIDED.
   (1 AC/47 DU x 400 DU = 8.5 AC)

7. SARASOTA COUNTY WATER:
   TO BE EXTENDED TO SITE

8 SARASOTA COUNTY SEWER:
   AVAILABLE AT SITE

9. APPROXIMATE IMPERVIOUS AREA:
   ROADS AND SIDEWALK: 21.0 ACRES
   LOTS 80% IMPERVIOUS: 15.0 ACRES
   TOTAL: 36.0 ACRES (3.6%)

10. STORMWATER MANAGEMENT:
ISOLATED WETLANDS WILL BE USED FOR STORMWATER TREATMENT AND ATTENUATION. PRETREATMENT WILL BE PROVIDED PRIOR TO DISCHARGE INTO WETLANDS. STORMWATER MANAGEMENT WILL COMPLY WITH ALL APPLICABLE SARASOTA COUNTY AND SWFWMD REQUIREMENTS.

11. THERE ARE NO GRAND TREES LOCATED ON THE SUBJECT PROPERTY.
(SEE ECO CONSULTANTS REPORT (DATED MAY, 14, 2014) PAGE 2: GRAND TREES)

12. FINAL ALIGNMENT OF INTERIOR ROADS AND CONFIGURATION OF STORMWATER MANAGEMENT AREAS SHALL BE ESTABLISHED AT THE TIME OF PRELIMINARY PLAT OR SITE AND DEVELOPMENT PLAN APPROVAL. PRIVATE ROADS MAY BE GATED.

13. THE AMENITY AREA MAY INCLUDE: POOL, CLUBHOUSE, PARKING, LANDSCAPE MATERIAL, OPEN SPACE, BATHROOMS, SPORTS COURTS, PLAYGROUND, TOT LOT AND OTHER AMENITIES.
AMENITY AREA PARKING:
GENERAL PARKING: 1 SPACE PER 250 SF OF BUILDING AREA.
OFF STREET LOADING AREAS: 5,000 SF TO 25,000 SF REQUIRES 1 LOADING SPACE

14: SETBACKS:
FRONT: 20'
SIDE: 12' BETWEEN STRUCTURES
REAR: 10' TO PRINCIPLE STRUCTURE, 3' TO SWIMMING POOL AND NONE TO ACCESSORY STRUCTURES EXCEPT 6' FOR REAR LOT LINES THAT ABUT A SIDE LOT LINE.

PLANNED DEVELOPMENT MODIFICATIONS:

1. MODIFICATION FROM s. 11.2.8.a.2, AND TABLE 4, VOS-20, ROAD EDGE TREATMENT, OPEN DRAINAGE, TO PERMIT ROAD EDGE WITH CLOSED DRAINAGE.

2. MODIFICATION FROM s.11.2.2.c.3.iii.(a), REQUIRING FOCAL POINT TO BE LOCATED WITHIN ¼ MILE RADIUS OR WALKING DISTANCE FOR MAJORITY OF RESIDENCES, TO PERMIT 236 (59%) UNITS TO BE LOCATED OUTSIDE SAID RADIUS.

3. MODIFICATION FROM s.11.2.8.c.2.ii.(c)(3), CUL-DE-SACS PROHIBITED EXCEPT WHEN NECESSARY NEXT TO GEOGRAPHICAL FEATURES OR AT EDGE OF DEVELOPMENT; AND NOT EXCEEDING 1,000', TO PERMIT 2 CUL-DE-SACS, 1 EXCEEDING 1,000'. (1,440')

CALL BEFORE YOU DIG!
"SUNSHINE STATE ONE-CALL CENTER"
1-800-432-4770
THE CONTRACTOR SHALL NOTIFY "SUNSHINE STATE ONE-CALL CENTER" AND ALL OTHER UTILITIES FOR LOCATION OF EXISTING FACILITIES PRIOR TO BEGINNING CONSTRUCTION.

REVISIONS

| BY | DATE | DESCRIPTION |
|---|---|---|

ENGINEERING, INC.
3240 CORDOVER COURT
VENICE, FL 34292
LB #4334
PHONE: (941) 377-9178

LAKEPARK ESTATES

| | | |
|---|---|---|
| SCALE: N/A | APPROVED BY: D. SHAWN LEWIS, P.E. | DRAWN BY: MRK |
| DATE: 5/14/14 | FLORIDA CERTIFICATE NO: 41078 | SHEET NO: WIND3C-X05 |
| CLIENT: WINDHAM DEVELOPMENT, INC. | | JOB NO: WIND0003 |
| DESC: MASTER LAND USE PLAN/BINDING | | DRWG. NO: 02 |



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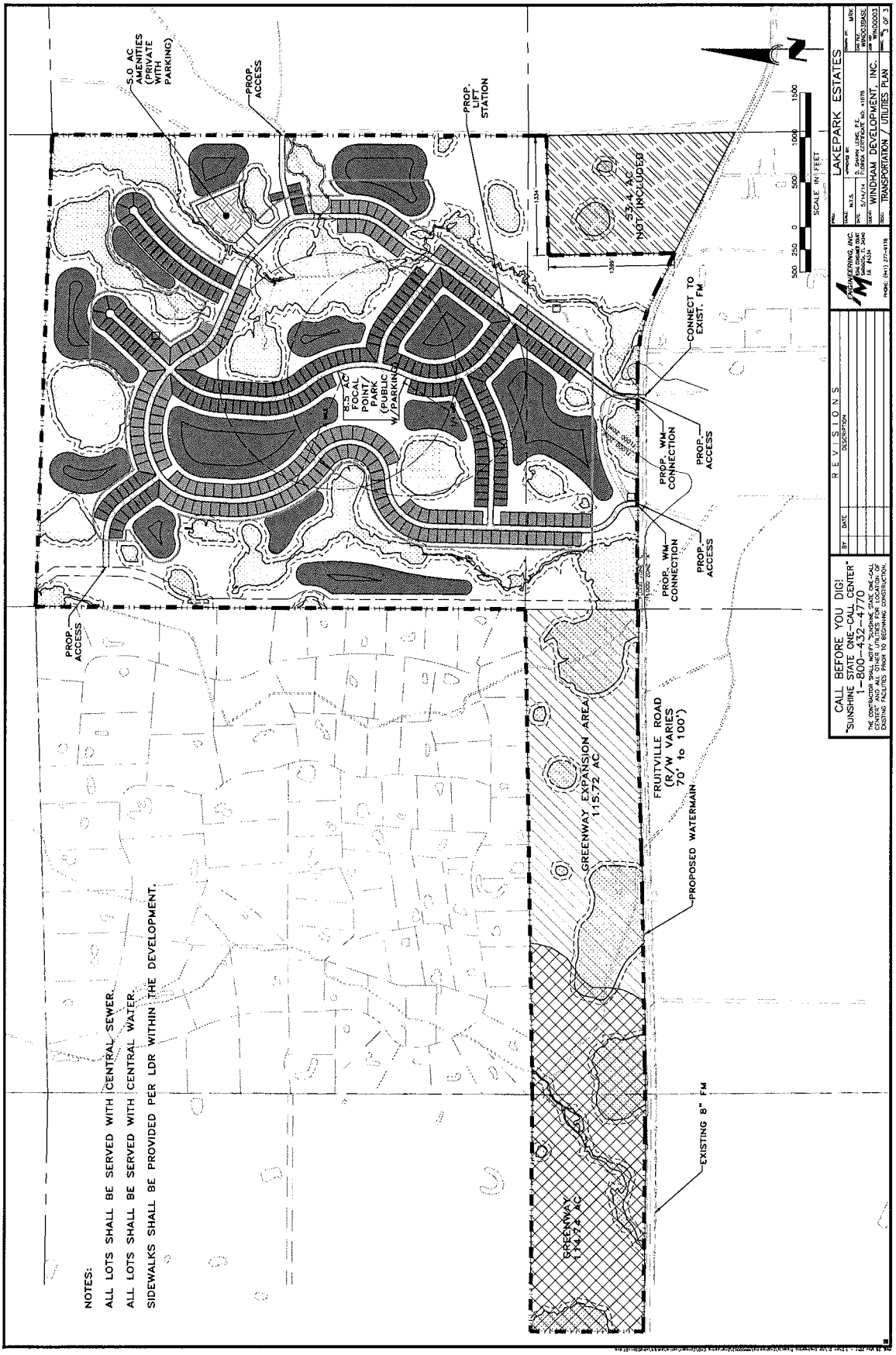
May 29, 2014



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May 29, 2014

# OFFER TO PURCHASE REAL ESTATE

This Agreement dated this 8th day of January, 2014, by and between Windham Development, Inc., a Michigan Corporation, whose address is 36400 Woodward Ave., Suite #205, Bloomfield Hills, MI 48304, hereinafter referred to as "Purchaser", hereby offers and agrees to purchase from FC, L.L.C., a Florida limited liability company and Myakka Ranch Holdings, LLC, a Florida limited liability company, whose address is 7507 South Tamiami Trail, Sarasota, FL 34231 hereinafter referred to as "Seller", the Property commonly known as Myakka Ranch Fruitville Road Property located in Sarasota County, Florida and consisting of approximately 1000 acres of land MOL as more fully described in Exhibit A hereto attached and made a part hereof by reference thereto, together with all improvements, rights and appurtenances if any, now on said premises and to pay therefore the sum of [redacted] subject to the existing building and use restrictions, easements, and zoning ordinances, if any, upon the following conditions.

1. This sale shall be completed as a Cash Sale at which time Seller shall deliver a statutory Warranty Deed conveying unencumbered marketable title, subject only to the easements and encumbrances hereinafter provided for, upon payment by the Purchaser of said purchase price in cash, wire transfer or by certified or Cashiers check, subject only to the adjustments hereinafter set forth. Additionally, to the extent that the same exist and are owned, controlled and assignable by Seller, Seller agrees to transfer, assign and convey to Purchaser the following associated with the Real Property (i) all entitlements associated with the Real Property (ii) ingress and egress rights to the public right of ways; (iii) all on-site improvements (iv) all construction and development plans; (v) all engineering plans; (vi) all approvals from each controlling governmental entity; (vii) all rights and benefits of permits associated with the Property; (viii) any and all improvements attached to the Property; (ix) any and all prepaid development fees; (x) any and all impact fee credits associated with the Property; and (xi) all other rights, benefits, and entitlements, developer rights (the foregoing are sometimes referred to herein as the "Miscellaneous Personal Property Interests"). The Real Property together with the Miscellaneous Personal Property Interests is herein referred to as the "Property."

2. Within 3 business days of Purchasers Receipt of Accepted Offer, Purchaser agrees to deliver a check (Earnest Deposit) in the amount of [redacted] The check will be forwarded by the Purchaser to Michael S. Tobin, Esq./Rothman & Tobin, P.A., whose address is 11900 Biscayne Boulevard, Suite 740, Miami, FL 33181 or a title company of Purchaser's choice (the "Escrow Agent"). The check will be held by the Escrow Agent pursuant to the terms and conditions outlined in this Offer. Upon closing, the Earnest Deposit will be credited towards the Purchase Price of the Property and will be reflected on the closing statement. In the event Purchaser terminates this Offer and is entitled to the return of the Earnest Deposit pursuant to the terms of this Offer, the Escrow Agent is hereby authorized by Seller to return the Earnest Deposit to Purchaser without receiving prior approval of the Seller.

1

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May 29, 2014

3. The closing will take place within [redacted] days following:

(a) expiration of the Inspection Period as provided for in paragraph 4 below. Upon satisfactory completion of the Inspection Period and Purchaser's desire to proceed pursuant to paragraph 4 below, Purchaser agrees to deliver a check (Second Earnest Deposit) in the amount of [redacted] The check will be forwarded by the Purchaser to Escrow Agent. The check will be held by Escrow Agent pursuant to the terms and conditions outlined in this Offer. Upon closing, the Second Earnest Deposit will be credited towards the Purchase Price of the Property and will be reflected on the closing statement. Upon Escrow Agent's receipt of the Second Earnest Deposit check, both the Earnest Deposit and Second Earnest Deposit will become non-refundable to Purchaser unless or there is a default by the Seller or the occurrence of another condition under this Offer which allows for a return of the Earnest Deposit and Second Earnest Deposit to Purchaser.

4. Purchaser shall investigate the Property and shall have seventy-five (75) days following Purchaser's receipt of Seller's Work Product as described below ("Inspection Period") to satisfy itself, in its sole and absolute discretion, as to the condition of the Property. Upon expiration of the Inspection Period Purchaser shall either 1) terminate this Agreement and the Earnest Deposit will be immediately returned to Purchaser as provided for in paragraph 2 above and this Agreement will become null and void or 2) notify Seller, in writing, of its desire to proceed under this Agreement and immediately forward the Second Earnest Deposit to the Escrow Agent.

Seller agrees to provide Purchaser with all documentation in its possession related to the Property including but not limited to title work, survey, appraisal, soil and environmental reports, studies, testing results, communication with consultants, etc ("Seller's Work Product"). In the event Purchaser is unable to satisfy itself as to the condition of the Property within the Inspection Period, Purchaser has the right to terminate the Offer to Purchase Real Estate and the Earnest Deposit shall immediately be returned to the Purchaser by the Escrow Agent without the requirement of Seller approval.

(a) Purchaser shall provide 24 hour advance notice prior to any representative entering the Property to Seller's contact as listed in paragraph 15. Seller, following reasonable notice from Purchaser, shall provide Purchaser and its agents and consultants reasonable access to the Property, provided that in each such case, Seller shall have the right to have a representative of Seller present during the course of any such entry. During the course of any such entry Purchaser shall not cause, and shall not suffer or permit to occur, any damage or injury to the Property or any part thereof and if Purchaser does cause, suffer, or permit any damage or injury to the Property, Purchaser shall, at its expense, promptly restore the Property to the condition it was in immediately prior to such injury or damage.

(b) Purchaser shall indemnify Seller from and against any and all damages to the Property resulting from any entry on the Property by Purchaser or any of its agents, contractors,

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May 29, 2014

consultants or other representatives, or any activities conducted by them, during any such entry, together with all reasonable expenses incurred by Seller by reason thereof including, without limitation, reasonable attorneys' fees and disbursements, which obligation shall survive the Closing or the termination of this Offer to Purchase; provided, however, such indemnity shall not extend to repair or remediation of any existing condition at the Property. Purchaser shall deliver a certificate of insurance evidencing liability insurance coverage held by any agent or consultant retained by Purchaser to perform any studies or survey of the Property, in an amount, form, and substance reasonably satisfactory to Seller before any such agents and consultants will be granted access to the Property.

5. Purchaser shall, at Purchaser's sole cost and expense, order a commitment for an ALTA owner's title insurance policy, issued by a reputable title insurance company, in an amount not less than the total purchase price provided for hereunder, and bearing a date later than the date of acceptance hereof, and such commitment shall guarantee that Seller has unencumbered marketable title to the said premises, subject only to the easements and encumbrances hereinafter provided for and/or the "Permitted Exceptions" contained in Exhibit B attached. If Purchaser is not satisfied for any reason with the title commitment, at any time prior to closing, then this Offer to Purchase shall terminate on written notice from Purchaser to Seller and the Earnest Deposit shall immediately be returned to Purchaser by the Escrow Agent without the requirement of Seller approval. At the closing, a policy of title insurance shall be ordered from the Escrow Agent, at Sellers expense, with instructions that same be delivered to the Purchaser immediately after issuance thereof, which policy shall insure such title of Purchaser. Said policy shall delete the standard exceptions.

6. At the time of closing, the Seller shall deliver and the Purchaser shall accept possession of said Premises. The delivery and possession by Seller to Purchaser shall not be subject to the rights of any persons or entities, except as may be disclosed in the "Permitted Exceptions."

7. All taxes and assessments which have become a lien upon the land prior to closing shall be paid by the Seller. Current taxes, if any, shall be prorated and adjusted as of the date of the execution of this Offer to Purchase in accordance with a due date basis of the taxing units in which the Property is located.

8. Purchaser shall, at Purchaser's sole cost and expense, order a survey(s) for the Property prepared and certified by a registered surveyor. Purchaser shall review and approve the survey. If Purchaser is not satisfied for any reason with the survey, at any time prior to closing, then this Offer to Purchase shall terminate on written notice from Purchaser to Seller and the Earnest Deposit shall immediately be returned to Purchaser by Escrow Agent without the requirement of Seller approval.

9. Seller represents and warrants that to the best of Seller's knowledge and belief, which representations and warranties being strictly relied upon by the Purchaser, and shall be reaffirmed at the time of closing, the following:

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May 29, 2014

(a) To the best of Seller's knowledge, information and belief, there are no actions or proceedings pending against Seller in any court or before any administrative body, or in arbitration, in respect of or which might affect the Property.

(b) To the best of Seller's knowledge, information and belief, there are no judgments or liens outstanding against Seller or the Property, and there will be no judgments or liens outstanding at the time of closing.

(c) Seller is not a "foreign person" as such term is defined in Section 1.897-1(k), United States Treasury Regulations, and that accordingly, the transaction contemplated in this Offer to Purchase is not subject to the withholding requirements imposed by Section 1445 of the United States Internal Revenue Code of 1986, as amended.

(d) To the best of Seller's knowledge, information and belief, the Property has not been permitted to be used as a depository for trash, refuse, or any toxic or hazardous substance and does not contain any condition which might be considered a violation of any state or federal environmental law.

(e) To the best of Seller's knowledge, the Property does not include any underground storage tanks as that term is defined in the Hazardous Solid Waste Amendment of 1984 to the Resource Conservation and Recovery Act or other applicable laws.

(f) To the best of Seller's knowledge, information and belief there is no environmental contamination upon any of the Property or neighboring properties or existence of cattle vat dip structures, pits, dip ponds, corrals or residual contaminants affecting the site or groundwater conditions. However, the Property has been farm land and is subject to customary and normal operation of cattle ranching and truck and hay farming.

(g) To the best of Seller's knowledge, information and belief, the Property fully complies and has been owned and utilized in complete accordance with all laws, ordinances and regulations. Seller has received no notice that the Property or that the operation of the Property has violated any law, ordinance or regulation.

(h) To the best of Seller's knowledge, information and belief, Seller has received no written nor official notice of any condemnation proceedings against all or any part of the Property, and has no reason to believe that any agency has contemplated condemnation proceedings against all or any part of the Property.

(i) To the best of Seller's knowledge, information and belief, there are no proposed special assessments, zoning changes, road widening, or road change affecting or which may affect the Property or any part of the Property.

10. The closing of this transaction shall take place at a location agreed upon by the

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May 29, 2014

parties. Seller shall pay all documentary transfer taxes at the closing.

11. Purchaser is a licensed real estate broker in the State of Michigan. Purchaser shall pay a broker fee of [redacted] due and payable at time of closing. Seller shall pay a real estate commission of [redacted] to [redacted]

Seller shall indemnify and hold harmless the Purchaser from and against any and all claims or demands with respect to any brokerage fees or agent's commission or other compensation asserted by any other persons, firms or corporations (other than those noted above) in connection with this Offer to Purchase or the transaction contemplated hereby arising from any action on the part of the Seller.

Purchaser shall indemnity and hold harmless the Seller from and against any and all claims or demands with respect to any brokerage fees or agent's commission or other compensation asserted by any other persons, firms or corporations (other than those noted above) in connection with this Offer to Purchase or the transaction contemplated hereby arising from any action on the part of the Purchaser.

12. This Offer to Purchase Real Estate may be assigned by the Purchaser without the written consent of the Seller. However, notice of such assignment must be given to Seller no later than seven (7) days prior to closing. Any such assignment will not relieve the Purchaser from the Purchaser's obligations in this Offer to Purchase.

13. In the event of Purchaser's default under this Offer to Purchase, Seller shall, at its option, be entitled to retain the Earnest Deposit and/or the Second Earnest Deposit and/or Extension Fee as liquidated damages. In addition, any documents or approvals acquired by the Purchaser shall be delivered to the Seller.

14. In the event of default by Seller, Purchaser shall have the right, at its option, to pursue all legal and equitable remedies available, including the right to enforce the terms of this Offer to Purchase and including the right of specific performance.

15. Any notice, request, demand, instruction or other communication to be given to either party, shall be in writing and shall be sent by hand delivery, facsimile, or certified mail, or nationally recognized overnight delivery service as follows:

If to Purchaser: Windham Development, Inc.
36400 Woodward Ave., Suite #205
Bloomfield Hills, MI 48304
Telephone: 248-290-5300
E-Mail: herb@windhamdevelopment.com

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If to Seller: FC, L.L.C./Myakka Ranch Holdings, LLC
7507 South Tamiami Trail
Sarasota, FL 34231
Telephone: 941-792-0923
E-Mail: _____

With a copy to: J. Geoffrey Pflugner
8470 Enterprise Circle, Suite 201
Bradenton, FL 34202
Telephone: 941-907-0006
Facsimile: 941-552-0108
E-Mail: jpflugner@icardmerrill.com

Notice shall be deemed given on the day sent if forwarded by facsimile or, if by certified mail, through the facilities of the United States Postal Service, on the day following the date that the notice in question is deposited in the facilities of the United States Postal Service.

16. Time shall be of the essence of this Offer to Purchase.

17. If any period expiration date or other day for action under this Offer to Purchase falls upon a Saturday, Sunday or legal holiday, the day shall be automatically extended until 12:00 midnight on the next succeeding business day.

18. This Offer to Purchase constitutes the entire Offer to Purchase between the parties. No amendment or modification shall be valid unless the same shall be in writing and signed by the party again whom charged. This Offer to Purchase shall be binding and inure to the benefit of the parties hereto, their heirs, legal representatives, executors, administrators, successors and assigns.

19. NOTICE PURSUANT TO FLORIDA STATUTES RADON GAS: The following notice is incorporated into this Offer pursuant to Florida Statutes, Section 404.056(5), to wit: "RADON GAS: Radon is a naturally occurring radioactive gas that, when it has accumulated in a building in sufficient quantities, may present health risk to persons who are exposed to it over time. Levels of radon that exceed Federal and State guidelines have been found in buildings in Florida. Additional information regarding radon and radon testing may be obtained from your county public health unit."

21. Seller will have 10 (ten) days from the date of this Offer to Purchase to accept this Offer or the Offer to Purchase will automatically terminate.

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DATED: January 8, 2014

In the Presence of:

DATED: 1/10/14

PURCHASER:

WINDHAM DEVELOPMENT, INC., A MICHIGAN CORPORATION

By: Herbert Lawson
Herbert Lawson
Its: President

ADDRESS: 36400 Woodward Ave.
Suite #205
Bloomfield Hills, MI 48304
Phone No: 248-290-5300

SELLER:

MYAKKA RANCH HOLDINGS, LLC

By: Frank Cassata
Frank Cassata
Its: Manager

ADDRESS: P.O. Box 58
New Port Richey, FL 34656
Phone: 727-846-0000

FC, L.L.C.

By: Frank Cassata
Frank Cassata
Its: Manager

ADDRESS: 7507 South Tamiami Trail
Sarasota, FL 34231
Phone: 941-923-0792

7

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May 29, 2014

## PURCHASERS RECEIPT OF ACCEPTED OFFER

The undersigned hereby acknowledges the receipt of the Seller's signed acceptance of the foregoing Offer to Purchase

DATED: 1-16, 2014

Hubert Fawson-Pres
"Purchaser"

OffertoPurchaseMyakka
1/3/14

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EXHIBIT "A"

PARCEL C:

All of Section 17, Township 36 S, Range 20 E, Sarasota County, Florida.

PARCEL D:

The N 1/2 of Section 20, lying N of Fruitville-Myakka Hard Road, Township 36 S, Range 20 E, Sarasota County, Florida, less lands described in O.R. Book 1837, Page 1811, Public Records of Sarasota County, Florida, and less lands conveyed to Sarasota County in O.R. Book 3014, Page 540, Public Records of Sarasota County, Florida.

PARCEL E:

Part of the W 1/2 of Section 20, Township 36 S, Range 20 E, Sarasota County, Florida, as more fully described in O.R. Book 798, Page 577, Public Records of Sarasota County, Florida.

PARCEL F:

Property in Section 20, Township 36 S, Range 20 E, Sarasota County, Florida, described in O.R. Book 826, Page 558, Public Records of Sarasota County, Florida.

PARCEL H:

The N 1/2 of the NW 1/4 and the N 1/2 of the NE 1/4 of Section 19, Township 36 S, Range 20 E, Sarasota County, Florida.

PARCEL I:

The N 1/2 of the NE 1/4 of Section 24, lying N of Myakka Road, in Township 36 S, Range 19 E, Sarasota County, Florida.

ROAD PARCEL:

A portion of old Fruitville-Myakka Hard Road described in O.R. Book 3014, Page 540, Public Records of Sarasota County, Florida.

PIONEER PARCEL:

Begin at the intersection of the East line of Section 20, Township 36 South, Range 20 East, with the Northerly right of way line of Fruitville Road as it now exists, and run North along the East line of said Section 20, a distance of 1330.00 feet; thence West perpendicular to said East line; a distance of 550.00 feet; thence run South parallel with the East line of said Section 20, to the aforesaid Northerly right of way line; thence Southeasterly along said right of way line to the point of beginning. Lying and being in Section 20, Township 36 South, Range 20 East, Sarasota County, Florida.

Together with a perpetual non-exclusive easement appurtenant to the property over, across, under and through the "North Easement" as defined and described in that certain Easement Agreement recorded in Official Records Instrument No. 2004001847, of the Public Records of Sarasota County, Florida.


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917

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EXHIBIT B
("Permitted Exceptions")

1. Taxes and assessments for the year 2013 and subsequent years, which are not yet due and payable.

2. Terms and conditions of that certain Easement Agreement recorded in Official Records Instrument No. 2004001847, of the Public Records of Sarasota County, Florida.

3. Easement in favor of the City of Sarasota recorded in Official Records Book 530, Page 12, of the Public Records of Sarasota County, Florida. (As to North Easement only)

4. Easement(s) in favor of Florida Power & Light Company set forth in Instrument(s) recorded in Official Records Book 1878, Page 638 and Official Records Book 2967, Page 2393, of the Public Records of Sarasota County, Florida.

5. Telephone Distribution Easement Deed in favor of GTE Florida Incorporated set forth in Instrument recorded in Official Records Book 2983, Page 2568, of the Public Records of Sarasota County, Florida.

6. Permanent Non-Exclusive Slope, Drainage, Sidewalk and Utility Easements in favor of Sarasota County set forth in Instruments recorded in Official Records Instrument No. 2006158143, Official Records Instrument No. 2006158144, Official Records Instrument No. 2006158145, Official Records Instrument No. 2006158146, Official Records Instrument No. 2006158147 and Official Records Instrument No. 2006158148, of the Public Records of Sarasota County, Florida.

7. Notice of Establishment of the Myakka Ranch Community Development District recorded in Official Records Instrument No. 2008035515, of the Public Records of Sarasota County, Florida.

8. Subject to matters of survey as shown on that certain survey prepared by Zoller, Najjar & Shroyer, LC, dated November 21, 2003, under Job No. MAYK2-BASE.

9. Unrecorded Lease between Myakka Ranch Holdings, LLC and Frankandal, LLC, dated December 1, 2013.

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May 29, 2014

Myakka Ranch Acknowledgement:

This Acknowledgement will confirm paragraph 20 (Page 6) of the Offer to Purchase Real Estate date d January 8, 2014 was deleted from the Offer to Purchase.

Dated: January 16, 2014

Acknowledged by:

Windham Development, Inc.

Herbert Lawson/President

FC, L.L.C./Myakka Ranch Holdings, LLC

Frank Cassata/Manager

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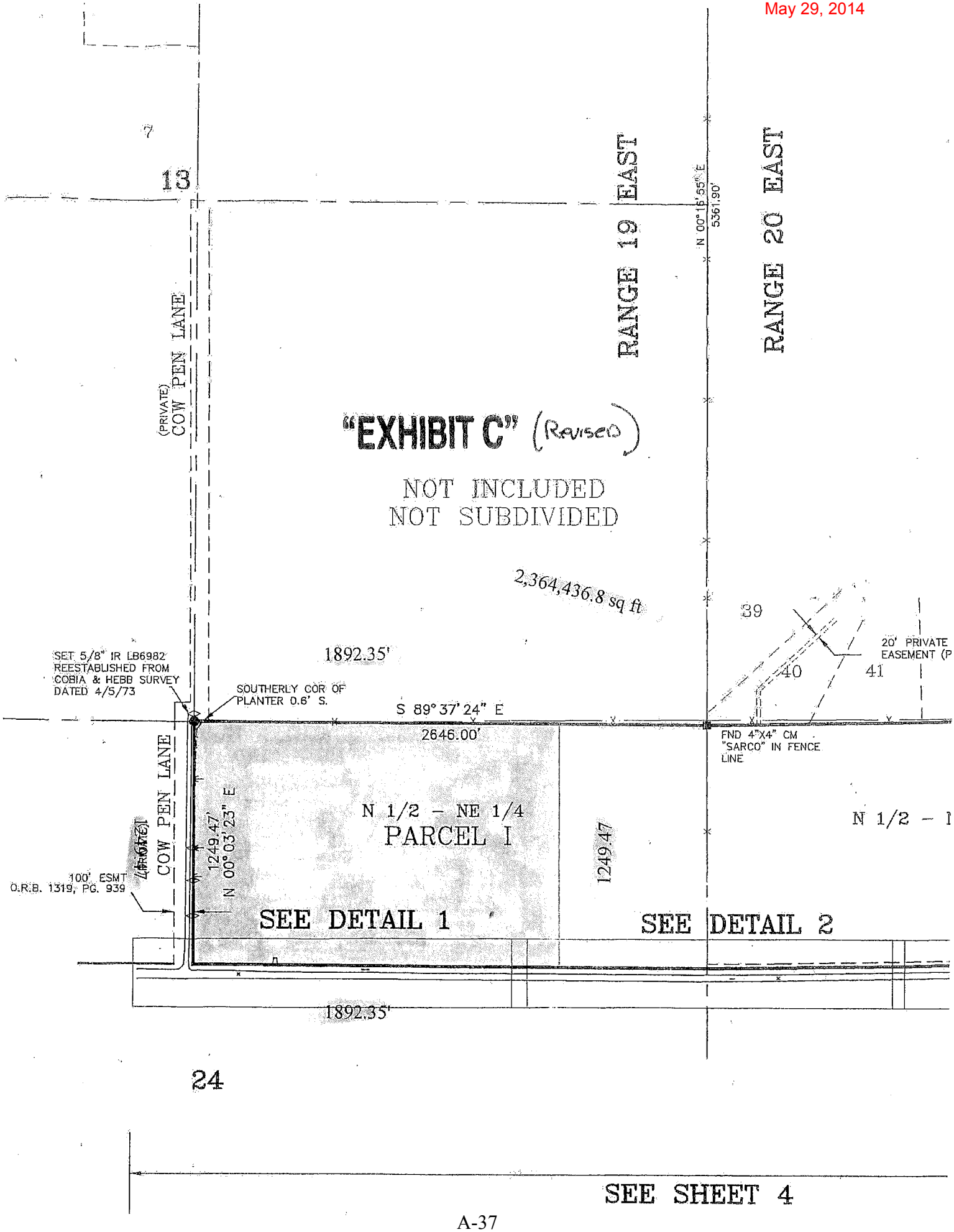
May 29, 2014



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# ADDENDUM TO OFFER TO PURCHASE REAL ESTATE

This Addendum supplements the Offer to Purchase Real Estate between FC, L.L.C. and Myakka Ranch Holdings, LLC, Florida limited liability companies, as Seller, and Windham Development, Inc., a Michigan Company, as Purchaser.

*WHEREAS*, Seller and Purchaser have executed an Offer to Purchase Real Estate for the purchase and sale of property located in Sarasota County, Florida dated January 8, 2014.

*WHEREAS*, the parties desire to modify the terms of the Offer to Purchase as follows:

*NOW, THEREFORE*, in consideration of the mutual covenants set forth herein and intending to be legally bound, the parties hereto agree to amend the following:

Paragraph 2. The Escrow Agent for additional deposits (First through Fifth) as identified in the Additional Conditions dated April 28, 2014 shall be:

John P. White
John P. White, P.A.
1575 Pine Ridge Road
Suite 10
Naples, FL 34109

All other terms and conditions of the Offer to Purchase shall remain in full force and effect.

The parties have executed this Addendum on the dates set forth below.

DATED: May 8, 2014

In the Presence of:

PURCHASER:

WINDHAM DEVELOPMENT, INC., a Michigan Corporation

By: Herbert Lawson
Herbert Lawson
Its: President

Rec'd by Planning Services
May 29, 2014

ADDRESS: 36400 Woodward Ave.
Suite #205
Bloomfield Hills, MI 48304
Phone No: 248-290-5300

DATED: May 9, 2014

SELLER:

FC, LLC AND MYAKKA
RANCH HOLDINGS, LLC

Frank Cassata
Its: Manager

ADDRESS: 7507 South Tamiami Trail
Sarasota, FL 34231
Phone: 941-923-0792

MyakkaEscrowAgentAddendum
5/8/14

Rec'd by Planning Services
May 29, 2014

**ADDITIONAL CONDITIONS:**
**Additional price increases and deposits:**

**Made this 28th day of April, 2014**

Effective [redacted] Purchaser agrees to forward an additional check in the amount of [redacted] to the Escrow Agent (First Deposit). The check will be held by the Escrow Agent pursuant to paragraph 2 of the Offer to Purchase. The First Deposit will be fully refundable to Purchaser until expiration of the Inspection Period. In addition, effective [redacted] the Purchase Price of the Property shall be [redacted]

Effective [redacted] Purchaser agrees to forward an additional check in the amount of [redacted] to the Escrow Agent (Second Deposit). The check will be held by the Escrow Agent pursuant to paragraph 2 of the Offer to Purchase. The Second Deposit will be fully refundable to Purchaser until expiration of the Inspection Period. In addition, effective [redacted] the Purchase Price of the Property shall be [redacted]

Effective [redacted] Purchaser agrees to forward an additional check in the amount of [redacted] to the Escrow Agent (Third Deposit). The check will be held by the Escrow Agent pursuant to paragraph 2 of the Offer to Purchase. The Third Deposit will be fully refundable to Purchaser until expiration of the Inspection Period. In addition, effective [redacted] the Purchase Price of the Property shall be [redacted]

Effective [redacted], Purchaser agrees to forward an additional check in the amount of [redacted] to the Escrow Agent (Fourth Deposit). The check will be held by the Escrow Agent pursuant to paragraph 2 of the Offer to Purchase. The Fourth Deposit will be fully refundable to Purchaser until expiration of the Inspection Period. In addition, effective [redacted] the Purchase Price of the Property shall be [redacted]

Effective [redacted] Purchaser agrees to forward an additional check in the amount of [redacted] to the Escrow Agent (Fifth Deposit). The check will be held by the Escrow Agent pursuant to paragraph 2 of the Offer to Purchase. In addition, effective [redacted], the Purchase Price of the Property shall be [redacted]

On [redacted] the Inspection Period, as defined in the Offer Para. 4, will expire at 5:00 p.m. EST and all deposits [redacted] shall be non-refundable. In the event Purchaser does not close then the deposits shall be the property of the Seller.

The deposits (First through fifth) are to be in the hands of the Escrow Agent on or before the specified dates. The Escrow Agent is to provide verification of receipt of each deposit to the Seller, its broker and its attorney

The above Deposit(s) (First Deposit through Fifth Deposit) are in lieu of the Second Earnest Deposit as defined in the Offer to Purchase (paragraph 3(a).

Seller shall have the right to sell an easement that is approximately 70 feet wide on the east boundary of the property and runs approximately 6300 feet north starting at Fruitville Road. Seller shall have the

JC AL
4.28.14

Rec'd by Planning Services
May 29, 2014

right to sell the easement prior to Closing of this contract with Windham Homes. *The proposed easement is attached as a part of the contract.*

Seller has the right to elect to move the effective date of the closing to [redacted], unless the Buyer would elect to close in [redacted].

Seller shall be granted a Lease for agricultural purposes on the 250 acres on the panhandle. The Lease shall be for 25 years. Purchaser will 1) take no action, 2) make no offer or 3) create any covenant or restriction with Sarasota County that would prevent the 250 acres from being utilized for any agricultural pursuit in which Seller may elect. of $1,000.00 PER YEAR 4.28.14 DATE DATE 4/28

Seller is pursuing a Jurisdictional Wetlands Determination from SWFWMD through John Henslick of ECo. If the contract closes, Buyer will reimburse Seller its entire cost of the Jurisdiction Wetland Determination. The cost will be no more than $12,000.00.

If Purchaser does not close, all work product including engineering, surveying, legal, feasibility studies, letters and minutes from meetings with governmental departments or organizations and any other material or information related to the property, will be turned over to Seller.

PURCHASER: Herbert Lawrence DATE: 4/28/2014

SELLER: Frank Cavato DATE: 4/28/2014

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May 29, 2014

NO LATER THAN [redacted]

3. The closing will take place [redacted] following:

(a) expiration of the Inspection Period as provided for in paragraph 4 below. Upon satisfactory completion of the Inspection Period and Purchaser's desire to proceed pursuant to paragraph 4 below, Purchaser agrees to deliver a check (Second Earnest Deposit) in the amount of [redacted] The check will be forwarded by the Purchaser to Escrow Agent. The check will be held by Escrow Agent pursuant to the terms and conditions outlined in this Offer. Upon closing, the Second Earnest Deposit will be credited towards the Purchase Price of the Property and will be reflected on the closing statement. Upon Escrow Agent's receipt of the Second Earnest Deposit check, both the Earnest Deposit and Second Earnest Deposit will become non-refundable to Purchaser unless there is a default by the Seller or the occurrence of another condition under this Offer which allows for a return of the Earnest Deposit and Second Earnest Deposit to Purchaser.

4. Purchaser shall investigate the Property and shall have ~~seventy five (75) days following Purchaser's receipt of Seller's Work Product as described below~~ ("Inspection Period") to satisfy itself, in its sole and absolute discretion, as to the condition of the Property. Upon expiration of the Inspection Period Purchaser shall either 1) terminate this Agreement and the Earnest Deposit will be immediately returned to Purchaser as provided for in paragraph 2 above and this Agreement will become null and void or 2) notify Seller, in writing, of its desire to proceed under this Agreement and immediately forward the Second Earnest Deposit to the Escrow Agent.

* SEE ADDITIONAL CONDITIONS ATTACHED.

Seller agrees to provide Purchaser with all documentation in its possession related to the Property including but not limited to title work, survey, appraisal, soil and environmental reports, studies, testing results, communication with consultants, etc ("Seller's Work Product"). In the event Purchaser is unable to satisfy itself as to the condition of the Property within the Inspection Period, Purchaser has the right to terminate the Offer to Purchase Real Estate and the Earnest Deposit shall immediately be returned to the Purchaser by the Escrow Agent without the requirement of Seller approval.

(a) Purchaser shall provide 24 hour advance notice prior to any representative entering the Property to Seller's counsel as listed in paragraph 15. Seller, following reasonable notice from Purchaser, shall provide Purchaser and its agents and consultants reasonable access to the Property, provided that in each such case, Seller shall have the right to have a representative of Seller present during the course of any such entry. During the course of any such entry Purchaser shall not cause, and shall not suffer or permit to occur, any damage or injury to the Property or any part thereof and if Purchaser does cause, suffer, or permit any damage or injury to the Property, Purchaser shall, at its expense, promptly restore the Property to the condition it was in immediately prior to such injury or damage.

(b) Purchaser shall indemnify Seller from and against any and all damages to the Property resulting from any entry on the Property by Purchaser or any of its agents, contractors,

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DATE: 4-15
DATE: 4/28/14
DATE: 2-11-14
DATE: 4-15-14
DATE: 4/28/14
DATE: 4/28/14
DATE: 2014

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May 29, 2014

COUNTEROFFER TO JANUARY 8, 2014 OFFER TO PURCHASE REAL ESTATE

PURCHASER: Whitfield Development, Inc.

SELLER: FC, LLC and Myakka Ranch Holdings, LLC

Property: Approximately 1000 acres Sarasota County Florida

Date: January 10, 2014

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The offer presented by the Purchaser is accepted by the Seller with the following changes or additions:

Paragraph 4, first full paragraph, delete the last word, "Upon" in line 3 and insert in its place the following:

"Prior to the"

Paragraph 4, first full paragraph, add at the end thereof:

In the event Purchaser fails to give written notice of termination of this Agreement to Seller on or before the expiration of the Inspection Period, then Purchaser shall be deemed to have waived its right to terminate this Agreement pursuant to this section, but all other terms, conditions, contingencies, rights, and obligations under this Agreement shall remain in full force and effect..

Paragraph 4, second full paragraph, insert after the word "Purchaser", the following:

"within (10) days after the Effective Date,"

Replace paragraph 5 with the following:

Within ~~fifteen (15)~~ thirty-five (35) business days of Purchaser's Receipt of an Accepted Offer, Purchaser shall, at Purchaser's sole cost and expense, order a commitment for an ALTA 2006 owner's title insurance policy ("Title Commitment"), issued by a reputable title insurance company, in an amount not less than the total purchase price provided for hereunder, and bearing a date later than the date of acceptance hereof, and such commitment shall guarantee that Seller has unencumbered marketable title to the Property, subject only to the easements and encumbrances hereinafter provided for and/or the "Permitted Exceptions" contained in Exhibit D attached hereto. Purchaser shall give Seller written notice on or before the expiration of the later of (i) thirty (30) days after receipt of the Title Commitment or (ii) thirty (30) days after receipt of the survey provided for in paragraph 8 hereof, that the condition of title as set forth in the Title Commitment and survey, excluding any of the Permitted Exceptions, is or is not satisfactory, in

2-11-14

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May 29, 2014

3. The closing will take place within [redacted] following:

(a) expiration of the Inspection Period as provided for in paragraph 4 below. Upon satisfactory completion of the Inspection Period and Purchaser's desire to proceed pursuant to paragraph 4 below, Purchaser agrees to deliver a check (Second Earnest Deposit) in the amount of [redacted]. The check will be forwarded by the Purchaser to Escrow Agent. The check will be held by Escrow Agent pursuant to the terms and conditions outlined in this Offer. Upon closing, the Second Earnest Deposit will be credited towards the Purchase Price of the Property and will be reflected on the closing statement. Upon Escrow Agent's receipt of the Second Earnest Deposit check, both the Earnest Deposit and Second Earnest Deposit will become non-refundable to Purchaser unless or there is a default by the Seller or the occurrence of another condition under this Offer which allows for a return of the Earnest Deposit and Second Earnest Deposit to Purchaser.

4. Purchaser shall investigate the Property and shall have seventy-five (75) days following Purchaser's receipt of Seller's Work Product as described below ("Inspection Period") to satisfy itself, in its sole and absolute discretion, as to the condition of the Property. Upon expiration of the Inspection Period Purchaser shall either 1) terminate this Agreement and the Earnest Deposit will be immediately returned to Purchaser as provided for in paragraph 2 above and this Agreement will become null and void or 2) notify Seller, in writing, of its desire to proceed under this Agreement and immediately forward the Second Earnest Deposit to the Escrow Agent.

2-11-14

Seller agrees to provide Purchaser with all documentation in its possession related to the Property including but not limited to title work, survey, appraisal, soil and environmental reports, studies, testing results, communication with consultants, etc ("Seller's Work Product"). In the event Purchaser is unable to satisfy itself as to the condition of the Property within the Inspection Period, Purchaser has the right to terminate the Offer to Purchase Real Estate and the Earnest Deposit shall immediately be returned to the Purchaser by the Escrow Agent without the requirement of Seller approval.

(a) Purchaser shall provide 24 hour advance notice prior to any representative entering the Property to Seller's contact as listed in paragraph 15. Seller, following reasonable notice from Purchaser, shall provide Purchaser and its agents and consultants reasonable access to the Property, provided that in each such case, Seller shall have the right to have a representative of Seller present during the course of any such entry. During the course of any such entry Purchaser shall not cause, and shall not suffer or permit to occur, any damage or injury to the Property or any part thereof and if Purchaser does cause, suffer, or permit any damage or injury to the Property, Purchaser shall, at its expense, promptly restore the Property to the condition it was in immediately prior to such injury or damage.

(b) Purchaser shall indemnify Seller from and against any and all damages to the Property resulting from any entry on the Property by Purchaser or any of its agents, contractors,

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May 29, 2014

COUNTEROFFER TO JANUARY 8, 2014 OFFER TO PURCHASE REAL ESTATE

PURCHASER: Windham Development, Inc.

SELLER: FC, LLC and Myakka Ranch Holdings, LLC

Property: Approximately 1000 acres Sarasota County Florida

Date: January 10, 2014

The offer presented by the Purchaser is accepted by the Seller with the following changes or additions:

Paragraph 4, first full paragraph, delete the last word, "Upon" in line 3 and insert in its place the following:

"Prior to the"

Paragraph 4, first full paragraph, add at the end thereof:

In the event Purchaser fails to give written notice of termination of this Agreement to Seller on or before the expiration of the Inspection Period, then Purchaser shall be deemed to have waived its right to terminate this Agreement pursuant to this section, but all other terms, conditions, contingencies, rights, and obligations under this Agreement shall remain in full force and effect..

Paragraph 4, second full paragraph, insert after the word "Purchaser", the following:

"within (10) days after the Effective Date,"

Replace paragraph 5 with the following:

Within fifteen (15) business days of Purchaser's Receipt of an Accepted Offer, Purchaser shall, at Purchaser's sole cost and expense, order a commitment for an ALTA 2006 owner's title insurance policy ("Title Commitment"), issued by a reputable title insurance company, in an amount not less than the total purchase price provided for hereunder, and bearing a date later than the date of acceptance hereof, and such commitment shall guarantee that Seller has unencumbered marketable title to the Property, subject only to the easements and encumbrances hereinafter provided for and/or the "Permitted Exceptions" contained in Exhibit B attached hereto. Purchaser shall give Seller written notice on or before the expiration of the later of (i) thirty (30) days after receipt of the Title Commitment or (ii) thirty (30) days after receipt of the survey provided for in paragraph 8 hereof, that the condition of title as set forth in the Title Commitment and survey, excluding any of the Permitted Exceptions, is or is not satisfactory, in

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May 29, 2014

Purchaser's sole discretion. If Purchaser is not satisfied for any reason with the Title Commitment, then the Purchaser may elect to terminate this Offer to Purchase and it shall terminate upon written notice from Purchaser to Seller received no later than the time for giving notice that the status of title is not satisfactory as specified herein above,. And the Earnest Deposit shall immediately be returned to Purchaser by the Escrow Agent without the requirement of Seller approval. At the closing, a policy of title insurance shall be ordered from the Escrow Agent, at Purchaser's expense, with instructions that same be delivered to the Purchaser immediately after issuance thereof, which policy shall insure such title of Purchaser. Said policy shall delete the standard exceptions.

**Paragraph 8, delete line 3, commencing with "If" and all of lines 4 through 6,**

**Paragraph 10, add the following:**

Buyer shall pay for the recording charges for the warranty deed. Buyer shall pay for all recording fees of documents to clear title, if any.

**Paragraph 11 shall be deleted in its entirety and replaced with the following:**

11. Purchaser is a licensed real estate broker in the State of Michigan. Purchaser shall pay a broker fee of [redacted] to [redacted] at time of closing. Seller shall pay a real estate commission of [redacted] total at closing as follows: [redacted] to [redacted] ([redacted]); [redacted] commission to [redacted] and [redacted] commission to [redacted]

**Paragraph 13 shall be deleted in its entirety and replaced with the following:**

11/4/14
AB & C

13. In the event of Purchaser's default under this Offer to Purchase, Seller shall, at its option, be entitled to retain the Earnest Deposit and/or the Second Earnest Deposit, as liquidated damages, ~~or to pursue any other remedy at law or in equity~~. In addition, any documents or approvals acquired by the Purchaser shall be assigned and delivered to the Seller.

**Paragraph 17, add as additional language, the following:**

Unless specifically stated as "business days", all time periods are to be determined by "calendar" days.

**Paragraph 17, delete the words 12:00 Midnight and replace with 5:00 PM Eastern time.**

**The Escrow Agent must execute this Offer to Purchase to agree to the terms that apply to the Escrow Agent.**

**The Legal Description is replaced with the legal description attached hereto as Exhibit "A".**

AB

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May 29, 2014

NOTE: The Seller is reserving a +/- 50 acre parcel in the southwest corner of Parcel I, which fronts on Fruitville Road to the south and Cow Pen Lane to the west. The Frontage on Fruitville shall be approximately [illegible] feet and the depth along Cow Pen Lane shall be approximately 1249.47'. See attached drawing, Exhibit "C". [illegible]
Exhibit B #1 should be modified to reflect 2014 taxes, instead of 2013 taxes.

In the Presence of:

DATED: 1.10.14

PURCHASER:

WINDHAM DEVELOPMENT, INC., A MICHIGAN CORPORATION

By: Herbert Lawson
Herbert Lawson
Its: President
ADDRESS: 36400 Woodward Ave.
Suite #205
Bloomfield Hills, MI 48304
Phone No: 248-290-5300

SELLER:

MYAKKA RANCH HOLDINGS, LLC

By: Frank Cassata
Frank Cassata
Its: Manager

FC, L.L.C.

By: Frank Cassata
Frank Cassata
Its: Manager

ADDRESS: 7507 South Tamiami Trail
Sarasota, Florida 34231
Phone: 941-923-0792

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May 29, 2014

EXHIBIT B
("Permitted Exceptions")

1. Taxes and assessments for the year 2013 and subsequent years, which are not yet due and payable.

2. Terms and conditions of that certain Easement Agreement recorded in Official Records Instrument No. 2004001847, of the Public Records of Sarasota County, Florida.

3. Easement in favor of the City of Sarasota recorded in Official Records Book 530, Page 12, of the Public Records of Sarasota County, Florida. (As to North Easement only)

4. Easement(s) in favor of Florida Power & Light Company set forth in instrument(s) recorded in Official Records Book 1878, Page 638 and Official Records Book 2967, Page 2393, of the Public Records of Sarasota County, Florida.

5. Telephone Distribution Easement Deed in favor of GTE Florida Incorporated set forth in Instrument recorded in Official Records Book 2983, Page 2568, of the Public Records of Sarasota County, Florida.

6. Permanent Non-Exclusive Slope, Drainage, Sidewalk and Utility Easements in favor of Sarasota County set forth in Instruments recorded in Official Records Instrument No. 2006158143, Official Records Instrument No. 2006158144, Official Records Instrument No. 2006158145, Official Records Instrument No. 2006158146, Official Records Instrument No. 2006158147 and Official Records Instrument No. 2006158148, of the Public Records of Sarasota County, Florida.

7. Notice of Establishment of the Myakka Ranch Community Development District recorded in Official Records Instrument No. 2008035515, of the Public Records of Sarasota County, Florida.

8. Subject to matters of survey as shown on that certain survey prepared by Zoller, Najjar & Shroyer, LC, dated November 21, 2003, under Job No. MAYK2-BASE.

9. Unrecorded Lease between Myakka Ranch Holdings, LLC and Frankandal, LLC, dated December 1, 2013.

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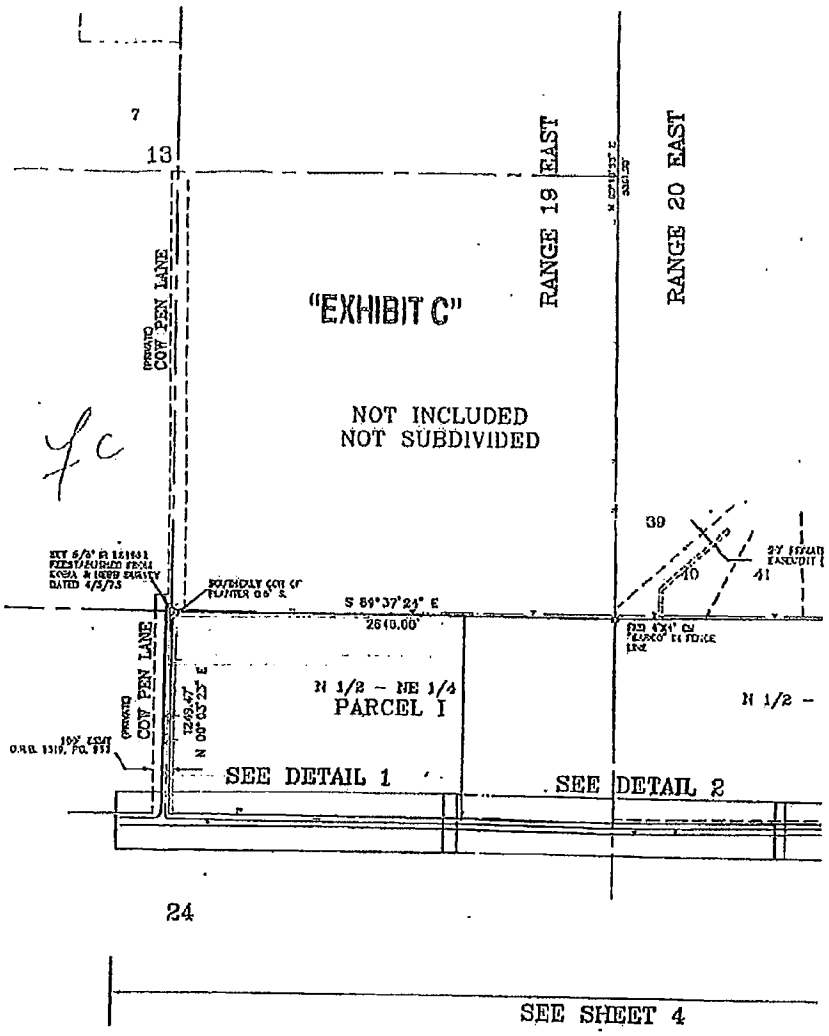
May 29, 2014



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Sarasota County
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April 24, 2014

Williams Parker Dietz & Getzen
Charles D. (Dan) Bailey, Jr.
200 S. Orange Avenue
Sarasota, FL 34236

**Subject:** **Pre-application Meeting Regarding Lakepark Estates**

Dear Mr. Bailey:

On April 17, 2014, Sarasota County Planning Services met with you to discuss comments regarding an application you are considering submitting. The following comments were made at the meeting or have been submitted to Planning Services from other departments. These comments are meant to provide guidance in preparing an application for submittal. They in no way represent all the requirements which must be met by the Applicant.

**PLANNING SERVICES (Kirk Crane) 861-5157**

1. A neighborhood workshop is required as stated in the Sarasota County Zoning Ordinance 2003-052 (as amended) Article 3.1.6.a. The neighborhood workshop request form is available online @ https://www.scgov.net/PlanningServices/Pages/Workshops.aspx

2. Please follow the requirements of the Development Concept Plan (DCP) checklist (see attached). Planning staff strongly encourages you to meet with staff to review the DCP and application prior to making the required number of copies and attempting formal submittal of the application. Staff is available to review the Development Concept Plan daily between 8:00 a.m. and 4:30 p.m. Applicants may request an appointment to go over any of the application materials before submittal.

3. Please contact Neighborhood Services at 861-5507 to learn if there are any active neighborhood groups or associations in the area. Keeping neighborhood groups involved throughout the entire process is highly recommended.

4. Please include a detailed narrative with your application completely explaining your proposed development.

5. Please provide signature of the current owner(s) or appropriate signature authority and disclosure on the petition application form or attachment to the form.

6. Please use the checklists for Petition Intake and Development Concept Plan.

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May 29, 2014



7. Please schedule an appointment to submit your application by calling the Planning office at 941-861-5244. Submit your complete application on a CD, specifically the legal descriptions. Please be sure the legal descriptions are in Microsoft Word format.

**LONG RANGE PLANNING (Bill Spaeth) 861-5207**

1. Depict and identify the 500 foot wide Greenbelt around the Developed Area on Drawing. No. 2.

2. The ability to expand the Greenway needs to be reviewed by the Natural Resources Department, along with a site review of the environmental conditions (Site environmental report?).

3. All access easements and roadways on site as well as adjacent to the site need to be depicted and labeled.

4. Street pattern needs to be in accordance with 2050 policy and zoning standards (eliminate cul-de-sacs).

5. Roadway interconnectivity must be provided to the property north and east of the subject property.

6. Label the housing types being utilized from the zoning code with percentage of each indicated.

   Compliance with the walk-ability provision needs to be depicted.

7. The Fiscal Neutrality consultant should coordinate with the County to establish an agreed to methodology prior to preparing the Fiscal Neutrality Report.

8. A lot configuration design suggestion is to expose the open space to all residents traveling through the development by having open space located and the "T" intersections etc., that allow viewing of the open space at such locations.

9. There should be some accommodation for a school bus pick-up / drop-off site toward the entrance to the development (School issue).

**TRANSPORTATION PLANNING (Marquis Bing) 861-0766**

The proposed rezone requires transportation impact analysis. Please contact Transportation Planning at 941-861-0925 to set up a methodology meeting before conducting the analysis.

Please comply with the Hamlet Planned District Transportation requirements outlined in Zoning Section 11.2.8.c.

**WATERSHED MANAGEMENT (Jeff Rzewnicki) 861-0709**

**Stormwater Comments:**

1. Please follow the Land Development Regulations for the development.

2. Please indicate the amount of proposed impervious area on the Binding Development Concept Plan.

3. If the on-site Wetlands shown on the Binding Development Concept plan are to be made part of the proposed stormwater management system, via connection to the proposed ponds, please specify by labeling on the plan. Additionally, treatment must be provided in a proposed stormwater pond(s)

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May 29, 2014



facility prior to any attenuation into existing Wetland Area(s) as part of the overall stormwater management system.

4. SWFWMD should be contacted for a permit.

5. Please be aware that Public Drainage easements or Flowage easements for conveyance of historic flows across area being developed may be required for recording prior to Construction Authorization. As defined on Appendix C13a, a 12 ft easement or right-of-way will need to be provided around the proposed storm water pond/lake top of bank.

6. If considering the use of Low Impact Development techniques for reducing stormwater runoff and providing stormwater management, please refer to "Low Impact Development (LID) Draft Manual" for applications and requirements. For Cisterns, please see section on "Greenroof Stormwater Treatment Systems" for guidelines. The LID manual can be found and downloaded by searching key words "Low Impact Development Manual" on the Sarasota County Website, www.scgov.net.

   **PLEASE NOTE:**
   According to the Upper Myakka River and Cow Pen Slough Basin Master Plans and the Southwest Florida Water Management District (SWFWMD) aerial topography maps, ± 25.6% (Flood Zone "AE" or > 3' deep or moving), ± 4.7% (Flood Zone AH or 1-3 feet deep), and ± 0.5% of the site is located within (Zone Flood Zone A or Special Flood Hazard Areas inundated by the 100-year flood where base flood elevations are not determined.

   According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM Panel 1251440200D), 99.5% of the site is located within Zone C or "X (unshaded)" or areas determined to be outside the 500-year floodplain and 0.5% of the site is located within Zone "A" or Special Flood Hazard Areas inundated by the 100-year flood; base flood elevations are not determined.

   Future Land Use Policy 1.1.6 from the Sarasota County Comprehensive Plan allows development within the 100-year floodplain as long as the function of the floodplain is protected through floodplain compensation. Floodplain compensation must meet the requirements of the Land Development Regulations (LDR) and will be examined at the time of Site and Development Plan / Construction Plan Approval.

**UTILITY PLANNING & REGULATORY (Delma Wright) 861-0580**
FDEP Water and Wastewater and Sarasota County Utilities Construction Permits are required. Per Shawn Leins wastewater capacity was approved for now by Chris Cole. Central water will be looped.

**WATER RESOURCES (Joe Kraus) 861-0948**
1. The four existing parcels, PIDs 0225001000, 0541010001, 0543010001, and 0537010001, lie within three Waterbody IDs: WBID 1924 Cow Pen Slough, WBID 1940 Howard Creek, and WBID 1943 Indian Creek. Of the three, WBID 1924 Cow Pen Slough is the only listed as impaired (for Dissolved Oxygen) per Florida Department of Environmental Protection Statewide Comprehensive Verified List of Impaired Waters.

The portion of the site proposed to be developed lies mainly within WBID 1940 Howard Creek with a very small portion of the southeastern corner lying within WBID 1943 Indian Creek. The Greenway and proposed Greenway Expansion lie within WBID 1924 Cow Pen Slough.

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May 29, 2014



The WBIDS and any related impairments will be considered by the Southwest Florida Water Management District during Environmental Resource Permit review.

2. Please provide the results of any environmental site assessments that have been performed. The site, known as Myakka Ranch, was used for land application of domestic wastewater biosolids residuals from 1995 through 2002. It is not expected that residuals application will have an impact on development of the site.

The 1948 aerial photograph (image attached) of the area appears to show features including pens or corrals in the southeastern portion of the site. It is unknown if a cattle dipping vat is or was present at this location, but the development concept plan shows a corresponding "notch" in the proposed residential lots at this location. Further scrutiny of this area is recommended to determine the possible presence of recognized environmental conditions.

3. Aerial imagery also shows a change between 1995 and 1999 in the use of the site from improved pasture to more intensive agricultural production. It will be beneficial to determine the possible presence of legacy agricultural chemicals including fertilizers, herbicides, pesticides, fuel (from equipment operation), etc.

Comprehensive Plan, Chapter 2, Environmental Policy 2.1.5 allows for surface water quality monitoring for projects of significant impact. At this time staff is not inclined to recommend a water quality monitoring program, but reserves the right to require monitoring as the site design evolves.

4. Staff reviewed available County and State records and found several pollution-related incidents relating to agricultural operations at the site (concerns about biosolids application, vehicle-generated dust, agricultural burning), but none that represent long-term concerns.

5. Sarasota County has been working to implement a Low Impact Development (LID) manual. The manual, while still in draft form, is available for uSse. It can be accessed at: https://www.scgov.net/WaterServices/Pages/LowImpactDevelopment.aspx. Staff encourages the applicant to consider the techniques.

**ZONING (Donna Thompson) 861-6161**
Please ensue that the proposed development is in compliance with the Hamlet Planned District (HPD) development standards contained in Section 11.2. of the Zoning Ordinance.

Hamlets are required to provide a mix of housing types, with at least two different types as described in 11.2.2., with no more than 70 percent of the housing units within a Hamlet being one housing type.

**LANDSCAPING (Dave Young) 861-3293**
No comments. Please ensure that the proposed HPD is in compliance with Zoning Ordinance Section 11.2.10.

**HISTORY CENTER (Ryan Murphy) 861-6883**
Cultural Resource Assessment Survey is required to evaluate 1940 Residential Structure, 1940 Barn, and possible dip-vat on property. No further archaeological testing is required due to negative results from 2004 survey of Northern portion of parcel 0537-01-0001 and corridor project along Fruitville Rd by ESI in 2007.

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May 29, 2014



**SCAT (Susan Montgomery) 861-1047**
As a proposed Hamlet, this development will be subject to Policy VOS2.9 Fiscal Neutrality for Villages and Hamlets in the Sarasota County comprehensive plan. (2050 Chapter) "The Fiscal Neutrality analysis for transportation facilities is required to estimate the trip generation, trip lengths, internal trip capture, and average off-site road improvement costs that are applicable to the specific development project. " For public transit, the Fiscal Neutrality analysis shall consider 1% to total trip generation to be the future "public transit" trip generation. Should that trip generation result in more than 15 projected trips per day (Significant ridership based on Sarasota Manatee MPO criteria for US 41) for the entire development, the proposed hamlet must provide an easement area adjacent to Fruitville Road and construction of a concrete pad, bus stop shelter and boarding and alighting pad. SCAT may, in the future, offer a public transit service on Fruitville Road. This development will support that service in a fiscally neutral manner by providing the easement area and constructing a bus stop shelter consistent with SCAT requirements. The shelter will be connected to the required pedestrian and bicycle network of the hamlet. The easement agreement must be provided as a condition of the development approval. Construction of the bus stop pad, shelter and boarding/alighting pad can occur in conjunction with SCAT service development on Fruitville Road to serve the proposed hamlet.

**SCHOOL BOARD (Micki Ryan) 927-9000 ext 69051**
**School Concurrency Application Process**:
All proposed new residential development shall submit a complete School Impact Analysis Application packet, including the applicable fees (checks made payable to the Sarasota School District), for review and analysis by the School District. The application may be submitted by mail, in person or via email to the Sarasota School District.

Mail or in person to: The School Board of Sarasota County, Florida
Long Range Planning Department
7895 Fruitville Road
Sarasota, Fl 34240

Upon receipt of the completed application to the School District, the applicant will be given a School Impact Analysis Application Letter of Receipt or a School Concurrency Exemption Letter of Receipt. This letter must be included as part of the development review package for submittal to the appropriate local governmental agency and must be submitted to them within ten (10) days of the date of that letter or a new letter of receipt will need to be issued by school district staff. After the local government has deemed the proposed project as accepted and notified the School District, district staff will then encumber school capacity based on that date and the project will be in line for school concurrency capacity.

The final results of the School Impact Analysis shall be provided to the local government's Case Planner within the time frames set by each local government for their respective development review processes.

For information regarding the application process, fees or the forms needed for submittal, please contact Micki Ryan at the School District's Long Range Planning Department at 941-927-9000 extension 69051.

**AFFORDABLE HOUSING (Mary Beth Humphreys) 302-4019**
No comments.

Please Note: The comments offered at a pre-application conference are not an indication of support or approval of the request. Comments may change as a result of a formal application. Please refer to the Planning Services Rezone/Special Exception Application Package for submittal requirements.

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May 29, 2014



Application Packages may be obtained online at https://www.scgov.net/PlanningServices/Pages/Rezones.aspx.

Submittals should be hand delivered to Planning Services, 1660 Ringling Boulevard, 1st Floor, Sarasota, Florida 34236. To ensure staff is available to assist you, please call Cindy Kusner at 941-861-5233 to make an appointment for submittal of your application. Submittals will not be accepted without an appointment. Please include a copy of this letter with your application.

Sincerely,

Kirk Crane
Planning Services

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May 29, 2014

**Pre-Application Meeting on April 17, 2014**
**Item #2.**

**April 17, 2014**
**PID 0225-00-1000; 0537-01-0001; 0541-01-0001; 0543-01-0001; 0543-01-0002**
**12851 Fruitville Road – Lakepark Estates**

**PLANNING SERVICES (Kirk Crane) 861-5157**

1. A neighborhood workshop is required as stated in the Sarasota County Zoning Ordinance 2003-052 (as amended) Article 3.1.6.a. The neighborhood workshop request form is available online @ https://www.scgov.net/PlanningServices/Pages/Workshops.aspx

2. Please follow the requirements of the Development Concept Plan (DCP) checklist (see attached). Planning staff strongly encourages you to meet with staff to review the DCP and application prior to making the required number of copies and attempting formal submittal of the application. Staff is available to review the Development Concept Plan daily between 8:00 a.m. and 4:30 p.m. Applicants may request an appointment to go over any of the application materials before submittal.

3. Please contact Neighborhood Services at 861-5507 to learn if there are any active neighborhood groups or associations in the area. Keeping neighborhood groups involved throughout the entire process is highly recommended.

4. Please include a detailed narrative with your application completely explaining your proposed development.

5. Please provide signature of the current owner(s) or appropriate signature authority and disclosure on the petition application form or attachment to the form.

6. Please use the checklists for Petition Intake and Development Concept Plan.

7. Please schedule an appointment to submit your application by calling the Planning office at 941-861-5244. Submit your complete application on a CD, specifically the legal descriptions. Please be sure the legal descriptions are in Microsoft Word format.

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May 29, 2014

## Kirk Crane

**From:** William Spaeth
**Sent:** Friday, April 18, 2014 8:42 AM
**To:** Kirk Crane
**Cc:** Allen Parsons; Tate Taylor; Mark Loveridge
**Subject:** RE: Comments for DRC today for Lakepark Estates

Kirk,
These are the comments that I gave Mr. Bailey at Thursday's DRC meeting.

1. Depict and identify the 500 foot wide Greenbelt around the Developed Area on Dwg. No. 2.
2. The ability to expand the Greenway needs to be reviewed by the Natural Resources Department, along with a site review of the environmental conditions (Site environmental report?).
3. All access easements and roadways on site as well as adjacent to the site need to be depicted and labeled.
4. Street pattern needs to be in accordance with 2050 policy and zoning standards (eliminate cul-de-sacs).
5. Roadway interconnectivity must be provided to the property north and east of the subject property.
6. Label the housing types being utilized from the zoning code with percentage of each indicated.
7. Compliance with the walk-ability provision needs to be depicted.
8. The Fiscal Neutrality consultant should coordinate with the County to establish an agreed to methodology prior to preparing the Fiscal Neutrality Report.
9. A lot configuration design suggestion is to expose the open space to all residents traveling through the development by having open space located and the 'T' intersections etc., that allow viewing of the open space at such locations.
10. There should be some accommodation for a school bus pick-up / drop-off site toward the entrance to the development (School issue).

Let me know if you have any questions.
I will be out of the office from this afternoon until next Wednesday.
Thanks!
WmKS

**From:** Tate Taylor
**Sent:** Thursday, April 17, 2014 2:12 PM
**To:** William Spaeth
**Cc:** Kirk Crane
**Subject:** Comments for DRC today

Bill,

When you complete your comments please forward to Kirk to assemble for distribution.

Thank you,

**Tate Taylor, AICP**
Sarasota County Planning Services | Planning Manager
1660 Ringling Blvd., Sarasota, FL 34236
office: 941.861.5140
ttaylor@scgov.net

Planning and Development Services is committed to maintaining the highest levels of service and values your feedback. Please take a few moments to complete our Customer Service Survey. Thank you in advance for letting us know what you think:
http://bit.ly/1cPOFLC

All mail sent to and from Sarasota County Government is subject to the public records law of Florida.

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May 29, 2014

# SARASOTA COUNTY GOVERNMENT

*Transportation and Real Estate*

TO: Cindy Kusner, Planning and Development Services

THROUGH: Paula R. Wiggins, P.E., MBA, Manager, Transportation Planning

FROM: Marquis Bing, E.I., Technical Specialist, Transportation Planning

SUBJECT: PRE-APPLICATION MEETING

DATE: April 17, 2014

PROJECT: Lakepark Estates
PID: 0225-00-1000; 0537-01-0001; 0541-01-0001; 0543-01-0001; 0543-01-0002
LOCATION: 12851 Fruitville Road
LIMS: 14-125079-PA
ACREAGE: 1000+/- acres

The applicant is requesting to rezone the 1000 acres from OUR/OUT to HPD (Hamlet Planned District) to construct a 2050 Hamlet containing 400 residential units, a focal point, and recreational facilities. The Future Land Use is Rural/2050 Hamlet.

Applicant/Owner: Windham Development Corporation
herb@windhamgroupllc.com

Agent: D. Shawn Leins, P.E.
sleins@amengtl.com

**The proposed rezone requires transportation impact analysis. Please contact Transportation Planning at 941-861-0925 to set up a methodology meeting before conducting the analysis.**

**Please comply with the Hamlet Planned District Transportation requirements outlined in Zoning Section 11.2.8.c.**

PROJECT: EMG Outdoor Storage
PID: 0209-09-0001
LOCATION: 1301 Sarasota Center Boulevard
LIMS: 14-122982-PA
ACREAGE: 3.7+/- acres

Applicant is proposing a special exception for outdoor storage for property containing 3.71 acres +/-, with a zoning designation of PID (Planned Industrial District). Currently, the applicant is using 2 shipping

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May 29, 2014

containers for outdoor storage purposes, but would like to increase that number to a total of 5 shipping containers.

Applicant/Owner: Robert J. Keefe
tammyz@emgalarm.com

Agent: N/A

No comment.

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May 29, 2014

# SARASOTA COUNTY GOVERNMENT

## REVIEW AGENCY

## DATA SHEET

**TO:** Kirk Crane, Planner, Planning and Development Services Department

**THROUGH:** Molly Williams, P.E., Interim Stormwater Manager, Stormwater Planning and Regulatory, Public Utilities Department

**FROM:** Jeff Rzewnicki, P.E., Engineer, Stormwater Planning and Regulatory, Public Utilities Department

**SUBJECT:** **Pre-Application Comments – Stormwater – Lake Park Estates**
PID#s: 0225-00-1000, 0537-01-0001, 0541-01-0001, 0543-01-0001, 0543—01-0002
Lake Park Estates – Zoning Map Amendment – Rezone from OUR / OUE to HPD (Hamlet Planned Development) to accommodate 400 residential units; a focal point; and recreational facilities
12851 Fruitville Road, Sarasota, FL
LIMS#: 14 125079 PA

**DATE:** Thursday, April 17, 2014

**Stormwater Comments:**

1. Please follow the Land Development Regulations for the development.

2. Please indicate the amount of proposed impervious area on the Binding Development Concept Plan.

3. If the on-site Wetlands shown on the Binding Development Concept plan are to be made part of the proposed stormwater management system, via connection to the proposed ponds, please specify by labeling on the plan. Additionally, treatment must be provided in a proposed stormwater pond(s) facility prior to any attenuation into existing Wetland Area(s) as part of the overall stormwater management system.

**General Comments:**

1. SWFWMD should be contacted for a permit.

2. Please be aware that Public Drainage easements or Flowage easements for conveyance of historic flows across area being developed may be required for recording prior to Construction Authorization. As defined on Appendix C13a, a 12 ft easement or right-of-way will need to be provided around the proposed storm water pond/lake top of bank.

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May 29, 2014

3. If considering the use of Low Impact Development techniques for reducing stormwater runoff and providing stormwater management, please refer to "Low Impact Development (LID) Draft Manual" for applications and requirements. For Cisterns, please see section on "Greenroof Stormwater Treatment Systems" for guidelines. The LID manual can be found and downloaded by searching key words "Low Impact Development Manual" on the Sarasota County Website, www.scgov.net.

**PLEASE NOTE:**
According to the Upper Myakka River and Cow Pen Slough Basin Master Plans and the Southwest Florida Water Management District (SWFWMD) aerial topography maps, ± 25.6% (Flood Zone "AE" or > 3' deep or moving), ± 4.7% (Flood Zone AH or 1-3 feet deep), and ± 0.5% of the site is located within (Zone Flood Zone A or Special Flood Hazard Areas inundated by the 100-year flood where base flood elevations are not determined.

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM Panel 1251440200D), 99.5% of the site is located within Zone C or "X (unshaded)" or areas determined to be outside the 500-year floodplain and 0.5% of the site is located within Zone "A" or Special Flood Hazard Areas inundated by the 100-year flood; base flood elevations are not determined.

Future Land Use Policy 1.1.6 from the Sarasota County Comprehensive Plan allows development within the 100-year floodplain as long as the function of the floodplain is protected through floodplain compensation. Floodplain compensation must meet the requirements of the Land Development Regulations (LDR) and will be examined at the time of Site and Development Plan / Construction Plan Approval.

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# SARASOTA COUNTY GOVERNMENT

Planning & Development Services Business Center

## INTEROFFICE MEMORANDUM

**TO:** Planning Services

**FROM:** Donna Thompson, Assistant Zoning Administrator

**SUBJECT:** **Zoning Comments 14-125079 PA)**

**DATE:** **April 17, 2014**

**PROJECT:** **Lakepark Estates**
**PID:** **0225-00-1000, 0537-01-0001, 0541-01-0001, 0543-01-0001, 0543-01-0002**
**ADDRESS:** 12851 Fruitville Road

Please ensue that the proposed development is in compliance with the Hamlet Planned District (HPD) development standards contained in Section 11.2. of the Zoning Ordinance.

Hamlets are required to provide a mix of housing types, with at least two different types as described in 11.2.2., with no more than 70 percent of the housing units within a Hamlet being one housing type.

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May 29, 2014

# SARASOTA COUNTY GOVERNMENT

Planning & Development Services Business Center

## INTEROFFICE MEMORANDUM

TO: Planning Services

FROM: David Young (Zoning)

SUBJECT: Landscape Comments (14-125079 PA)

DATE: 11 April, 2014

PROJECT: Lakepark Estates
PID: 0225-00-1000, 0537-01-0001, 0541-01-0001, 0543-01-0001, 0543-01-0002
ADDRESS: 12851 Fruitville Rd

No comments. Please ensure that the proposed HPD is in compliance with Zoning Ordinance Section 11.2.10.

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May 29, 2014

Sarasota County

Air &Water Quality
Review Memo

**Lakepark Estates**
**Application No.: 14-125079-PA / PA 04/17/2014**

| | |
|---|---|
| **To:** | Cindy Kusner, Planning Services |
| **From:** | Joseph J. Kraus, Environmental Specialist III, Air and Water Quality |
| **Location:** | PID: 0225001000; S/T/R: 24-36S-19E; Fruitville Rd, Sarasota County<br>PID: 0541010001; S/T/R: 19-36S-19E; Fruitville Rd, Sarasota County<br>PID: 0543010001; S/T/R: 20-36S-20E; N/A, Sarasota County<br>PID: 0537010001; S/T/R: 17-36S-20E; N/A, Sarasota County |
| **Proposed Action:** | Rezoning from OUR and OUE to HPD (Hamlet Planned District) |
| **Date:** | April 17, 2014 |

**Reviewer Notes:** Pre-Application Review

1. The four existing parcels, PIDs 0225001000, 0541010001, 0543010001, and 0537010001, lie within three Waterbody IDs: WBID 1924 Cow Pen Slough, WBID 1940 Howard Creek, and WBID 1943 Indian Creek. Of the three, WBID 1924 Cow Pen Slough is the only listed as impaired (for Dissolved Oxygen) per Florida Department of Environmental Protection Statewide Comprehensive Verified List of Impaired Waters.
   The portion of the site proposed to be developed lies mainly within WBID 1940 Howard Creek with a very small portion of the southeastern corner lying within WBID 1943 Indian Creek. The Greenway and proposed Greenway Expansion lie within WBID 1924 Cow Pen Slough.
   The WBIDS and any related impairments will be considered by the Southwest Florida Water Management District during Environmental Resource Permit review.

2. Please provide the results of any environmental site assessments that have been performed. The site, known as Myakka Ranch, was used for land application of domestic wastewater biosolids residuals from 1995 through 2002. It is not expected that residuals application will have an impact on development of the site.
   The 1948 aerial photograph (image attached) of the area appears to show features including pens or corrals in the southeastern portion of the site. It is unknown if a cattle dipping vat is or was present at this location, but the development concept plan shows a corresponding "notch" in the proposed residential lots at this location. Further scrutiny of this area is recommended to determine the possible presence of recognized environmental conditions.

3. Aerial imagery also shows a change between 1995 and 1999 in the use of the site from improved pasture to more intensive agricultural production. It will be beneficial to determine the possible presence of legacy agricultural chemicals including fertilizers, herbicides, pesticides, fuel (from equipment operation), etc.

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May 29, 2014



Comprehensive Plan, Chapter 2, Environmental Policy 2.1.5 allows for surface water quality monitoring for projects of significant impact. At this time staff is not inclined to recommend a water quality monitoring program, but reserves the right to require monitoring as the site design evolves.

4. Staff reviewed available County and State records and found several pollution-related incidents relating to agricultural operations at the site (concerns about biosolids application, vehicle-generated dust, agricultural burning), but none that represent long-term concerns.

5. Sarasota County has been working to implement a Low Impact Development (LID) manual. The manual, while still in draft form, is available for uSse. It can be accessed at: https://www.scgov.net/WaterServices/Pages/LowImpactDevelopment.aspx. Staff encourages the applicant to consider the techniques.

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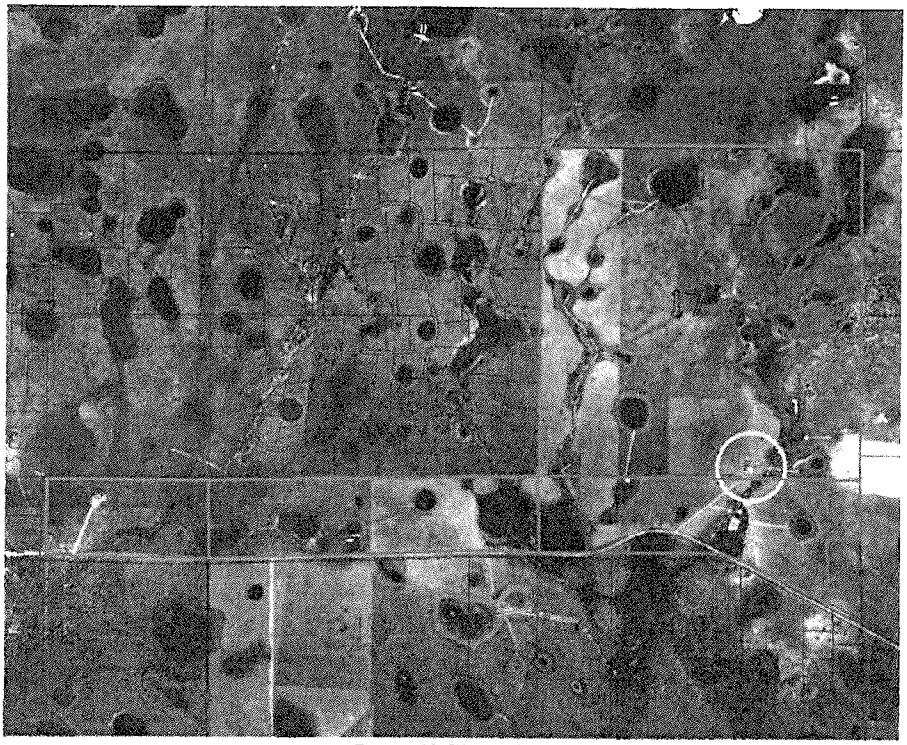
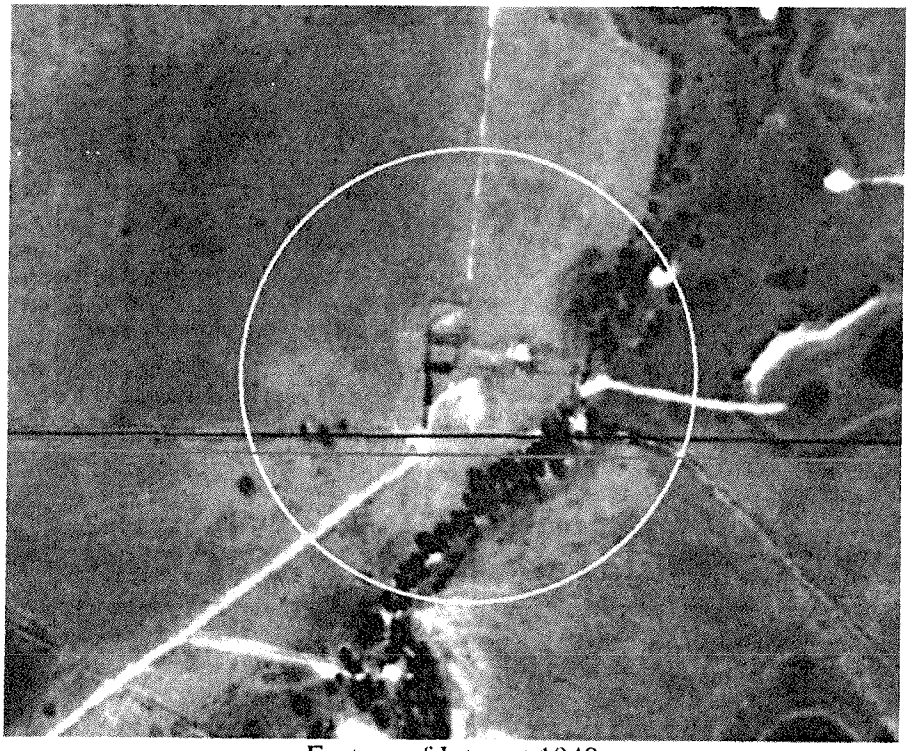


Overall Site 1948



Feature of Interest 1948

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May 29, 2014

# THE SCHOOL BOARD OF SARASOTA COUNTY, FLORIDA
## LONG RANGE PLANNING DEPARTMENT
## SCHOOL IMPACT ANALYSIS APPLICATION

**Instructions**: Please complete the entire application and submit or mail, along with the appropriate fees, to the School Board of Sarasota County Long Range Planning Office at the address listed on page 2 of this application. To email your application, please call 941-927-9000, extension 69052.

**Select type of review being requested**:

__X__ **School Capacity Determination**- This preliminary capacity review shall apply to applications for comprehensive plan amendments, rezone petitions and preliminary site plans for proposed residential development. This non-binding review analyzes student generation relative to existing school capacities and capacities planned within the District's current Five-year Capital Facilities Work Plan.

_____ **School Concurrency Determination**- This process applies to all final subdivision plats and final site plans for residential development applying for school concurrency and is inclusive as part of the local government's development review process. A local government's final development order or the equivalent must be issued in order for school capacity to be reserved for the project.

1. Name of Applicant or Agent D. Shawn Leins, P.E.

   Street Address 8340 Consumer Court

   City Sarasota State FL Zip Code 34240

   Phone 941-377-9178 FAX _____

   Email sleins@amengfl.com

2. Property Address 12851 Fruitville Rd.,Sarasota, FL

3. Legal Description including parcel I.D. number(s) (attach additional sheets if needed) and acreage:

   0225-00-1000; 0537-01-0001; 0541-01-0001; 0543-01-0001; 0543-01-0002

4. Property Zoning: Existing OUR & OUE Proposed HPD

5. Future Land Use: Existing Rural/Hamlet Proposed Rural/Hamlet

6. Description of the project including the number and type of dwelling units such as single family or multi family, including any age restricted units or affordable/workforce/attainable housing units and the project phasing schedule if applicable.

   400 single family units; a focal point; and recreational facilities

The School Board of Sarasota County, Florida complies with State Statutes on Veterans' Preference and Federal Statute on non-discrimination on the basis of race, color, sex, religion, national origin, age, handicap, disabilities, marital status or sexual orientation.

RET: Master, PERM
Dupl., OSA
003-08-LRP-BUS
Eff. 11-22-2008

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7. Provide the approximate dates of: start of construction, initial occupancy and build out for each phase of the project.

   Site work will commence in 2015. The 400 single family units will be platted and constructed over a 6-year period, in three 2-year phases. Phase 1 will consist of 135 units constructed in 2016-2017; phase 2 will consist of 135 units constructed in 2018-2019; and phase 3 will consist of 130 units constructed in 2020-2021

8. Provide the anticipated resident mix and proposed price range of the units.

   The development will not be age-restricted. Home prices will be $750,000 and up.

9. Provide a location map of the project that identifies the streets adjacent to and surrounding the site.

10. Provide a copy of the proposed site plan layout of the project showing phase lines (if applicable).

Signature of Applicant

941-377-9178 (202) 4/28/14
Phone Number Date

Please submit the completed application signed with all required materials and the appropriate fees per the adopted fee schedule to:

School Board of Sarasota County
Long Range Planning Department
7895 Fruitville Rd
Sarasota, Florida 34240

**FOR STAFF USE ONLY**

**Reviewing Government** _____

**Case Planner** _____

**Agency Submittal number** _____

**Governmental Agency approval date** _____

**Number of Units Approved for Concurrency Reservation** _____

The School Board of Sarasota County, Florida complies with State Statutes on Veterans' Preference and Federal Statute on non-discrimination on the basis of race, color, sex, religion, national origin, age, handicap, disabilities, marital status or sexual orientation.

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# Location Maps

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## Aerials

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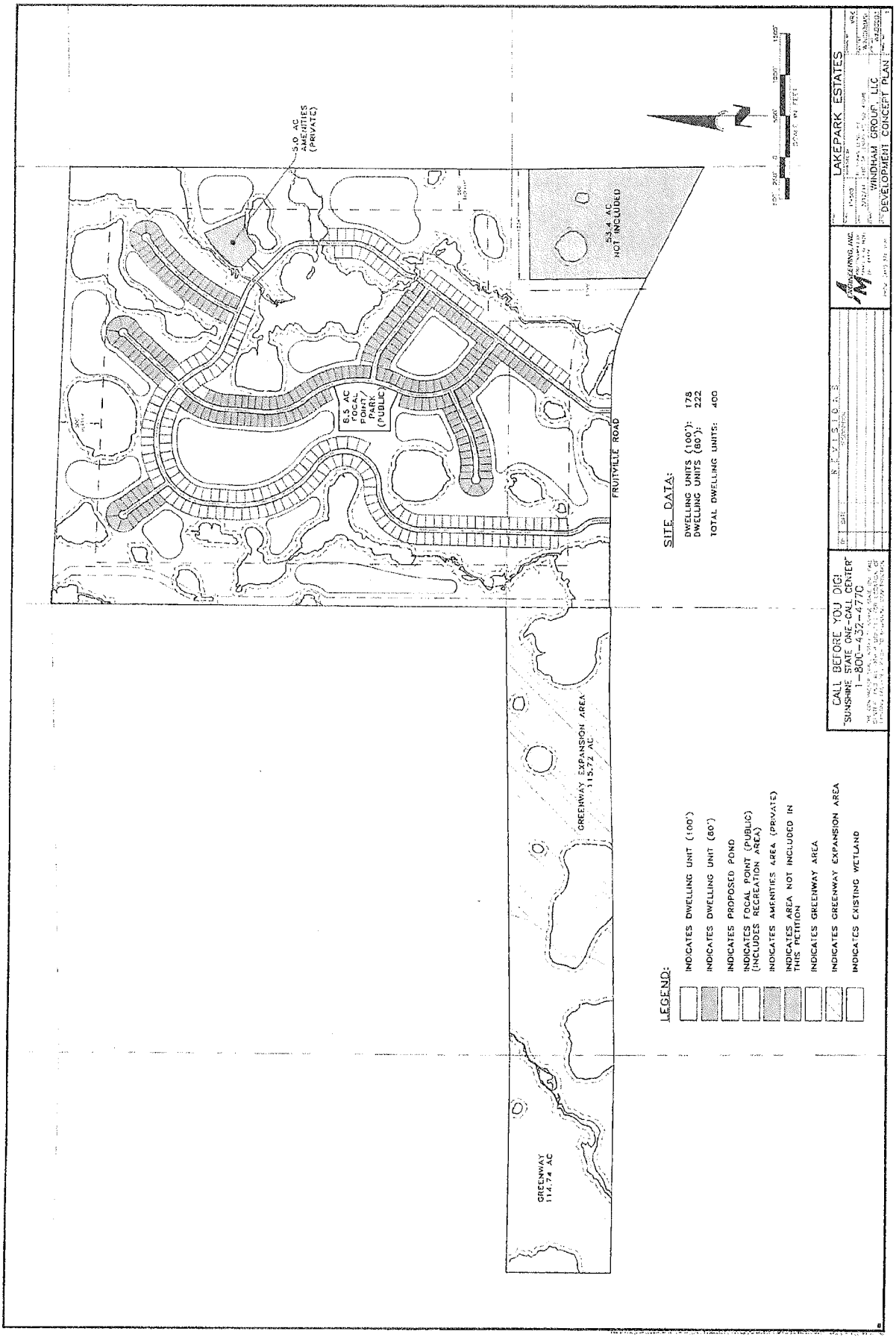
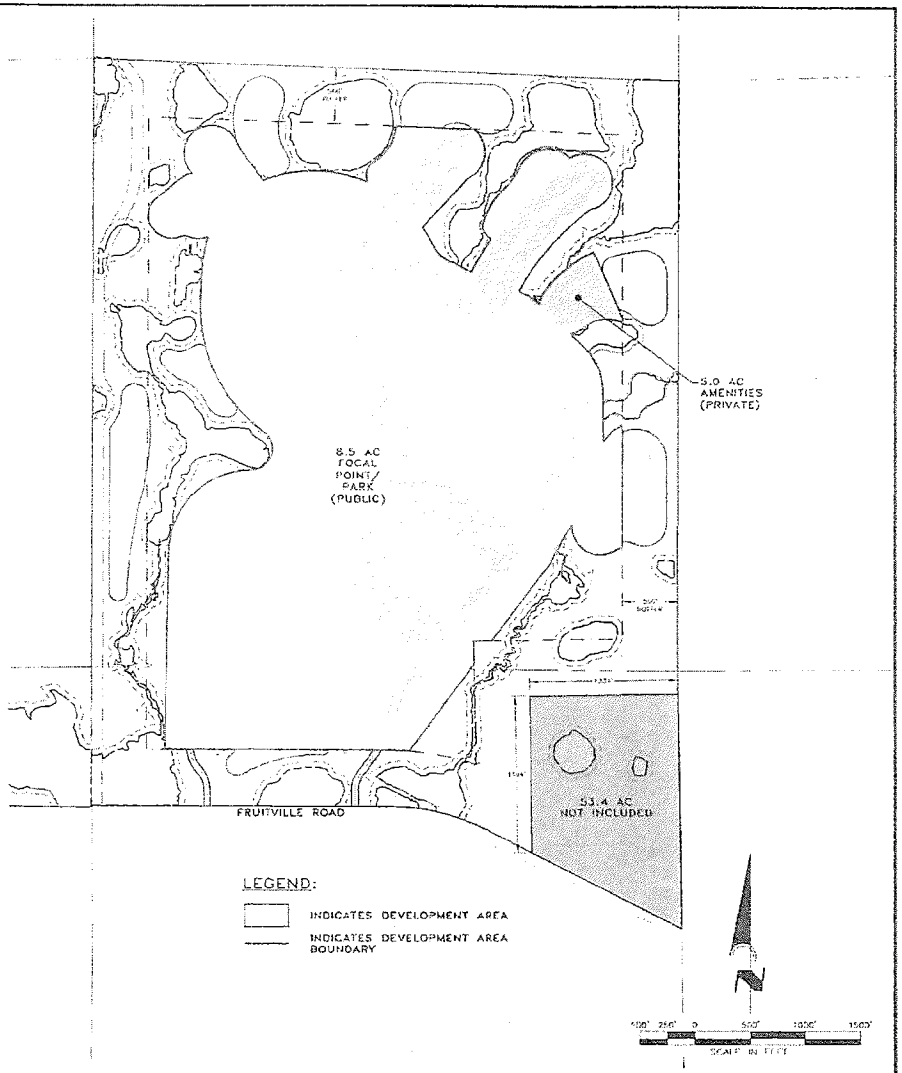


## NOTES:

1. TOTAL GROSS ACREAGE: 1,000± ACRES
2. ZONING:
   - EXISTING ZONING = OUR/OUE
   - PROPOSED ZONING = HPD
3. OPEN SPACE REQUIRED (11.2.2.c.3) = 600 AC (60%)
4. OPEN SPACE PROVIDED = 600 AC (60%)
5. DENSITY CALCULATIONS:
   - A. (11.2.2.c.1.i) 0.29 DU/AC OF DEVELOPED AREA
     0.29 x 400 = 116 DU
   - B. GREENWAY TRANSFER OF DEVELOPMENT RIGHTS (TABLE TDR-1)
     - TOTAL GREENWAY AREA = 114.74 AC
     - EXISTING LOW INTENSITY AGRICULTURE:
       54.57 AC x 1 DU/AC = 54.57 DU
     - PINE FLATWOODS:
       40.71 AC x 1.8 DU/AC = 73.28 DU
     - STREAMS / ESTUARIES:
       2.88 AC x 1.65 DU/AC = 4.75 DU
     - FRESHWATER WETLAND:
       16.58 AC x 1.65 DU/AC = 27.36 DU
     - SUBTOTAL = 159.96 DU
   - C. PRESERVE GREENWAY (11.2.13.a.1):
     159.96 DU x 0.1 = 16 DU
   - D. PRESERVE VIEWSHED ALONG FRUITVILLE ROAD (11.2.13.a.2):
     159.96 x 0.05 = 8 DU
   - E. GREENWAY EXPANSION TRANSFER OF DEVELOPMENT RIGHTS (TABLE TDR-1)
     - TOTAL GREENWAY EXPANSION AREA = 115.72 AC
     - EXISTING LOW INTENSITY AGRICULTURE:
       81.13 AC x 1 DU/AC = 81.13 DU
     - FRESHWATER WETLAND:
       34.59 AC x 1.65 DU/AC = 57.07 DU
     - SUBTOTAL = 138.20 DU
   - F. DEVELOPMENT AREA TRANSFER OF DEVELOPMENT RIGHTS (TABLE TDR-1)
     - TOTAL DEVELOPMENT AREA = 400 AC
     - FRESHWATER WETLANDS:
       41.63 AC x 1.65 DU/AC = 68.69 DU
     - LAKES AND REGIONAL STORMWATER FACILITIES:
       79.24 AC x 0.57 DU/AC = 45.17 DU
     - SUBTOTAL = 113.86 DU
   - G. TOTAL DWELLING UNITS = 552 DU
     HOWEVER, THE HAMLET IS LIMITED TO A MAXIMUM OF 400 UNITS.
6. FOCAL POINT:
   5 AC (MIN) AND WITHIN ¼ MILE RADIUS OR WALKING DISTANCE TO 50% OF RESIDENCES
7. RECREATION / PARK AREA:
   1 AC/47 DU x 400 DU = 8.5 AC
   (CAN BE INCLUDED IN FOCAL POINT)
8. SARASOTA COUNTY WATER:
   TO BE EXTENDED TO SITE
9. SARASOTA COUNTY SEWER:
   AVAILABLE AT SITE

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1-800-432-4770

REVISIONS

LAKEPARK ESTATES
WINDHAM GROUP, LLC
NOTES



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May 29, 2014

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May 29, 2014

CONSULTANTS OF SARASOTA, LLC

MAY 14, 2014

# LAKE PARK ESTATES
# "HAMLET" in SARASOTA COUNTY

## ENVIRONMENTAL NARRATIVE

Staff from ECO Consultants of Sarasota, LLC have performed multiple site reviews of the subject 1000 acre parcel over the past several years. The purpose of these site reviews has been to complete and to update "Listed" Species Surveys (i.e. endangered, threated and species of special concern surveys), to stake, flag and have the Water Management District verify wetland limits, and to gather data relative to the other existing habitats comprising the subject parcel.

## EXISTING HABITATS:

Please refer to the enclosed F-1 Map which shows all existing on-site habitats under the Florida Land Use Cover and Classification System (FLUCCS).

Native Habitats: Approximately 199 acres.
The southwestern lobe of the property (identified as "Greenway" and as "Greenway Expansion Area") is approximately 230 acres in size and contains the only "native" upland habitat areas within the project boundary. The native uplands in this portion of the site are comprised of areas of Pine Flatwoods (Habitat #411) and areas of Mixed Hardwoods (Habitat #438). These upland habitat areas comprise approximately 41 acres.

The only other "native habitats" found within the project area consist of wetlands. The vast majority of the on-site wetlands are comprised of herbaceous wetlands

1523 8th Avenue West, Suite B, **Palmetto** FL 34221 -- **Telephone** 941.722.0901 **Fax** 941.722.4931
P.O. BOX 53106, **Sarasota,** FL. 34233-- **Telephone** 941.741.1187 **Fax** 941.722.4931
213 East Park Avenue, **Lake Wales** FL 33853 -- **Telephone** 863.676.8996

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May 29, 2014



(Freshwater Marsh 641), all of which have been adversely impacted by long term agricultural practices. These impacts include ditching draining, intensive cattle grazing and some direct farming (disking, mowing, etc.). As a result many of the wetlands exhibit significant coverage of nuisance vegetation such as primrose willow and other exotic/nuisance species.

The site also contains some Mixed Wetland Hardwoods (#617). These areas also exhibit nuisance species such as brazilian pepper and in the case of the western most forested wetland, Melaleuca trees have invaded.

Finally the wetland classification of Streams and Waterways (creeks or channelized creeks Habitat #510) is also present on the site. These wetland systems have largely been channelized exhibiting either oak trees along their banks or brazilian pepper bushes.

The estimated total wetland acreage found within the project area approximates 158 acres. The wetland limits have been staked and flagged and are awaiting verification by the SWFWMD.

Non-Native Habitats: Approximately 800 acres
The balance of the site consists of intensive agricultural lands currently being utilized as sod farm, hay production, row crop and/or cattle range. These areas of have largely cleared of trees and other native vegetative communities.

## GRAND TREES:

The site has been inspected for the presence of any trees meeting the criteria of a Grand Tree and non-have been found on the site. In addition, due to the proposed preservation of the forested systems on the site, if such trees were present, no impact to them would occur from the project.

## ENDANGERED/THREATENED/SPECIES OF SPECIAL CONCERN:

On multiple occasions during the past six years, the site has been reviewed for nesting and/or breeding "listed species". The listed species reviews have incorporated techniques contained within the "Standardized State-Listed Animal Survey Procedures for SWFWMD ERP Projects"' published by the FGFWFC on Feb. 10th

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May 29, 2014



1997, for all listed species which may occur in those habitats found to comprise the site. Due largely to the intensive agricultural land uses and practices, specific attention was paid to such species a gopher tortoises and their commensal organisms, off-site nesting balk eagles, nesting sand hill cranes, the southeastern american kestrel and potential on and off-site rookeries. No such listed species have been found utilizing the site or adjacent properties for nesting or for breeding purposes.

**PROPOSED CONDITION:**

Non-Native Habitats:
The development aspects of the project will be largely limited to areas of the non-native habitats (with the exception of approx. 0.5 acres of road crossings of ditches and wetland areas).

As the proposed impacts should be considered de-minimus no mitigation for these impacts should be required. However, if mitigation is required, mitigation will be provided via the enhancement of wetland habitats on site via the proposed Land Management Plan and nuisance species removal from the existing wetland systems.

Native Habitats:
The applicant does not propose to impact any of the native upland habitat areas, and proposes only to impact native wetland habitats where unavoidable impacts are needed in order to access portions of the project area. The enclosed site plan shows only three (3) roadway impacts to the fringe of wetlands or crossing creek systems. The total wetland impacts are anticipated to be less than 0.5 acres.

As such the applicant proposes:

| HABITAT | IMPACT | PRESERVATION |
|---|---|---|
| Native Uplands* | 0 acres | 41 acres |
| Native Wetlands* | 0.5 acres | 157.5 acres |

(note: all acreages are approximated and do not represent surveyed data)

The hydroperiod of each wetland has been identified by the Applicant through the process of locating biological indicators of the seasonal high water elevations in each of the wetland systems. Staff from the SWFWMD will verified these indicators. The elevations of these hydroperiod indicators will be shown on the proposed site plan

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and will be addressed in the text submitted as part of the site and development plan submittal. The submitted text will contain a discussion of how the stormwater management system will or will not significantly alter any of these hydroperiod conditions. Any anticipated impacts to these seasonal high water elevations and normal pools resulting from the proposed development of the site will be addressed. If any impacts are anticipated, the Applicant will demonstrate how these impacts will not result in detrimental effects to the wetlands found on-site or on adjacent properties, or the Applicant will compile the appropriate wetland mitigation scenario as required by Sarasota County. Any proposed wetland mitigation activity will utilize the State approved Unified Mitigation Assessment Methodology and will be submitted to the SWFWMD and to Sarasota County staff for review and comment prior to final site plan submittal. The submitted data will include a wetland mitigation planting or restoration or enhancement plan, and a monitoring and maintenance plan (with estimated costs), which will adhere to the Sarasota County and the SWFWMD wetland mitigation criteria.

The preservation of the native habitats will be assured through the designation of conservation easement areas and via the enclosed Land Management Plan which addresses how these preservation/conservation areas will be maintained over time.

## LAKE PARK ESTATES
## RESOURCE MANAGEMENT PLAN

**Ownership:**
**The applicant has (will have) full ownership of the subject parcels. At the appropriate time a HOA will assume responsibility.**

**Resource Management Plan Goals:**
**The overall goal of the "Resource Management Plan" is to manage the natural resources in an environmentally responsible fashion and in perpetuity, so as to assure the continued preservation of the environmental values and functions of the native habitats being preserved within the project area.**

**The native habitats being preserved/managed within this project consist of pine flatwoods, mixed hardwood forests and freshwater wetland habitats. The**

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environmental values and functions of those habitats (as defined in the Sarasota Comprehensive Plan) which are to be maintained are briefly described below.

Wetland Habitat Values/Functions:
Water Quality: Wetlands, especially marshes and swamps, are well known for their ability to filter and improve the quality of water flowing through them. Nutrients and sediments in the floodwaters are captured by the wetlands, which then flow downstream in a cleaner, less turbid state.
Flood Storage: Rainwater can also be trapped and stored in wetlands
Habitat: Wintering birds, particularly waterfowl, utilize marsh and swamp habitat heavily. Bobcats, deer, otters, turkeys, hawks, owls, and ospreys also utilize this habitat throughout the year. The "listed" sandhill crane and wood stork depend on wetlands for feeding and nesting. Isolated wetlands function as watering holes in an upland landscape, serving the habitat needs of both upland and wetland species. An important habitat attribute is the seasonal drying of isolated wetlands, which concentrates fish and invertebrates in central pools. Wading birds, particularly wood storks, and white ibis depend upon this concentrated food source for their successful reproduction. Many amphibians and reptiles are adapted to survive in isolated wetlands. Florida sandhill cranes build their nests in mounds of marsh plants in the center of isolated wetlands, thus securing their eggs from predators with watery barriers or motes. Herons, particularly night herons, utilize heads as rookery sites.
Water Tables: On a flat landscape with seasonal rain and drought, wetlands may seep water collected during the rainy season back to the surficial aquifer during times of drought.

Mixed Hardwood Forests aka Shady Hammock Values/Function:
Hammocks are dynamic systems responding to a variable environment. There are hydric, mesic, and xeric hammocks.
Microclimate: The hammock canopy creates its own microclimate. The cooler, moister, shadier conditions within hammocks are not only attractive to people, but are also essential for some plant species. People utilize hammocks both for temporary recreational use and for more permanent residential use. Wildlife often rest in hammocks and use them as shelter from the elements. The low sunlight condition and litter of palm fronds and oak leaves make the hammock floor a difficult place for many plants to survive.

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But on the trees, vines and epiphytes are abundant. Without the hammock microclimate, the overhead world of butterfly orchids, shoestring ferns, and bromeliads would face a difficult struggle for survival under the Florida sun.
Habitat: Oak buds, acorns, cabbage palm berries and other small fruits and nuts provide food for many animals, including song birds, turkeys, squirrels, and deer. The hammock also provides shelter for animals and in some cases (particularly along waterways) serve as travel corridors for wide ranging species like the bobcat and the eastern indigo snake.
Transition: Hammocks contribute a great deal of diversity to the landscape, occurring as they frequently do in patches or wetland hugging stands. Hammocks are common along many of the major streams, sloughs and other wetlands, where they increase the number of habitats and enhance water quality.

Pine Flatwood Habitat Value and Functions:
*Agricultural.* Many cattle raising operations in Sarasota County appear to rely upon native range. Pine prairies can be costly to remove and replace with improved pasture. Many ranchers believe in a balance of native range and improved pasture because native range is well adapted to drought and requires little maintenance.
*Habitat.* Game species (e.g., deer, quail, and rabbit) are commonly found in the pine prairies. In addition, a number of relatively rare species are found in this habitat, including the burrowing owl, the Audubon's crested caracara, and the red cockaded woodpecker (although no red cockaded woodpeckers are known to occur in Sarasota). Gopher tortoises, gopher frogs, and Sherman's fox squirrel, all species of special concern, is known to utilize pine prairies in Sarasota County. The bald eagle "frequently" nests below the canopy of mature slash pines.

Baseline Environmental Assessment of Open Space:
Mixed Hardwood Forest Habitats:
The upland Mixed Hardwood Forest habitat areas are to be maintained in a native state with less than 10% coverage of nuisance vegetative species. These habitat areas have recently been inspected by ECO staff (2013) and found to exhibit only slight degrees (less than 10%) of nuisance vegetation comprised largely of brazilian pepper which has established itself on the fringe of the native habitat areas in areas of past land disturbances (agricultural). The

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overall shrub layer vegetation in many of these upland habitats exhibits limited saw palmetto and wax myrtles, with some areas of nuisance vine coverage. The Hammock areas are dominated by live oaks with clusters of cabbage palms. The understory ranges from sparse to pockets of dense palmetto, and scattered wax myrtles. The fringes of these upland habitats exhibit pockets of dense brazilian pepper.

Wetlands: The wetlands within the project area are proposed to be preserved or enhanced via nuisance species removal. These wetland habitats will be maintained with less than 10% coverage by nuisance/exotic vegetation. Each of the wetland areas was inspected by ECO staff in 2013 for the presence of nuisance or exotic vegetative species. All of the wetland systems exhibit varying degrees of nuisance vegetative species. The coverage and species composition vary annually as well as seasonally. Prior to FSP approval for each phase, the wetlands within that phase will be inspected for nuisance or exotic vegetation and a remediation plan compiled and submitted to the County for review.

Action Plan:
The applicant proposes to stake and flag all preservation areas within each phase of the project area to assure no incidental impacts to the preserved habitats will occur. Habitat maintenance activities will occur during the initial construction of the project phase areas. Photographs of each management activity area will be provided in the required "Annual Monitoring Report" to be provided through a five (5) year period and every three (3) years thereafter. Follow-up maintenance activities will occur each year, as needed following the initial activities. A revised/updated Land Management Plan will be submitted to the County at the conclusion of the tenth year following the initial maintenance activities.

Areas of upland Mixed Hardwood Forest and Pine Flatwood Habitat: Within the acres of preserved native upland forest, the nuisance vegetative species (brazilian pepper and excessive vine coverage) will be cut and removed by hand. Site inspections to date have revealed only clusters or isolated areas of nuisance vegetation within the bounds of the upland habitats themselves, but

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areas of significant coverage were observed on the outer fringes. Nuisance/exotic vegetation will be cut and removed (by hand) from these areas.

Areas of Wetlands: Approximately 157 acres of wetlands located within the project are proposed to be preserved or enhanced via nuisance species removal. Each of the wetland areas has been inspected by ECO staff for the presence of nuisance or exotic vegetative species. Each wetland within each phase of the project will be inspected for nuisance/exotic vegetation prior to initiating construction within that phase. Any wetland exhibiting greater than 10% coverage of non-desirable vegetative species will be addressed in a maintenance activity plan relative to that phase which will include herbiciding, cutting and removing of the vegetation as needed in order to maintain the required coverage of native vegetation.

Compatibility:
The proposed habitat maintenance activities are compatible with the goals of the County's Environmental Lands Master Land Management Plan.

Assurance of connectivity in perpetuity of native habitats:
The proposed habitat maintenance activities, coupled with the proposed conservation easements, assure the perpetual connectivity of the native habitats comprising the project area.

Monitoring reports:
As stated above, annual monitoring reports consisting of descriptions of each of the each of the preservation/conservation area tracts and any maintenance activities which have occurred, estimates of percent coverage by nuisance species, and color site photographs will be submitted to the County for review. Any areas identified as needing additional maintenance for nuisance species removal or natural vegetation thinning will undergo the needed maintenance activities.

"Fortuitous Finds Policy":

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**The entire project area has been reviewed for Fortuitous Finds and is consistent with the Sarasota County Fortuitous Finds Policy as stated in Article #3 Chapter 66, Section 66-81 of the Sarasota County Code and the Historic Preservation Chapter of the Comprehensive Plan.**

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**Client:** Neal Communities
**Project:** Lakepark Estates
**Title:** Habitat Map
**Date:** May 13, 2014

ECo
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Sec: 17,19,20 Twp: 36S Rng: 20E
Sec: 24 Twp: 36S Rng: 19E
Scale: 1"= 450'
Date Drawn: 05/13/14
Drawn by: CW

**MAP: F-1**

Rec'd by Planning Services
May 29, 2014

**Client:** Neal Communities
**Project:** Lakepark Estates
**Title:** Habitat Map
**Date:** May 13, 2014

ECo
CONSULTANTS INCORPORATED
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Sec: 17,19,20 Twp: 36S Rng: 20E
Sec: 24 Twp: 36S Rng: 19E
Scale: 1"= 450'
Date Drawn: 05/13/14
Drawn by: CW

**MAP: F-1**

Rec'd by Planning Services
May 29, 2014

**Client:** Neal Communities
**Project:** Lakepark Estates
**Title:** Habitat Map with Site Plan Overlay
**Date:** May 13, 2014

ECo
CONSULTANTS INCORPORATED
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Sec: 17,19,20 Twp: 36S Rng: 20E
Sec: 24 Twp: 36S Rng: 19E
Scale: 1"= 450'
Date Drawn: 05/13/14
Drawn by: CW

MAP: F-2

Rec'd by Planning Services
May 29, 2014

# CONSERVATION EASEMENT

THIS INDENTURE, made this _____day of _____, 201_ between Windham Development, Inc., a Michigan corporation authorized to do business in the State of Florda, whose address is 36400 Woodward Ave, Bloomfield Hills, MI 48304 hereinafter referred to as GRANTOR, and SARASOTA COUNTY, a political subdivision of the State of Florida, hereinafter referred to as Grantor, and Sarasota County, a political subdivision of the State of Florida, hereinafter referred to as Grantee.

**WITNESSETH,** that the Grantor, in consideration of the premises, terms, conditions and restrictions contained herein, and in consideration of the sum of TEN DOLLARS ($10.00) and other valuable considerations paid, the receipt of which is hereby acknowledged, does hereby grant unto the Grantee, its successors and assigns forever, a PERPETUAL CONSERVATION EASEMENT pursuant to the provisions of Section 704.06, Florida Statues, over and upon the following described land of the GRANTOR ('the Property"), to-wit:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

1. Purpose: The Purpose of this Conservation Easement is to assure that the preserved and conserved areas will be retained in their existing or restored natural condition, designating limited allowable uses consistent with the Sarasota County Comprehensive Plan, the Hamlet Planned District under the Sarasota County Zoning Regulations, Ordinance No. 2003-052, as amended, and as specifically modified in Section _ of Ordinance No. 2014-___. However, the authorizations, exceptions, and restrictions contained herein are independent of the provisions of any other ordinance, development permit, or other document.

2. Prohibited Uses: Any activity on or use of the conserved area inconsistent with the Purpose of this Conservation Easement is prohibited. Without limiting the generality of the foregoing, the following acts and activities are expressly prohibited within the boundaries of this Conservation Easement as hereinafter provided, to-wit:

A. Construction or placing of buildings, roads, signs, billboards or other advertising, or other structures on, above or below the ground.

B. Dumping or placing of soil or other substances or material as landfill, or dumping or placing of waste, organic debris, or unsightly or offensive materials.

C. Any trimming, alteration or destruction of native plants, dead or alive, including trees, shrubs, grasses, forbs or other vegetation.

D. Excavation, dredging, or removal of loam, peat, gravel, soil, rock, or other material substances in such a manner as to affect the surface.

E. Surface use except for purposes that permit the land or water areas to remain perpetually in its existing or improved natural native conditions.

F. Activities detrimental to drainage, flood control, water conservation, erosion control, soil conservation, or fish and wildlife habitat preservation.

G. Installation or retention of any plant material which is not native to Sarasota County.

H. Any cultural maintenance practices, including mowing, pruning, edging and the application of fertilizers.

I. Acts or uses detrimental to such retention of land or water areas.

3. Reserved Rights:

A. General Reservation. Grantor reserves to itself and its successors and assigns, all rights accruing from its ownership of the Property, including the right to engage in or permit or invite others to engage in all uses of the Property that are not prohibited herein and are not inconsistent with the purpose of this Grant and to sell or otherwise convey the Property subject to the terms, conditions and restrictions of this Grant.

B. Additionally, the Property is divided into Areas designated as __, __, and __, as described below.

1. Area __ includes _____ as depicted on the plat of Lakepark Estates, Phase ___, recorded at Plat Book ___ Page____ in the Subdivision Records of Sarasota County. Area __ consists of _____that are all to be treated as preserved habitat. Within Area __, the Property may be put to passive recreational uses, such as nature trails, habitat identification signs, picnic tables, observation decks, and gazebos, that Sarasota County has approved in a Resource Management Plan as having negligible adverse impact on the functions and values of the habitats being protected.

2. Area __, as depicted on the plat of Lakepark Estates, Phase ___,recorded at Plat Book ___ Page____ in the Subdivision Records of Sarasota County. Area ___ consists of those native habitats to be preserved under the County's Comprehensive Plan, plus those habitat areas that provide critical wildlife corridors connecting habitat areas on the Property with each other and with habitat areas on adjacent properties. Within Area__, the Property may be used for underground utilities or for passive recreational uses, such as nature trails, habitat identification signs, picnic tables, observation decks, and gazebos, when Sarasota County has approved those utilities or recreational uses through a Resource Management Plan as having negligible adverse impact on the functions and values of the habitats and corridors being protected.

3. Area ___ includes _____, as depicted on the plat of Lakepark Estates, Phase ___, recorded at Plat Book ___ Page____ in the Subdivision Records of

Sarasota County. Area ___ consists of those habitats required to be conserved by the Comprehensive Plan and the other open space and conservation areas on the Property that are not included in Areas ___ or ___. The following uses are allowed within Area __ so long as they are approved by the County through a Resource Management Plan as being designed and located in such a way as to avoid, minimize, and mitigate adverse impacts on habitat to the extent practicable.

a. Publicly and privately owned open space and recreation areas, including bike paths, pedestrian and bicycle trails;

b. Public and private natural areas and wildlife management areas;

c. Wetland mitigation areas; and

d. Underground utilities.

4. These areas are generally depicted in Exhibit ___ attached hereto and made a part hereof.

4. Rights of Grantee: To accomplish the purposes stated herein, the Grantor conveys the following rights to the Grantee:

A. To allow reasonable access to County staff to inspect the Conservation Easement to study and make scientific observations of its ecosystems, and to determine that activities conducted within the Conservation Easement are in compliance with the terms of the Easement, in a manner that does not unreasonably disturb the use of the Property.

B. To proceed at law or in equity to enforce the provisions of this Conservation Easement and the covenants set forth herein, to prevent the occurrence of any of the prohibited activities set forth herein, and require the restoration of areas or features of the conserved area that may be damaged by any activity inconsistent with the Conservation Easement.

C. Grantor acknowledges that this Conservation easement is granted to comply with the requirements of a Zoning designation that was requested by the Grantor or its predecessor in interest, and that violation of the provisions of this Conservation Easement would constitute a violation of a condition of the Sarasota County Zoning Regulations.

5. Successors: The covenants, terms, conditions and restrictions of this Conservation Easement shall be binding upon, and inure to the benefit of the parties hereto and their respective personal representatives, heirs, successors and assigns and shall continue as a servitude running in perpetuity with the Property.

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May 29, 2014

6. Grantor covenants with the Grantee that the Grantor is lawfully seized of said land in fee simple; that Grantor has good right and lawful authority to grant this easement and shall take no action to interfere with the Grantee's lawful use of said easement; that the Grantee hereby fully warrants the easement being granted and will defend the same against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF the Grantor hereunto sets its hand and seal this first date written above.

SIGNATURE OF GRANTOR(S):

Windham Development, Inc.

By:_____

Herbert Lawson, President

Signature of Grantor(s) viewed in the presence of these witnesses:

_____ _____
Signature of Witness Signature of Witness
Print Name: Print Name:

_____ _____

SIGNATURE OF GRANTEE

SARASOTA COUNTY

By:_____

Print Name:_____

As the Manager, Resource Protection, Sarasota County Government

Signature of Grantee viewed in the presence of these witnesses:

_____ _____
Signature of Witness Signature of Witness
Print Name: Print Name:

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# EXHIBIT A --- LEGAL DESCRIPTION

DESCRIPTION:

PARCEL C

ALL OF SECTION 17, TOWNSHIP 36 S, RANGE 20 E, SARASOTA COUNTY, FLORIDA

PARCEL D

THE N 1/2 OF SECTION 20, LYING N OF FRUITVILLE-MYAKKA HARD ROAD, TOWNSHIP 36 S, RANGE 20 E, SARASOTA COUNTY, FLORIDA, LESS LANDS DESCRIBED IN O.R. BOOK 1837, PAGE 1811 AND O.R. BOOK 3014, PAGE 543, PUBLIC RECORDS OF SARASOTA COUNTY, FLORIDA.

PARCEL E

PART OF THE W 1/2 OF SECTION 20, TOWNSHIP 36 S, RANGE 20 E, SARASOTA COUNTY, FLORIDA, AS MORE FULLY DESCRIBED IN O.R. BOOK 798, PAGE 577, PUBLIC RECORDS OF SARASOTA COUNTY, FLORIDA

PARCEL F

PROPERTY IN SECTION 20, TOWNSHIP 36 S, RANGE 20 E, SARASOTA COUNTY, FLORIDA, DESCRIBED IN O.R. BOOK 826, PAGE 558, PUBLIC RECOROS OF SARASOTA COUNTY, FLORIDA.

PARCEL H

THE N 1/2 OF THE NW 1/4 AND THE N 1/2 OF THE NE 1/4 OF SECTION 19, TOWNSHIP 36 S, RANGE 20 E, SARASOTA COUNTY, FLORIDA.

PARCEL I

THE N 1/2 OF THE NE 1/4 OF SECTION 24, LYING N OF MYAKKA ROAD, IN TOWNSHIP 36 S, RANGE 19 E, SARASOTA COUNTY, FLORIDA.

PIONEER PARCEL

BEGIN AT THE INTERSECTION OF THE EAST LINE OF SECTION 20, TOWNSHIP 36 SOUTH, RANGE 20 EAST, WITH THE NORTHERLY RIGHT OF WAY LINE OF FRUITVILLE ROAD AS IT NOW EXISTS, AND RUN NORTH ALONG THE EAST LINE OF SAID SECTION 20, A DISTANCE OF 1330.00 FEET; THENCE WEST PERPENDICULAR TO SAID EAST LINE; A DISTANCE OF 550.00 FEET; THENCE RUN SOUTH PARALLEL WITH THE EAST LINE OF SAID SECTION 20, TO THE AFORESAID NORTHERLY RIGHT OF WAY LINE; THENCE SOUTHEASTERLY ALONG SAID RIGHT OF WAY LINE TO THE POINT OF BEGINNING. LYING AND BEING IN SECTION 20, TOWNSHIP 36 SOUTH, RANGE 20 EAST, SARASOTA COUNTY, FLORIDA. CONTAINING 15 ACRES, MORE OR LESS. SUBJECT TO ANY PERTINENT EASEMENTS AND RIGHTS OF WAY OF RECORD.

ROAD PARCEL

TOGETHER WITH A PORTION OF OLD FRUITVILLE-MYAKKA HARD ROAD DESCRIBED IN O.R. BOOK 3014, PAGE 540, PUBLIC RECORDS OF SARASOTA COUNTY, FLORIDA.

TOTAL AREA 1054.28 ACRES

TOGETHER WITH:
DESCRIPTION: NORTH 100FT. WIDE INGRESS/EGRESS EASEMENT
COMMENCING AT THE SOUTHWEST CORNER OF SECTION 8, TOWNSHIP 36 SOUTH, RANGE 20 EAST; THENCE S 88°01'40"E ALONG THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 181.65 FEET TO THE POINT OF BEGINNING; THENCE N 35°15'00" W, A DISTANCE OF 310.84 FEET; THENCE N 00° 29' 40" E, A DISTANCE OF 3920.69 FEET; THENCE N 26° 12' 00" W, A DISTANCE OF 222.60 FEET; THENCE N 00° 29' 40" E, A DISTANCE OF 311.20 FEET; THENCE N 19° 40' 00" W, A DISTANCE OF 421.52 FEET; THENCE N 30° 25' 00" E, A DISTANCE OF 365.50 FEET; THENCE N 01° 32' 06" W, A DISTANCE OF 1799.66 FEET; THENCE N 34° 55' 00" W, A DISTANCE OF 481.71 FEET; THENCE N 33° 35' 00" E, A DISTANCE OF 341.57 FEET; THENCE N 22°39'00" W, A DISTANCE OF 824.02 FEET; THENCE N 08°45'00" W, A DISTANCE OF 623.74 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 425.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 411.68 FEET THROUGH A CENTRAL ANGLE OF 55° 30' 00" TO THE POINT OF TANGENCY, THENCE N 46° 45' 00" E, A DISTANCE OF 197.17 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 175.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 123.24 FET THROUGH A CENTRAL ANGLE OF 40° 21' 00" TO THE POINT OF TANGENCY; THENCE N 06° 24' 00" E, A DISTANCE OF 368.37 FEET; THENCE N 01° 32' 06" W, A DISTANCE OF 349.39 FEET; THENCE N 89° 59' 49" E ALONG THE NORTH LINE OF SECTION 6, TOWNSHIP 36 SOUTH, RANGE 20 EAST, A

DISTANCE OF 100.04 FEET TO THE NORTHEAST CORNER OF SAID SECTION 6; THENCE S 01° 32' 06" E ALONG THE EAST LINE OF SAID SECTION 6, A DISTANCE OF 353.65 FEET; THENCE S 06°24' 00" W, A DISTANCE OF 375.30 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 275.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 193.67 FEET THROUGH A CENTRAL ANGLE OF 40° 21' 00" TO THE POINT OF TANGENCY; THENCE S 46°45'00" W, A DISTANCE OF 197.17 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 325.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 314.81 FEET THROUGH A CENTRAL ANGLE OF 55° 30' 00" TO THE POINT OF TANGENCY; THENCE S 08° 45' 00" E, A DISTANCE OF 611,55 FEET; THENCE S 22°39'00" E, A DISTANCE OF 865.26 FEET; THENCE S 33°35'00" W, A DISTANCE OF 326.91 FEET; THENCE S 34°55' 00" E, A DISTANCE OF 443.60 FEET; THENCE S 01° 32' 06" E, A DISTANCE OF 1858.28 FEET; THENCE S 30° 25' 00" W, A DISTANCE OF 347.41 FEET; THENCE S 19° 40' 00" E, A DISTANCE OF 392.58 FEET; THENCE S 00° 29' 40" W, A DISTANCE OF 305.07 FEET; THENCE S 26° 12' 00" E, A DISTANCE OF 222.60 FEET; THENCE S 00°29'40" W, A DISTANCE OF 3912.17 FEET; THENCE S 35°15'00" E, A DISTANCE OF 354.56 FEET; THENCE N 88°01' 40" W ALONG THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 125.58 FEET TO THE POINT OF BEGINNING.

LYING AND BEING IN SECTIONS 5, 6, 7 AND 8, TOWNSHIP 36 SOUTH, RANGE 20 EAST, SARASOTA COUNTY, FLORIDA

CONTAINING 25.42 ACRES

SUBJECT TO:

DESCRIPTION: SOUTH 100 FT. WIDE INGRESS/EGRESS EASEMENT

COMMENCING AT THE NORTHWEST CORNER OF SECTION 17, TOWNSHIP 36 SOUTH, RANGE 20 EAST ALSO BEING THE SOUTHWEST CORNER OF SECTION 8, TOWNSHIP 36 SOUTH, RANGE 20 EAST; THENCE RUN S 88° 01' 40" E ALONG THE NORTH LINE OF SAID SECTION 17, A DISTANCE OF 181.65 FEET TO THE POINT OF BEGINNING; THENCE S 88° 01' 40" E CONTINUING ALONG SAID NORTH LINE A DISTANCE OF 125.58 FEET; THENCE SOUTH 35° 15' 00" E, A DISTANCE OF 237.08 FEET; THENCE S 00°19'03" W, A DISTANCE OF 704.73 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1000.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 520.98 FEET THROUGH A CENTRAL ANGLE OF 29° 51' DO" TO THE POINT OF TANGENCY; THENCE S 30° 10' 04" W, A DISTANCE OF 186.70 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 900.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 468.88 FEET THROUGH A CENTRAL ANGLE OF 29° 51' 00" TO THE POINT OF TANGENCY; THENCE S 00°19' 03" W, A DISTANCE OF 697.61 FEET; THENCE S 00°19'18" W, A DISTANCE OF 50.37 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 171.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 120.66 FEET THROUGH A CENTRAL ANGLE OF 40° 25' 40" TO A POINT OF REVERSE CURVATURE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 262.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 344.56 FEET THROUGH A CENTRAL ANGLE OF 75° 21' 00" TO THE PONT OF TANGENCY; THENCE S 36°30'00" W, A DISTANCE OF 79.21 FEET; THENCE S 00°19'18" W, A DISTANCE OF 2165.64 FEET; THENCE S 00° 24' 24" W, A DISTANCE OF 1234.95 FEET; THENCE S 89° 44' 04" W ALONG THE NORTHERLY RIGHT OF WAY LINE OF FRUITVILLE ROAD PER O.R. BOOK 3014, PAGE 543, A DISTANCE OF 100.01 FEET; THENCE N 00° 24' 24" E ALONG THE WEST LINE OF SECTION 20, TOWNSHIP 36 SOUTH, RANGE 20 EAST A DISTANCE OF 1236.05 FEET TO THE NORTHWEST CORNER OF SAID SECTION 20; THENCE N 00° 19'1 8" E ALONG THE WEST LINE OF SECTION 17, TOWNSHIP 36 SOUTH, RANGE 20 EAST, A DISTANCE OF 2198.23 FEET; THENCE N 36° 30' 00" E, A DISTANCE OF 111.87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 162.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 213.05 FEET THROUGH A CENTRAL ANGLE OF 75°21'00" TO THE POINT OF REVERSE CURVATURE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 271.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 190.00 FEET THROUGH A CENTRAL ANGLE OF 40°10'10" TO THE POINT OF TANGENCY; THENCE N 00° 19' 18" E ALONG THE SAID WEST LINE OF SECTION 17, A DISTANCE OF 49.40 FEET; THENCE N 00° 19' 03" E CONTINUING ALONG SAID WEST LINE, A DISTANCE OF 697.60 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1000.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT A DISTANCE OF 520.98 FEET THROUGH A CENTRAL ANGLE OF 29° 51' 00" TO THE POINT OF TANGENCY; THENCE N 30°10'04" E, A DISTANCE OF 186.70 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 900.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 468.88 FEET THROUGH A CENTRAL ANGLE OF 29° 51' 00" TO THE POINT OF TANGENCY; THENCE N 00°19'03" E, A DISTANCE OF 672.65 FEET; THENCE N 35°15'00" W, A DISTANCE OF 280.97 FEET TO THE POINT OF BEGINNING.
237.08 FEET; THENCE S 00°19'03" W, A DISTANCE OF 704.73 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1000.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 520.98 FEET THROUGH A CENTRAL ANGLE OF 29° 51' DO" TO THE POINT OF TANGENCY; THENCE S 30° 10' 04" W, A DISTANCE OF 186.70 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 900.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 468.88 FEET THROUGH A CENTRAL ANGLE OF 29° 51' 00" TO THE POINT OF TANGENCY; THENCE S 00°19' 03" W, A DISTANCE OF 697.61 FEET; THENCE S 00°19'18" W, A DISTANCE OF 50.37 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE

LEFT HAVING A RADIUS OF 171.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 120.66 FEET THROUGH A CENTRAL ANGLE OF 40° 25' 40" TO A POINT OF REVERSE CURVATURE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 262.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 344.56 FEET THROUGH A CENTRAL ANGLE OF 75° 21' 00" TO THE PONT OF TANGENCY; THENCE S 36°30'00" W, A DISTANCE OF 79.21 FEET; THENCE S 00°19'18" W, A DISTANCE OF 2165.64 FEET; THENCE S 00° 24' 24" W, A DISTANCE OF 1234.95 FEET; THENCE S 89° 44' 04" W ALONG THE NORTHERLY RIGHT OF WAY LINE OF FRUITVILLE ROAD PER O.R. BOOK 3014, PAGE 543, A DISTANCE OF 100.01 FEET; THENCE N 00° 24' 24" E ALONG THE WEST LINE OF SECTION 20, TOWNSHIP 36 SOUTH, RANGE 20 EAST A DISTANCE OF 1236.05 FEET TO THE NORTHWEST CORNER OF SAID SECTION 20; THENCE N 00° 19'1 8" E ALONG THE WEST LINE OF SECTION 17, TOWNSHIP 36 SOUTH, RANGE 20 EAST, A DISTANCE OF 2198.23 FEET; THENCE N 36° 30' 00" E, A DISTANCE OF 111.87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 162.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 213.05 FEET THROUGH A CENTRAL ANGLE OF 75°21'00" TO THE POINT OF REVERSE CURVATURE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 271.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 190.00 FEET THROUGH A CENTRAL ANGLE OF 40°10'10" TO THE POINT OF TANGENCY; THENCE N 00° 19' 18" E ALONG THE SAID WEST LINE OF SECTION 17, A DISTANCE OF 49.40 FEET; THENCE N 00° 19' 03" E CONTINUING ALONG SAID WEST LINE, A DISTANCE OF 697.60 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1000.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT A DISTANCE OF 520.98 FEET THROUGH A CENTRAL ANGLE OF 29° 51' 00" TO THE POINT OF TANGENCY; THENCE N 30°10'04" E, A DISTANCE OF 186.70 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 900.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 468.88 FEET THROUGH A CENTRAL ANGLE OF 29° 51' 00" TO THE POINT OF TANGENCY; THENCE N 00°19'03" E, A DISTANCE OF 672.65 FEET; THENCE N 35°15'00" W, A DISTANCE OF 280.97 FEET TO THE POINT OF BEGINNING.

LYING AND BEING IN SECTIONS 17 AND 20, TOWNSHIP 36 SOUTH, RANGE 20 EAST, SARASOTA COUNTY, FLORIDA.

CONTAINING 15.65 ACRES

# LESS THE FOLLOWING DESCRIBED PARCEL:

THAT PART OF SECTION 20, TOWNSHIP 36 SOUTH, RANGE 20 EAST, SARASOTA COUNTY FLORIDA BEING DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE EAST LINE OF SAID SECTION 20 WITH THE NORTHERLY RIGHT OF WAY LINE OF FRUITVILLE ROAD (STATE ROAD #780) AS PER OFFICIAL RECORDS BOOK 3014, PAGE 543 OF THE PUBLIC RECORDS OF SARASOTA COUNTY, FLORIDA; THENCE ALONG THE SAID NORTHERLY RIGHT OF WAY LINE OF FRUITVILLE ROAD, N.63°31'20"W., 1502.14 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE, N.00°53'28"W., 1399.00 FEET; THENCE N.89°06'32"E., 1334.00 FEET TO THE SAID EAST LINE OF SECTION 20; THENCE ALONG SAID EAST LINE OF SECTION 20, S.00°53'28"E., 2089.56 FEET TO THE POINT OF BEGINNING AND CONTAINING 2,326,870.32 SQUARE FEET OR 53.418 ACRES MORE OR LESS.

Rec'd by Planning Services
May 29, 2014

# TECHNICAL MEMORANDUM
# HISTORIC STRUCTURE SURVEY
# LAKEPARK ESTATES
# SARASOTA COUNTY, FLORIDA

Prepared for:

Windham Development Corporation
36400 Woodward, Suite 205
Bloomfield Hills, Michigan 48304

Prepared by:

*Florida's First Choice in Cultural Resource Management*

Archaeological Consultants, Inc.
8110 Blaikie Court, Suite A
Sarasota, Florida 34240
(941) 379-6206
Toll Free: 1-800-735-9906

May 2014

Rec'd by Planning Services
May 29, 2014

# TECHNICAL MEMORANDUM
# HISTORIC STRUCTURE SURVEY
# LAKEPARK ESTATES
# SARASOTA COUNTY, FLORIDA

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Sarasota, Florida 34240

Marion Almy – Project Manager
Chris Berger – Architectural Historian

May 2014

Rec'd by Planning Services
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# TABLE OF CONTENTS

**Page**

EXECUTIVE SUMMARY ..... 1
INTRODUCTION ..... 1
PROJECT LOCATION ..... 1
PROJECT DESCRIPTION AND METHODOLOGY ..... 1
PREVIOUS CULTURAL RESOURCE SURVEYS ..... 3
PROPERTY HISTORY ..... 3
HISTORIC RESOURCES ..... 7
CONCLUSION ..... 10
REFERENCES ..... 11

APPENDIX A: Lakepark Estates Proposed Development
APPENDIX B: FMSF form
APPENDIX C: Survey log form

**Figure**

Figure 1. Location of the Lakepark Estates project area, ..... 2
Figure 2. 1957 PALMM aerial. ..... 5
Figure 3. Previously and newly recorded historic resources within the Lakepark Estates project area. ..... 8

**Table**

Table 1. Previously and newly recorded historic resources on the Lakepark Estates Property.. ..... 7

**Photo**

Photo 1. Horses graze on a Lakepark Estates Property field. ..... 6
Photo 2. Cattle graze on a Lakepark Estates Property pasture. ..... 6
Photo 3. A segment of the Fruitville Drainage District (8SO6275) within the project area, facing north from Fruitville Road. ..... 7
Photo 4. The Former Fruitville Road Bend (8SO6981), facing northeast. ..... 9
Photo 5. The Lakepark Estates Cattle Pen (8SO6982), facing north. ..... 9
Photo 6. The Lakepark Estates House (8SO6983), facing north ..... 10

Rec'd by Planning Services
May 29, 2014

# TECHNICAL MEMORANDUM
# HISTORIC STRUCTURE SURVEY
# LAKEPARK ESTATES PROPERTY
# SARASOTA COUNTY, FLORIDA

## EXECUTIVE SUMMARY

The Lakefront Estates Property in Sarasota County includes four historic (50 years of age or older) resources: the Fruitville Drainage District (8SO6275), the Former Fruitville Road Bend (8SO6981), Lakepark Estates Cattle Pen (8SO6982), and Lakepark Estates House (8SO6983). 8SO6275 was previously recorded, while the three other historic resources were newly identified as part of this survey. SHPO determined 8SO6275 ineligible for National Register of Historic Places (NRHP) listing in 2011 (FMSF). It does not appear to be eligible for Sarasota County Register of Historic Places (SCRHP) listing. 8SO6981 through 8SO6983 do not appear to be potentially eligible for SCRHP or NRHP listing, either individually or as part of a district, because of their common design and construction and lack of known associations with historic events or people. In addition, there is no evidence of a cattle dip vat within the project area.

## INTRODUCTION

This project was undertaken by Archaeological Consultants, Inc., (ACI) on behalf of Windham Development Corporation to comply with Sarasota County's development review process. The purpose of this survey was to locate and identify any historic resources on the parcels and to assess their significance in terms of eligibility for listing in the SCRHP and NRHP. This survey was initiated at the request of the Sarasota History Center in order to comply with the Historic Preservation Chapter of *Apoxsee*, and Article III, Chapter 66 (subsection 66-73) of the Sarasota County Code. The survey and report also fulfill the architectural history requirements set forth in *Florida Statutes* 267 and 373, Florida's Coastal Management program, and implementing state regulations regarding possible impact to significant historical, architectural, or archaeological resources.

## PROJECT LOCATION

The Lakefront Estates Property (parcel numbers 0225001000, 0541010001, 0543010001, and 0537010001) is located in north-central Sarasota County on the north side of Fruitville Road. The 1,015.4-acre parcel is in Township 36 South, Range 19 East in Section 24 and Township 36 South, Range 20 East in Sections 17, 19, and 20 (**Figure 1**).

## PROJECT DESCRIPTION AND METHODOLOGY

This project included archival and on-site research as well as written and photographic documentation of the historic resources on the property. It also included an evaluation of the resources' eligibility for listing in the NRHP and SCRHP. Research focused on information available from the Florida Master Site File (FMSF); University of Florida Digital Collections; Sarasota County Property Appraiser's website; Sarasota County History Center; and Sarasota County Clerk of the Circuit Court's Office. On April 24, 2014, ACI Architectural Historian Chris Berger toured with manager Frank Cassata and photographed

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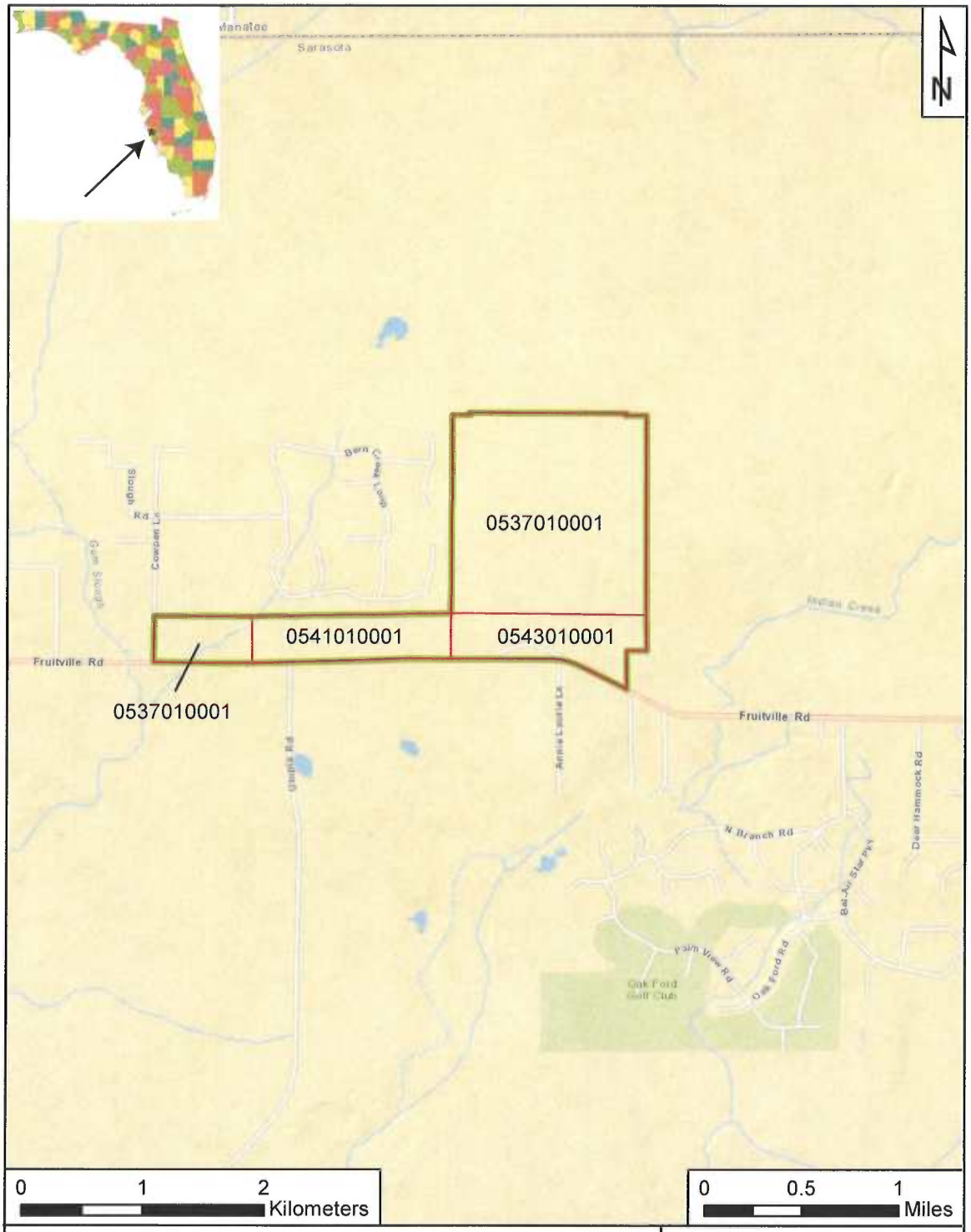


**Figure 1.** Location of the Lakepark Estates project area, Sarasota County (ESRI 2013 - *Streets*).

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and visually inspected the exterior of the structures. An archaeological survey was not undertaken for this project.

## PREVIOUS CULTURAL RESOURCE SURVEYS

Parcel No. 0537010001, which constitutes a portion of the project area, was surveyed as part of the Cultural Resource Assessment Survey of the Myakka Ranch Rezone (No. 04-07), Sarasota County, Florida (ACI 2004). No archaeological or historic resources were identified and recorded as part of that survey.

The Fruitville Road corridor, including the southern end of the project area, was surveyed as part of the Cultural Resource Assessment Survey of the Fruitville Road at Verna Road - Road Improvements Corridor, Sarasota County, Florida (Arbuthnot et al. 2007). No archaeological or historic resources were identified and recorded as part of that survey.

A segment of the Fruitville Drainage District (8SO6275) crosses the extreme west end of the project area. 8SO6275 was recorded as part of An Archaeological and Historical Survey of the Wal-Mart – Sarasota Project Area, Sarasota, Florida (Hughes 2006). The State Historic Preservation Office (SHPO) determined 8SO6275 ineligible for NRHP listing in 2012 (FMSF).

## PROPERTY HISTORY

In 1843, Samuel Reid surveyed the exterior lines of Township 36 South, Ranges 19 and 20 East (State of Florida 1843). Four years later, in 1847, A. H. Jones surveyed the interior lines of the township and ranges (State of Florida 1847a, 1847b, 1847c). In his notes, Jones described land within the vicinity of the project area as "mostly 3rd rate open land with scattering pines" or "rough pine woods" and "open land with scattering pines" (State of Florida 1847a, 1847b, 1847c, 1847d). The resulting plat depicts no man-made features (State of Florida 1847a, 1847b, 1847c, 1847d).

Cattle ranching served as one of the earliest important economic activities reported in Manatee County. Mavericks left by early Spanish explorers such as DeSoto and Narvaez provided the stock for the herds raised by the mid-eighteenth century "cowkeeper" Seminoles. As the Seminoles were pushed farther south during the Seminole Wars, and their cattle were either sold or left to roam, settlers captured or bought the cattle. By the late 1850s, the cattle industry of southwestern Florida was developing on a significant scale. Hillsborough and Manatee counties constituted Florida's leading cattle producing region. By 1860, cattlemen from all over Florida drove their herds to Fort Brooke (Tampa) and Punta Rassa (south of Fort Myers) for shipment to Cuba, at a considerable profit (Covington 1957).

The State of Florida faced a financial crisis involving title to public lands in the early 1880s. By Act of Congress in 1850, the federal government turned over to the states for drainage and reclamation all "swamp and overflow land." Florida received approximately 10 million acres. To manage that land and the 5 million acres the state had received on entering the Union, the state legislature in 1851, created the Board of Trustees of the Internal Improvement Fund. In 1855, the legislature established the actual fund (the Florida Internal Improvement Fund), in which state lands were to be held. The fund became mired in debt after the Civil War and under state law no land could be sold until the debt was cleared. In 1881, the Trustees started searching for a buyer capable of purchasing enough acreage to pay off the fund's debt and permit the sale of the remaining millions of acres that it controlled. That same year, Hamilton Disston, a member of a prominent Pennsylvania saw manufacturing family, entered into agreement with the State of Florida to purchase four million acres of swamp and overflowed land for $1 million. In exchange, he promised to drain and improve the land. This transaction, which became known as the

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Disston Purchase, enabled the distribution of large land subsidies to railroad companies, inducing them to begin extensive construction programs for new lines throughout the state (Grismer 1946).

Settlers in the Sarasota area, most of whom had settled their land under the Homestead Act of 1862, were disgruntled with the sale of the swamp overflowed land, which included nearly 700,000 acres in Manatee County. Tax records reveal that most of the 700,000 acres in Manatee County was sold to eight companies, including three railroad companies and the Florida Mortgage & Investment Co. of Britain, which is credited with founding the town of Sarasota (Marth 1973:15-16). Illustrative of the massive corporate buy-up is the land within the project area, which all was purchased by the Florida Southern Railroad Company on May 21, 1883 (State of Florida n.d.).

In 1910, Bertha Honoré Palmer, widow of Chicago financier Potter Palmer, traveled to Sarasota. She was accompanied by her brother Adrian Honoré and her sons Potter Jr. and Honoré. The quartet was so taken with the area that they established companies which would ultimately come to hold a fourth of the land of present day Sarasota County. Bertha Palmer established an estate along Little Sarasota Bay, a 30,000 acre cattle ranch, the Palmer Experimental Farms, and the Bee Ridge Farms, Bee Ridge Homesites, and Sarasota-Venice real estate ventures (Matthews 1997). The segment of the Fruitville Drainage District (8SO6275) within the project area is a remnant from one of the Palmer family ventures.

By the mid-1950s, the project area was owned by Sydney R. Newman, a New York City-based lawyer, and his wife, Lillian M. Newman. On June 24, 1955, the Newmans transferred all the land within the project area to their daughter Janice Newman, also a New York City resident. Newman—along with Gary Munch, Elizabeth Rosenthal, Martha Rosenthal, and her brother, Robert W. Newman—later owned the land within the project area as a trustee of the Martha Rosenthal Irrevocable Trust. Herbert and Arthur Schlechter each owned a 20 percent interest in the properties within parcel No. 054301001 until they sold their interests to the trustees of the Martha Rosenthal Irrevocable Trust in 1999. The next year, the trust sold the parcels within the project area to Myakka Ranch LLC. In 2004, Myakka Ranch LLC sold its holdings to both FC LLC and Myakka Ranch Holdings LLC. FC LLC then sold a half interest of its land holdings to Myakka Ranch Holdings LLC in 2013 (Sarasota County Clerk of the Circuit Court [SCCCC]).

The property was known as the as Ox Bow Ranch on the 1944 (USGS) Old Myakka topographic map. Aerials indicate the project area has served as a cattle ranch continuously since then. Tomatoes have also been grown on the property (Cassatta 2014). The 1957 aerial (Publication of Archival, Library & Museum Materials [PALMM]) indicates a rectangular dark shape within the current location of the Lakepark Estates Cattle Pen (8SO6982) that according to a county official, resembled a cattle dip vat (**Figure 2**). The potential vat is not evident on the 1948 (PALMM) aerial or any aerial available after 1957. According to a Florida census, all but one of the 30 known cattle dip vats in Sarasota County were built in 1934; the vat found in the Myakka River State Park had an unknown construction date (Florida Department of Environmental Protection [FDEP] n.d.). A visual survey of the Lakepark Estates Cattle Pen did not reveal the presence of a vat. Further, Frank Cassata, the property manager, said he is not aware of a former cattle dip vat within the project area and does not believe there ever was one (Cassatta 2014).

In addition to cattle, today the property is also home to horses (**Photos 1 and 2**). Hay is also cultivated on the land. Windham Development Corporation is contracted to buy the parcels contained within the project area. They propose to develop parcel Nos 0537010001 and 0543010001 as a housing development and maintain parcel Nos. 0541010001 and 0225001000 as a greenway (**Appendix A**).

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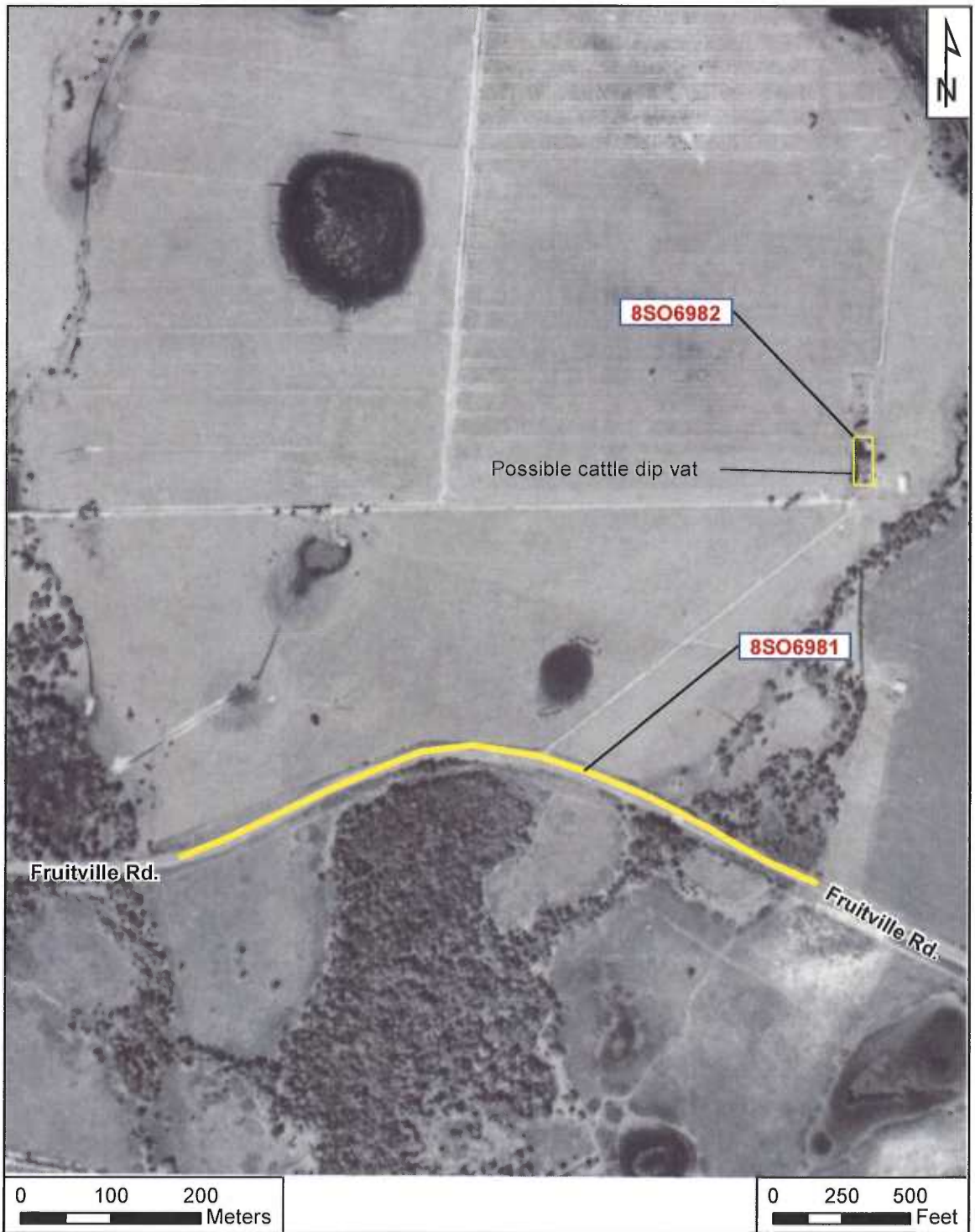


**Figure 2.** 1957 PALMM aerial.

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**Photo 1.** Horses graze on a Lakepark Estates Property field (April 2014).

**Photo 2.** Cattle graze on a Lakepark Estates Property pasture (April 2014).

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## HISTORIC RESOURCES

Four historic resources were identified within the Lakepark Estates project area (**Table 1; Figure 3**). A segment of the previously recorded Fruitville Drainage District (8SO6275) is located within the project area. SHPO determined 8SO6975 ineligible for NRHP listing in 2012. Further, it does not appear to be eligible for SCRHP listing. The FMSF form for 8SO6975 was not updated as part of this survey (Murphy 2014). As a result of architectural field survey, three historic resources (8SO6981 through 8SO6983) were newly recorded within the project area. They include the Former Fruitville Road Bend (8SO6981), Lakepark Estates Cattle Pen (8SO6982), and Lakepark Estates House (8SO6983). All historic resources are common examples of their type and have no known associations with signification events or people. Therefore, none is considered potentially eligible for SCRHP or NRHP listing, either individually or as part of a district. A description of each historic resource follows, and FMSF forms are contained in **Appendix B**.

**Table 1.** Previously and newly recorded historic resources on the Lakepark Estates Property. Green shading indicates previously recorded resource.

| Name | FMSF | Date Built | Resource Type | Style | SCRHP/NRHP Eligibility |
|---|---|---|---|---|---|
| Fruitville Drainage District | 8SO6275 | ca. 1920 | Linear resource group | Not applicable | Not eligible / SHPO determined ineligible |
| Former Fruitville Road Bend / Loria Circle | 8SO6981 | ca. 1925 | Linear resource group | Not applicable | Not eligible / Not eligible |
| Lakepark Estates Cattle Pen | 8SO6982 | ca. 1955 | Structure | Not applicable | Not eligible / Not eligible |
| Lakepark Estates House | 8SO6983 | ca. 1962 | Building | Masonry Vernacular | Not eligible / Not eligible |

**Photo 3.** A segment of the Fruitville Drainage District (8SO6275) within the project area, facing north from Fruitville Road (Google Street View 2012).

**8SO6275:** A segment of the Fruitville Drainage District is located at the east end of the project area (**Photo 3**). The segment, also known as Bern Creek, is a natural waterway that may have been dredged during the Fruitville Drainage District improvements in the 1920s. It measures approximately one-half

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**Figure 3.** Previously and newly recorded historic resources within the Lakepark Estates project area (ESRI 2014 - *Basemap: Transportation and Imagery*).

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mile within the project area and is a couple feet wide. SHPO determined 8SO6275 ineligible for NRHP listing in 2012 (FMSF). Further, it does not appear to be eligible for SCRHP listing. It was not required to update the segment of 8SO6275 within the project area (Murphy 2014).

**Photo 4.** The Former Fruitville Road Bend (8SO6981), facing northeast (April 2014).

**8SO6981:** The Former Fruitville Road Bend/Loria Circle segment is located at the south end of the Lakepark Estates project area (**Photo 4**). This asphalt loop road measures approximately 0.5 mile long and 15 feet wide. It was part of Fruitville Road from ca. 1925 to ca. 1970 (Grismer 1946; SCHC 1972). Sarasota County gave it to the owners of parcel No. 0543010001 in 1997 (SCCCC). It now serves as a driveway for the property. This road is of a common design and construction and is not used in its original capacity. Thus, it is the opinion of ACI's historian that it is not eligible for SCRHP or NRHP listing, either individually or as part of a district.

**Photo 5.** The Lakepark Estates Cattle Pen (8SO6982), facing north (April 2014).

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**8SO6982:** The Lakepark Estates Cattle Pen was constructed ca. 1955. The rectangular structure measures approximately 175 feet by 75 feet and is 5 feet tall (**Photo 5**). It is formed by replacement wood railing nailed to wood vertical posts spaced 4 feet apart. The pen includes a ramped chute, canopy covered by a tin shed roof, and concrete water trough. Alterations include replacement wood boards. Three nonhistoric barns are located to the east and south. Pine trees are located to the west. This structure is of a common design and construction and is not associated with known historic events or people. Thus, it is the opinion of ACI's historian that it is not eligible for SCRHP or NRHP listing, either individually or as part of a district.

**Photo 6.** The Lakepark Estates House (8SO6983), facing north (April 2014).

**8SO6983:** The Lakepark Estates House (**Photo 6**) is a 1,242-square-foot Masonry Vernacular style residential building that was constructed ca. 1962 (Furst 2014). The one-story, irregularly-shaped building rests on a continuous concrete block foundation. The concrete block walls are clad in stucco, and board and batten is evident in the gable peaks. The cross gabled and shed roofs are covered with replacement composition shingles. Fenestration includes metal jalousie; 2/2 single hung sash (SHS) metal; 1/1 SHS metal; and four-light casement metal. The main entrance is through a wood-paneled door at the northeast corner. Ornamentation includes projecting window sills and board and batten in the gable peaks. The building is about 750 feet north of Fruitville Road. A ca. 1955 open shed/garage is located to the north. A wooded creek is to the east. A horse field is to the south. This building is of a common design and construction and is not associated with known historic events or people. Thus, it is the opinion of ACI's historian that it is not eligible for SCRHP or NRHP listing, either individually or as part of a district.

## CONCLUSION

The Lakefront Estates Property in Sarasota County includes four historic (50 years of age or older) resources: the Fruitville Drainage District (8SO6275), the Former Fruitville Road Bend/Loria Circle (8SO6981), Lakepark Estates Cattle Pen (8SO6982), and Lakepark Estates House (8SO6983). 8SO6275 was previously recorded, while the three other historic resources were newly identified as part of this survey. SHPO determined 8SO6275 ineligible for NRHP listing in 2011 (FMSF). It does not appear to be eligible for SCRHP listing. 8SO6981 through 8SO6983 do not appear to be potentially eligible for SCRHP or NRHP listing, either individually or as part of a district, because of their common design and construction and lack of known associations with historic events or people. In addition, there is no

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evidence of a cattle dip vat within the project area. The dark shape on the 1957 aerial (PALMM) is likely the shadow from pine trees that line the west side of the pen to this day. No further work is recommended.

## REFERENCES

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1957 Aerial Photograph - 3-11-57, DEW-2T-135. PALMM, Gainesville.

Sarasota County Clerk of the Circuit Court (SCCCC)
Var. Microfilms on file. Accessed April 25 and April 29, 2014.

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1972 Sarasota County aerial.

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1843 *Field Notes*. Volume 76.
1847a *Field Notes*. Volume 156.
1847b *Plat*. Township 36 South, Range 20 East. Page 56.
1847c *Plat*. Township 36 South, Range 20 East. Page 78.
1847d *Plat*. Township 36 South, Range 20 East. Page 80.
1847 *Plat*. Township 36 South, Range 19 East. Page 408.
n.d. *Tract Book*. Volume 17:204.

United States Geological Survey (USGS)
1944 Old Myakka topographic map

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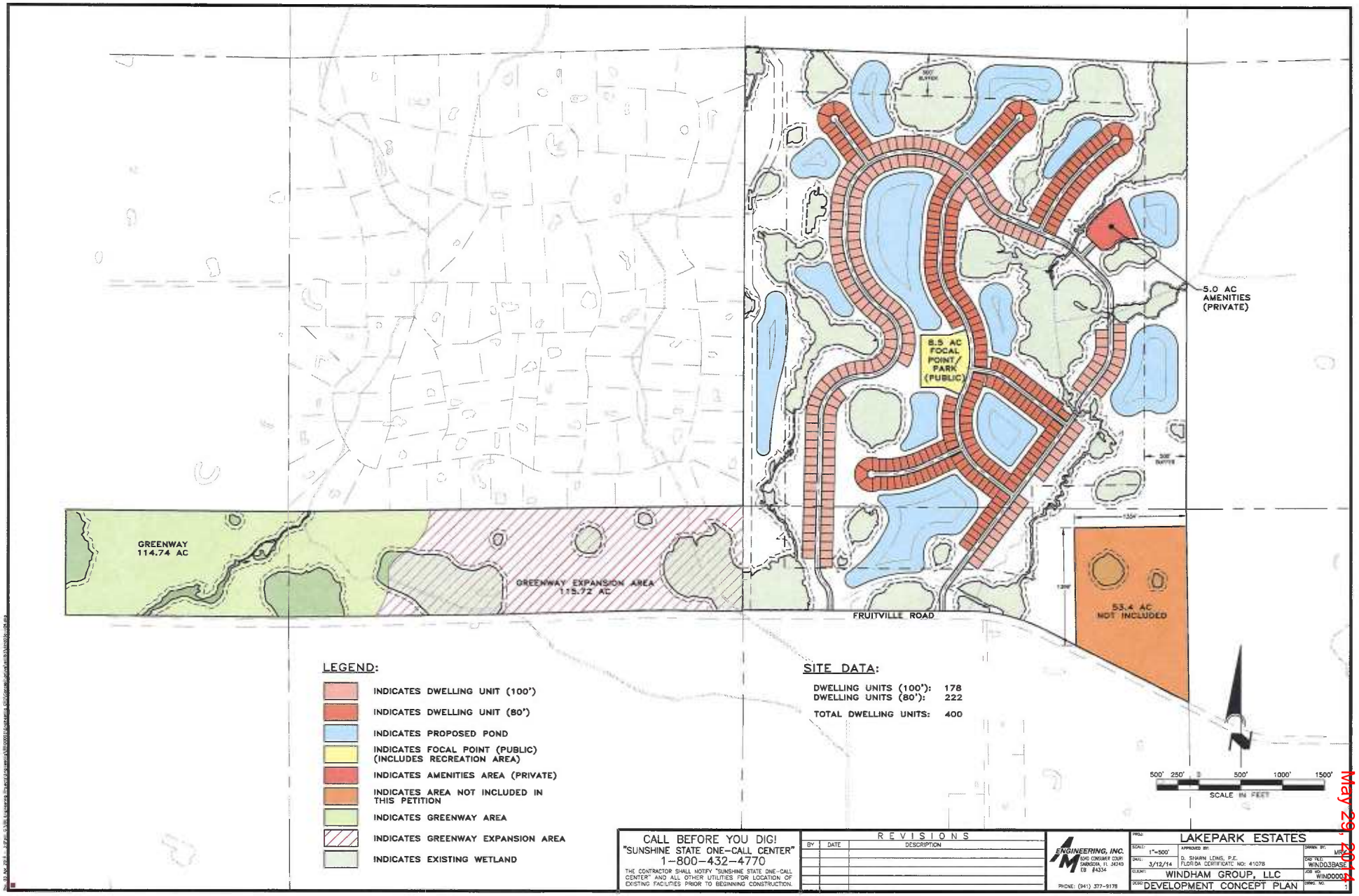
May 29, 2014

**APPENDIX A:** Lakepark Estates Proposed Development




A-109

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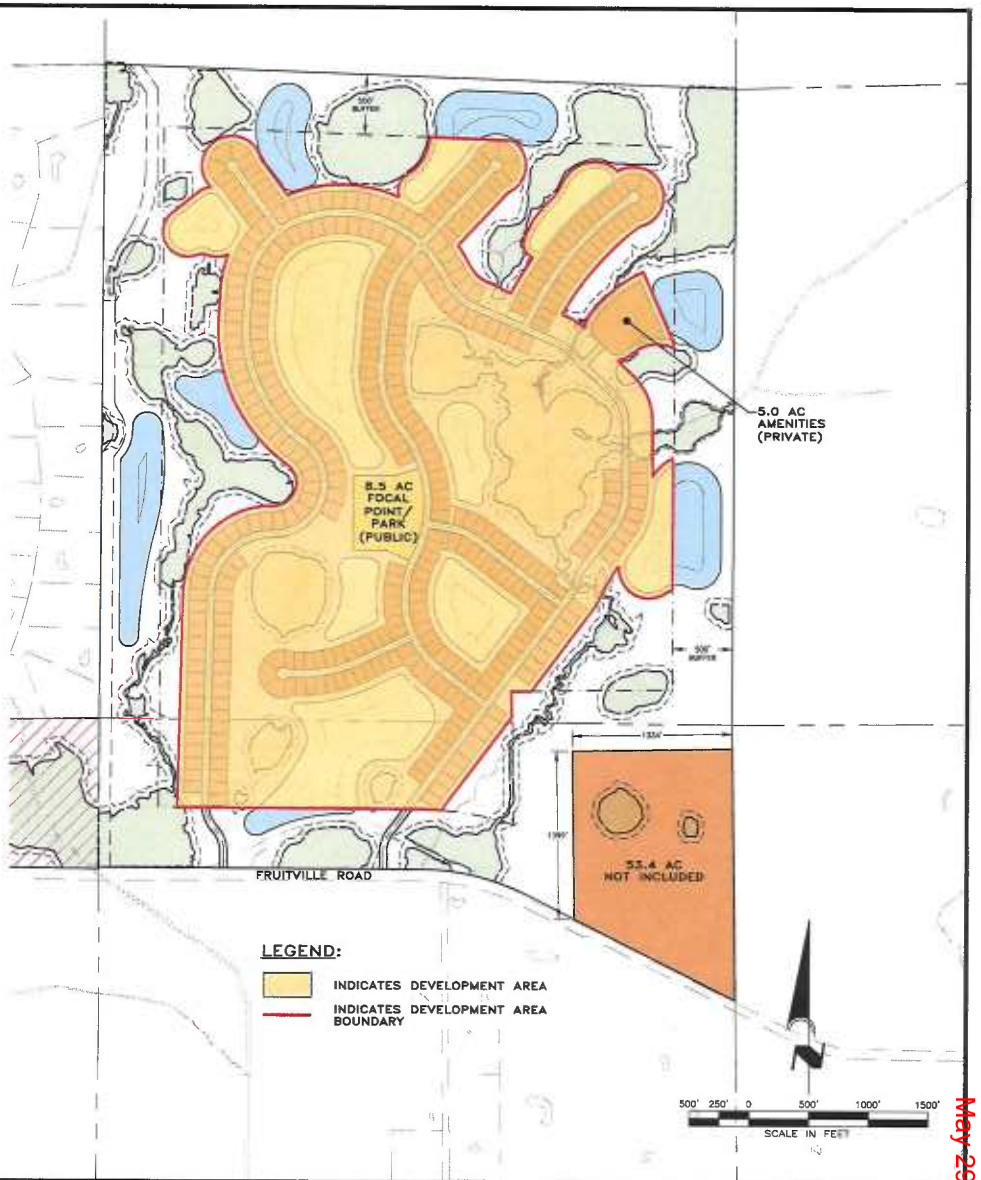
May 29, 2014

## NOTES:

1. TOTAL GROSS ACREAGE: 1,000± ACRES
2. ZONING:
   - EXISTING ZONING = OUR/OUE
   - PROPOSED ZONING = HPD
3. OPEN SPACE REQUIRED (11.2.2.c.3) = 600 AC (60%)
4. OPEN SPACE PROVIDED = 600 AC (60%)
5. DENSITY CALCULATIONS:
   - A. (11.2.2.c.1.i) 0.29 DU/AC OF DEVELOPED AREA
     0.29 x 400 = 116 DU
   - B. GREENWAY TRANSFER OF DEVELOPMENT RIGHTS (TABLE TDR-1)
     - TOTAL GREENWAY AREA = 114.74 AC
     - EXISTING LOW INTENSITY AGRICULTURE: 54.57 AC x 1 DU/AC = 54.57 DU
     - PINE FLATWOODS: 40.71 AC x 1.8 DU/AC = 73.28 DU
     - STREAMS / ESTUARIES: 2.88 AC x 1.65 DU/AC = 4.75 DU
     - FRESHWATER WETLAND: 16.58 AC x 1.65 DU/AC = 27.36 DU
     - SUBTOTAL = 159.96 DU
   - C. PRESERVE GREENWAY (11.2.13.e.1): 159.96 DU x 0.1 = 16 DU
   - D. PRESERVE VIEWSHED ALONG FRUITVILLE ROAD (11.2.13.e.2): 159.96 x 0.05 = 8 DU
   - E. GREENWAY EXPANSION TRANSFER OF DEVELOPMENT RIGHTS (TABLE TDR-1)
     - TOTAL GREENWAY EXPANSION AREA = 115.72 AC
     - EXISTING LOW INTENSITY AGRICULTURE: 81.13 AC x 1 DU/AC = 81.13 DU
     - FRESHWATER WETLAND: 34.59 AC x 1.65 DU/AC = 57.07 DU
     - SUBTOTAL = 138.20 DU
   - F. DEVELOPMENT AREA TRANSFER OF DEVELOPMENT RIGHTS (TABLE TDR-1)
     - TOTAL DEVELOPMENT AREA = 400 AC
     - FRESHWATER WETLANDS: 41.63 AC x 1.65 DU/AC = 68.69 DU
     - LAKES AND REGIONAL STORMWATER FACILITIES: 79.24 AC x 0.57 DU/AC = 45.17 DU
     - SUBTOTAL = 113.86 DU
   - G. TOTAL DWELLING UNITS = 552 DU
     HOWEVER, THE HAMLET IS LIMITED TO A MAXIMUM OF 400 UNITS.
6. FOCAL POINT:
   5 AC (MIN) AND WITHIN ¼ MILE RADIUS OR WALKING DISTANCE TO 50% OF RESIDENCES
7. RECREATION / PARK AREA:
   1 AC/47 DU x 400 DU = 8.5 AC
   (CAN BE INCLUDED IN FOCAL POINT)
8. SARASOTA COUNTY WATER:
   TO BE EXTENDED TO SITE
9. SARASOTA COUNTY SEWER:
   AVAILABLE AT SITE




CALL BEFORE YOU DIG!
"SUNSHINE STATE ONE-CALL CENTER"
1-800-432-4770
THE CONTRACTOR SHALL NOTIFY "SUNSHINE STATE ONE-CALL CENTER" AND ALL OTHER UTILITIES FOR LOCATION OF EXISTING FACILITIES PRIOR TO BEGINNING CONSTRUCTION.

REVISIONS

| BY | DATE | DESCRIPTION |
|---|---|---|


ENGINEERING, INC.
5240 CONSUMER CLUB
SARASOTA, FL 34240
EB #4334
PHONE: (941) 377-9178


PROJ: LAKEPARK ESTATES
SCALE: N/A
APPROVED BY: D. SHAWN LOINS, P.E. FLORIDA CERTIFICATE NO: 41078
DRAWN BY: MRK
DATE: 3/12/14
CAD FILE: WIND03BASE
CLIENT: WINDHAM GROUP, LLC
JOB NO: WIND0003
DESC: NOTES
DWG. NO:



Rec'd by Planning Services May 29, 2014

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May 29, 2014

**APPENDIX B:** FMSF Forms

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May 29, 2014

Page 1

☒ Original
☐ Update

# RESOURCE GROUP FORM
## FLORIDA MASTER SITE FILE
**Version 4.0 1/07**

Site #8 SO06981
Field Date 4-24-2014
Form Date 5-1-2014
Recorder# _____

**NOTE: Use this form to document districts, landscapes, building complexes and linear resources** as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions** (MPSs). National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

**Check ONE box that best describes the Resource Group:**

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☒ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Former Fruitville Road Bend/Loria Circle Multiple Listing [DHR only] _____
Project Name Historic Structure Survey Lakepark Estates FMSF Survey # _____
National Register Category (please check one): ☐building(s) ☒structure ☐district ☐site ☐object
Linear Resource Type (if applicable): ☐canal ☐railway ☒road ☐other (describe): _____
Ownership: ☒private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

## LOCATION & MAPPING

Address: (Street Number / Direction / Street Name / Street Type / Suffix Direction)
City/Town (within 3 miles) Old Myakka In Current City Limits? ☐yes ☒no ☐unknown
County or Counties (do not abbreviate) Sarasota
Name of Public Tract (e.g., park) _____
1) Township 36S Range 20E Section 20 ¼ section: ☒NW ☐SW ☐SE ☐NE Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
3) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
4) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
USGS 7.5' Map(s) 1) Name OLD MYAKKA USGS Date _____
2) Name _____ USGS Date _____
Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map) Loop road from Fruitville Road

| DHR USE ONLY | OFFICIAL EVALUATION | DHR USE ONLY |
|---|---|---|
| NR List Date _____ ☐Owner Objection | SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____<br>KEEPER – Determined eligible: ☐yes ☐no Date _____<br>NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2) | |

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# RESOURCE GROUP FORM

Site #8 SO06981

## HISTORY & DESCRIPTION

Construction Year: 1925 ☒approximately ☐year listed or earlier ☐year listed or later
Architect/Designer(last name first): _____ Builder(last name first): _____
Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing 0
Time period(s) of significance (choose a period from the list or type in date range(s), e.g. *1895-1925*)
1. _____ 3. _____
2. _____ 4. _____
Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) This asphalt loop road measures approximately 0.5 mile long and 15 feet wide. It was part of Fruitville Road from ca. 1925 to ca. 1970. Sarasota County gave it to the owners of parcel No. 0543010001 in 1997. It now serves as a driveway for the property.

## RESEARCH METHODS (check all that apply)

| | | | |
|---|---|---|---|
| ☐FMSF record search (sites/surveys) | ☐library research | ☐building permits | ☐Sanborn maps |
| ☐FL State Archives/photo collection | ☐city directory | ☐occupant/owner interview | ☐plat maps |
| ☐property appraiser / tax records | ☐newspaper files | ☐neighbor interview | ☐Public Lands Survey (DEP) |
| ☒cultural resource survey | ☒historic photos | ☒interior inspection | ☐HABS/HAER record search |

☐other methods (specify) _____
Bibliographic References (give FMSF Manuscript # if relevant) Sarasota County History Center 1972 aerial; Sarasota County Clerk of the Circuit Court (SCCCC), Var. Microfilms on file. Accessed April 25 and April 29, 2014.

## OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐yes ☒no ☐insufficient information
Potentially eligible as contributor to a National Register district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) This road is of a common design and construction and is not used in its original capacity. Thus, it is the opinion of ACI's historian that it is not eligible for SCRHP or NRHP listing, either individually or as part of a district.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents
1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description _____ File or accession #'s P14052
2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

## RECORDER INFORMATION

Recorder Name Christopher Berger Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Suite A, Sarasota, FL 34240/941-379-6206/ACIFlorida@comcast.net
(address / phone / fax / e-mail)

**Required Attachments**

❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
❸ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

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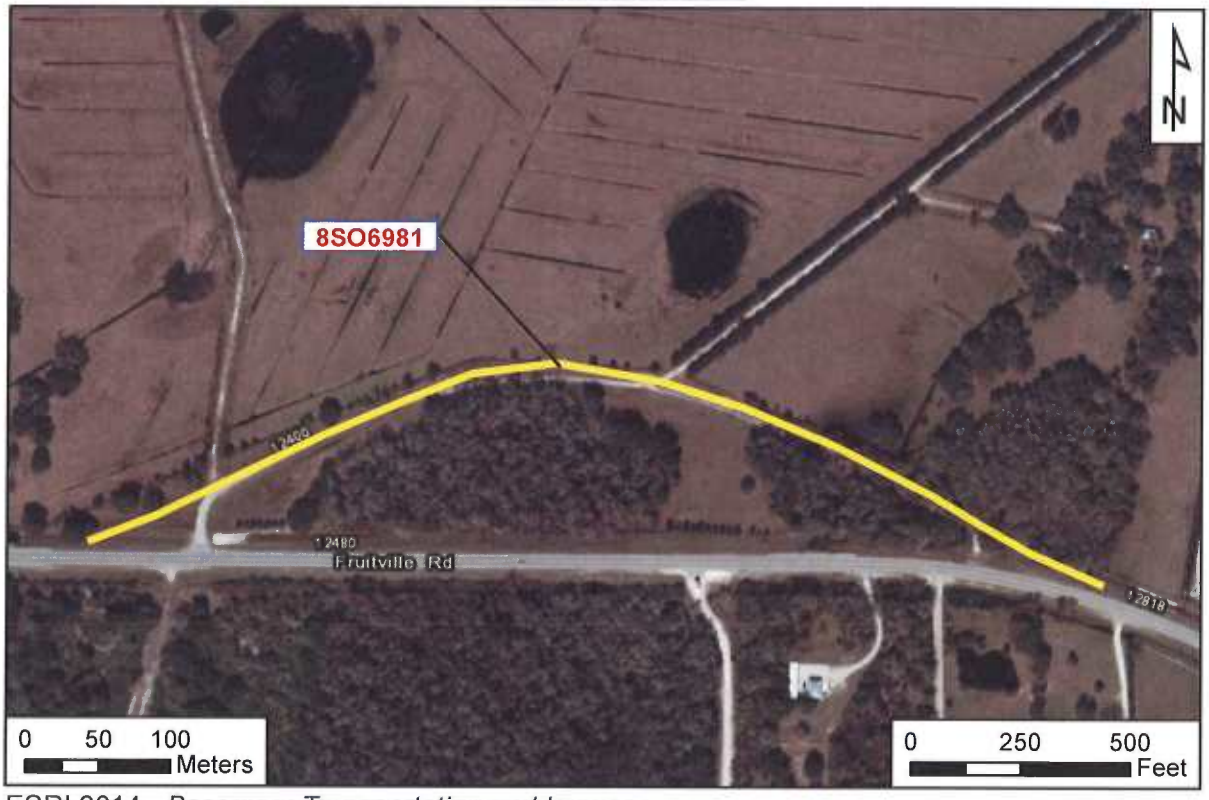
# RESOURCE GROUP FORM

Site # **8SO6981**

## PHOTOGRAPH

## AERIAL MAP




ESRI 2014 - *Basemap: Transportation and Imagery*

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# RESOURCE GROUP FORM

Site # **8SO6981**

**USGS**

Old Myakka
Township 36 South, Range 19 East, Section 24
Township 36 South, Range 20 East, Sections 17, 19, & 20
National Geographic Society (2013) *USA Topo Maps*

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May 29, 2014

Page 1

☒ Original
☐ Update

# HISTORICAL STRUCTURE FORM
## FLORIDA MASTER SITE FILE
**Version 4.0 1/07**

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site #8 SO06982
Field Date 4-24-2014
Form Date 4-30-2014
Recorder #

Site Name(s) (address if none) Lakepark Estates Cattle Pen — Multiple Listing (DHR only)
Survey Project Name Historic Structure Survey Lakepark Estates — Survey # (DHR only)
National Register Category (please check one) ☐building ☒structure ☐district ☐site ☐object
Ownership: ☒private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

## LOCATION & MAPPING

| | Street Number | Direction | Street Name | Street Type | Suffix Direction |
|---|---|---|---|---|---|
| Address: | | | | | |

Cross Streets (nearest / between)
USGS 7.5 Map Name OLD MYAKKA — USGS Date — Plat or Other Map
City / Town (within 3 miles) Old Myakka — In City Limits? ☐yes ☒no ☐unknown — County Sarasota
Township 36S — Range 20E — Section 17 — ¼ section: ☐NW ☐SW ☒SE ☐NE — Irregular-name:
Tax Parcel # 0537010001 — Landgrant
Subdivision Name — Block — Lot
UTM Coordinates: Zone ☐16 ☒17 — Easting 369071 — Northing 3025111
Other Coordinates: X: — Y: — Coordinate System & Datum
Name of Public Tract (e.g., park)

## HISTORY

Construction Year: 1955 ☒approximately ☐year listed or earlier ☐year listed or later
Original Use — From (year): — To (year):
Current Use — From (year): — To (year):
Other Use Cattle pen — From (year): 1955 — To (year): pres
Moves: ☐yes ☒no ☐unknown — Date: — Original address
Alterations: ☒yes ☐no ☐unknown — Date: — Nature Wood railing replaced
Additions: ☐yes ☐no ☒unknown — Date: — Nature
Architect (last name first): — Builder (last name first):
Ownership History (especially original owner, dates, profession, etc.) Myakka Ranch Holdings LLC, 2004-present; Myakka Ranch LLC, 2000-2004; Martha Rosenthal Irrevocable Trust, unk-2000; Janice Newman, 1955-unk
Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☒no ☐unknown Describe

## DESCRIPTION

Style Masonry Vernacular — Exterior Plan Irregular — Number of Stories 1
Exterior Fabric(s) 1. Wood/Plywood — 2. — 3.
Roof Type(s) 1. Not applicable — 2. — 3.
Roof Material(s) 1. — 2. — 3.
Roof secondary strucs. (dormers etc.) 1. — 2.
Windows (types, materials, etc.) Not applicable

Distinguishing Architectural Features (exterior or interior ornaments)

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) The pen includes a ramped chute, canopy covered by a tin shed roof, and concrete water trough. Three nonhistoric barns are to E and S. Pine trees to W

| DHR USE ONLY | OFFICIAL EVALUATION | DHR USE ONLY |
|---|---|---|
| NR List Date<br>☐Owner Objection | SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date Init.<br>KEEPER – Determined eligible: ☐yes ☐no Date<br>NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2) | |

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# HISTORICAL STRUCTURE FORM

Site # 8 SO06982

## DESCRIPTION (continued)

Chimney: No.____ Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. _____ 2. _____ 3. _____
Foundation Type(s): 1. _____ 2. _____
Foundation Material(s): 1. _____ 2. _____
Main Entrance (stylistic details) _____

Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Narrative Description of Resource The pen measures structure measures approximately 175 feet by 75 feet and 5 feet tall. It is formed by boards nailed to wood posts spaced 4 feet apart. The pen includes a ramped chute, canopy covered by a tin shed roof, and concrete water trough.
Archaeological Remains _____ ☐Check if Archaeological Form Completed

## RESEARCH METHODS (check all that apply)

| | | | |
|---|---|---|---|
| ☐FMSF record search (sites/surveys) | ☐library research | ☐building permits | ☐Sanborn maps |
| ☐FL State Archives/photo collection | ☐city directory | ☒occupant/owner interview | ☐plat maps |
| ☐property appraiser / tax records | ☐newspaper files | ☐neighbor interview | ☐Public Lands Survey (DEP) |
| ☒cultural resource survey (CRAS) | ☐historic photos | ☒interior inspection | ☐HABS/HAER record search |

☐other methods (describe) _____
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) Publication of Archival Library and Museum Materials (PALMM) 1948 Aerial Photograph - 3-24-48, DEW-3D-114. PALMM, Gainesville.
1957 Aerial Photograph - 3-11-57, DEW-2T-135. PALMM, Gainesville.

## OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (**required**, whether significant or not; use separate sheet if needed) This structure is of a common design and construction and is not associated with known historic events or people. Thus, it is the opinion of ACI's historian that it is not eligible for SCRHP or NRHP listing, either individually or as part of a district.
Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1._____ 3._____ 5._____
2._____ 4._____ 6._____

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents
1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description _____ File or accession #'s P14052
2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

## RECORDER INFORMATION

Recorder Name Christopher Berger Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Suite A, Sarasota, FL 34240/941-379-6206/ACIFlorida@comcast.net
(address / phone / fax / e-mail)

**Required Attachments**

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

Rec'd by Planning Services
May 29, 2014



# HISTORICAL STRUCTURE FORM

Site # **8SO6982**

## PHOTOGRAPH

## AERIAL MAP

ESRI (2014) - *Basemap: Transportation and Imagery*

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May 29, 2014



# HISTORICAL STRUCTURE FORM

Site # **8SO6982**

## PHOTOGRAPHS

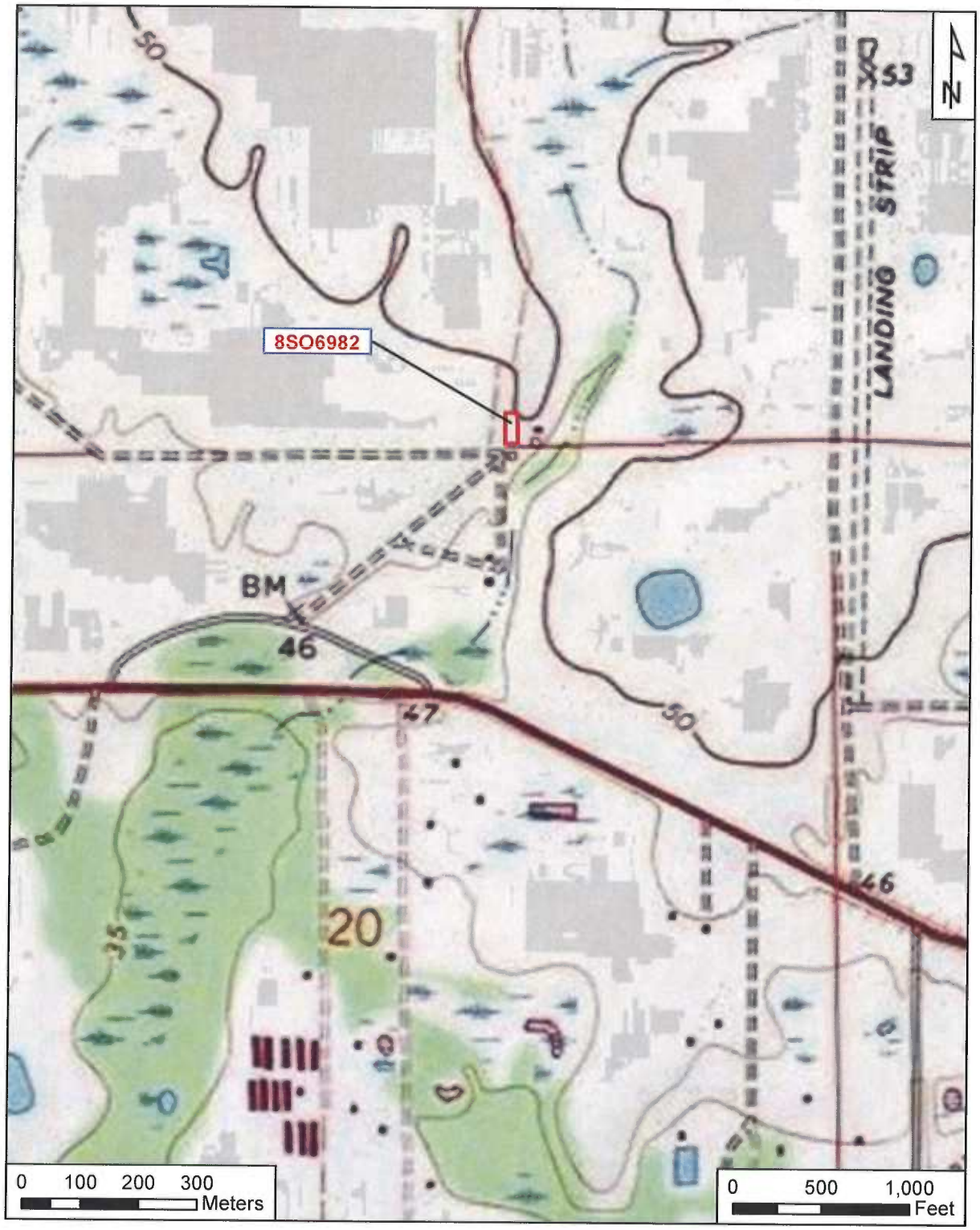
Rec'd by Planning Services
May 29, 2014



# HISTORICAL STRUCTURE FORM Site # 8SO6982

**USGS**

Old Myakka
Township 36 South, Range 20 East, Section 17
National Geographic Society (2013) *USA Topo Maps*



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May 29, 2014

# LAKEPARK SUBDIVISION

# TRAFFIC IMPACT ANALYSIS

**Prepared for:**

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**May 27, 2014**

**101.01**

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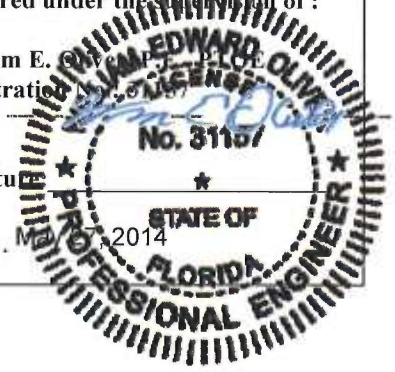

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# LAKEPARK SUBDIVISION
## TRAFFIC IMPACT ANALYSIS

### Table of Contents

Introduction ..... 1
Trip Generation ..... 1
Trip Distribution and Assignment ..... 3
Study Network Identification ..... 3
Planned and Scheduled Road Improvements ..... 4
Background Traffic Growth ..... 4
Traffic Operational Analysis ..... 6
Analysis at Project Access Driveways ..... 15
Study Findings and Conclusions ..... 16

### List of Figures

Figure 1 Preliminary Site Plan ..... 2
Figure 2 AADT Trends on Fruitville Rd ..... 5
Figure 3 2014 100th Highest Hour P.M. Peak Hour Volumes ..... 7
Figure 4 2019 P.M. Peak Hour Background Volumes ..... 8
Figure 5 2019 P.M. Peak Hour Total Volumes ..... 9

### List of Tables

Table 1 Traffic Generation Estimate ..... 1
Table 2 Study Network Identification ..... 4
Table 3 Existing (2014) Peak Hour Intersection Conditions ..... 10
Table 4 2019 Background Traffic Only Intersection Conditions ..... 11
Table 5 2019 Total Traffic Intersection Conditions ..... 12
Table 6 2014 Roadway Segment Level of Service ..... 13
Table 7 2019 Background Traffic Roadway Segment Level of Service ..... 14
Table 8 2019 Total Traffic Roadway Segment Level of Service ..... 15

### List of Appendices

Appendix A: Methodology Correspondence
Appendix B: Distribution and Assignment of Project Traffic
Appendix C: Traffic Counts
Appendix D: Traffic Volume Work-ups
Appendix E: 2014 Capacity Analysis Worksheets
Appendix F: 2019 Background Traffic Capacity Analysis Worksheets
Appendix G: 2019 Total Traffic Capacity Analysis Worksheets
Appendix H: Additional Fruitville Rd at Coburn Rd Capacity Analysis Worksheets

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# Lakepark Subdivision
# Transportation Impact Analysis

## Introduction

This report summarizes the findings of a transportation impact analysis undertaken for the proposed Lakepark Subdivision, a proposed 400-unit, single-family development on an approximately 1,000 acre site on the north side of Fruitville Rd. (CR 780), east of Cowpen Rd., in the general vicinity of Annie Laurie Ln. Figure 1 illustrates the project location and an initial conceptual site development plan. The site is currently zoned OUR and OUE, and is occupied by one home. The desired zoning is HPD. The site is largely undeveloped. Primary access to the site would be provided via an internal loop road, with two connections to Fruitville Rd.

The development will also contain an 8.5-acre park to which the general public will have access, but the number of non-residents using that park is expected to be negligible. It will also have a 5-acre private amenities site (perhaps a country club) which will be for the exclusive use of residents.

This analysis was conducted as part of the rezoning requirements of Sarasota County. This report summarizes the transportation analysis assumptions, methodology, findings, and recommendations.

Prior to undertaking this study, proposed transportation study methodologies and assumptions were discussed with County staff. Generally, this study followed the procedures adopted by Sarasota County in its Resolution No. 98-169, including "Exhibit A." Other specific assumptions are documented in further correspondence, and a record of the correspondence is provided in Appendix A of this report.

## Trip Generation

Project site trip generation was estimated for the PM peak hour of adjacent street traffic using data for Land Use Code 210, Single-Family Detached Residential provided in *Trip Generation* (Institute of Transportation Engineers, 9th Edition, 2012). Table 1 summarizes the trip generation rates and estimated daily and p.m. peak hour trip generation estimate.

***Table 1***

***Traffic Generation Estimate***

| | | | Daily | | P.M. Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|
| Land Use | ITE Code | Qty | Trip Rate | Trip-Ends | Trip Rate | Total | In | Out |
| Single-Family | 210 | 400 d.u. | 9.40 | 3,760 | 0.915 | 366 | 231 | 135 |

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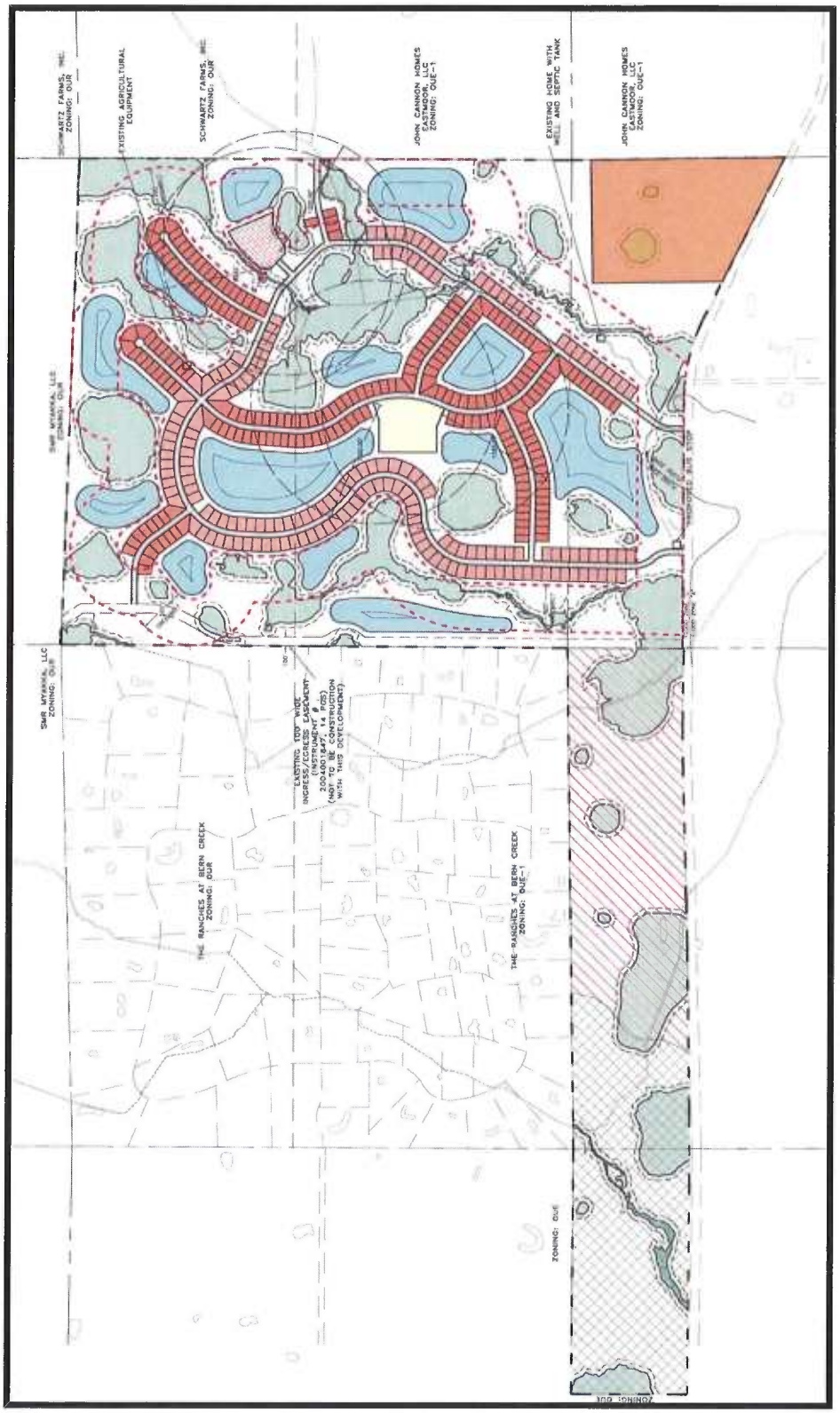
**Figure 1: Preliminary Site Plan**



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No internal trip capture rate was applied to the trips generated by Lakepark, since the development is essentially a single-use development. As indicated in Table 1, the total PM peak hour project trip generation is estimated to be 366 trip ends (231 inbound and 135 outbound).

## Trip Distribution and Assignment

A peak hour traffic distribution from the site was estimated based on the observation of other residential developments in the area, observed existing travel patterns, distributions accepted for other residential traffic impact analyses accepted previously, and planning judgment. The majority of traffic (95 percent) is expected to travel westward on Fruitville Rd., with 7.5 percent of the trips captured at employment opportunities between the site and I-75. At I-75, a total of 27.5 percent of the traffic is estimated to travel to the north and to the south. Worksheets summarizing the distribution of project traffic are provided in Appendix B.

## Study Network Identification

Sarasota County's concurrency regulations establish criteria for identifying the study network as:

1- Any roadway segment to which the development has direct access.
2- Any roadway where the project generated trips consume more than 5% of service volume at level of service C.

Table 2 summarizes the determination of the study network, indicating the assignment percentages and LOS C two-way peak hour roadway capacity values, and the percentage of road capacity consumed by the development. Roadway segmentation and capacity values for County roads were obtained from Sarasota County's "Generalized Level of Service Analysis". For State roads (Fruitville Rd west of I-75, and I-75 north and south of Fruitville Rd), the Florida DOT's latest Generalized Service Volume Table values, from their 2013 Quality/Level of Service Handbook, were used.

The study network includes Fruitville Rd. from the site to and including the I-75 interchange. At I-75, Fruitville Rd. widens to a six-lane divided arterial, and development traffic falls to less than the five percent of LOS C service capacity significance threshold.

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***Table 2***

***Study Network Identification***

| On Street | From/To | Rd Type | LOS C Svc Cap[1] | Assign-ment % | Pk Hr 2-Way Vol | % Svc Cap Consumed | On Study Network? |
|---|---|---|---|---|---|---|---|
| Fruitville Rd | Cattlemen to I-75 | 6D | 5,250 | 60.0% | 220 | 4.18% | No |
| Fruitville Rd | I-75 to Coburn S | 4D | 3,000 | 87.5% | 320 | 10.67% | Yes |
| Fruitville Rd | Coburn S to East Rd | 4D | 3,000 | 90.0% | 329 | 10.98% | Yes |
| Fruitville Rd | East Rd to Tatum Rd | 4D | 3,000 | 91.0% | 333 | 11.10% | Yes |
| Fruitville Rd | Tatum Rd to Sarasota Center Bl. | 4D | 3,000 | 92.0% | 337 | 11.22% | Yes |
| Fruitville Rd | Sarasota Center Bl. to Dog Kennel Rd. | 2U | 1,840 | 95.0% | 348 | 18.89% | Yes |
| Fruitville Rd | Dog Kennel Rd. to Site | 2U | 880 | 95.0% | 348 | 39.50% | Yes |
| Fruitville Rd | Site to Verna Rd. | 2U | 880 | 5.0% | 18 | 2.08% | No |
| I-75 | N of Fruitville | 6F | 8,370 | 16.5% | 60 | 0.72% | No |
| I-75 | S of Fruitville | 6F | 8,370 | 11.0% | 40 | 0.48% | No |

Notes:
1. Sources are FDOT Generalized Service Volume Tables, 2012, and Sarasota County Generalized Level of Service Volumes

## Planned and Scheduled Roadway Improvements

Two improvements are *planned* that directly affect the traffic study road network:

- The Florida DOT has initiated studies and design of modifications to the I-75 at Fruitville Rd interchange. The exact scope of the improvement has not been established, and construction is tentatively scheduled to begin after 2020.
- A new, north-south roadway, Lakewood Ranch Blvd, is planned from Fruitville Rd northward to University Pkwy, through the Lakewood Ranch development. Initial concepts for the alignment would place it approximately at Coburn Rd, approximately 0.25-mile east of, and parallel to, I-75. The improvement will be implemented by the developer of the Villages of Lakewood Ranch South, and it is to be completed when there are 1,016 dwelling units constructed within the Villages of Lakewood Ranch South. The analysis considered this roadway as a committed improvement because the County requested that Villages of Lakewood Ranch South traffic be included in "background" traffic.

## Background Traffic Growth

Future traffic was forecasted through consideration of historical traffic growth trends and consideration of approved, but not yet constructed developments as provided by Sarasota County staff.

Existing traffic volumes counted in early May, 2014 served as the basis from which future volumes were estimated. Existing PM peak hour turning movement counts were collected at the following intersections:

- Fruitville Rd/I-75 SB Ramps (signalized)
- Fruitville Rd/I-75 NB Ramps (signalized)
- Fruitville Rd/Coburn Rd (signalized)
- Fruitville Rd/East Rd (signalized)
- Fruitville Rd/Tatum Rd
- Fruitville Rd/Sarasota Center Blvd

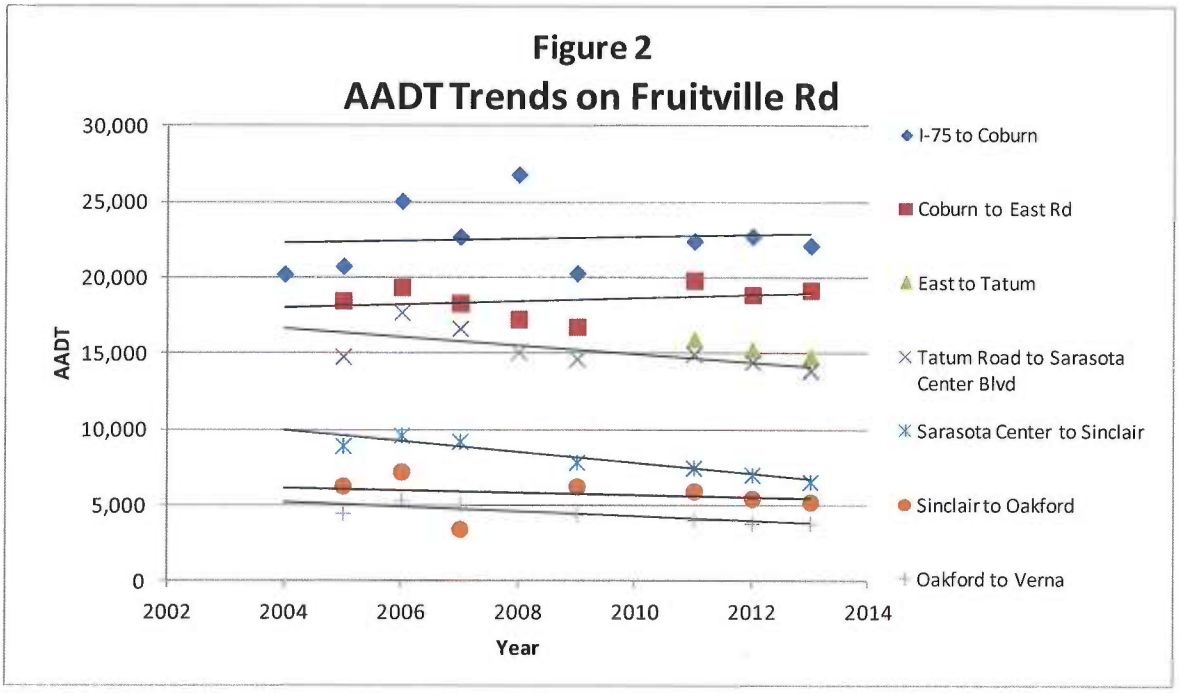
In addition, 72-hour machine counts were undertaken on Fruitville Rd east of Dog Kennel Rd and east of Utopia Rd.

The collected intersection turning movement counts and machine traffic volume counts are provided in Appendix C. The recorded counts were adjusted to estimate 100th highest hour volumes by multiplying the counts by a 1.09 seasonal factor. This factor was developed by the Florida DOT for Sarasota County.

Historic traffic growth trends were considered as well, making use of historical daily traffic volumes recorded by Sarasota County at several locations on Fruitville Rd. Figure 2 shows the trends recorded by the County at seven stations along Fruitville Rd east of I-75, with least-squares regression trend-lines. Most stations show *declining* volume trends, except for the two stations nearest I-75, which showed growth rates of 0.3 and 0.5 percent per year. Based on this analysis, and in consideration of the vested traffic discussed below, trend growth of 0.3 and 0.5 percent per year for five years was applied to Fruitville Rd from I-75 to Coburn Rd, and from Coburn Rd to East Rd, respectively, to estimate 2019 "trend" volumes. East of East Rd, no trend growth was added since a declining trend was observed. The data and growth rate

**Figure 2**

**AADT Trends on Fruitville Rd**



calculations are provided in Appendix D.

Vested traffic provided by the County was for the Villages of Lakewood Ranch South DRI. P.M. peak hour volumes were provided, and these were added to the 2019 trend volumes to estimate the "background" traffic volumes. The Villages of Lakewood Ranch South DRI provides for the connection of Lakewood Ranch Blvd to become the north leg of the intersection of Coburn Rd at Fruitville Rd. To accommodate the Lakewood Ranch "vested" traffic, it was necessary to assume a new, north leg of the intersection as committed.

Finally, Lakepark Subdivision traffic was added to the 2019 background traffic volumes to estimate 2019 total traffic volumes.

Figures 3, 4, and 5 illustrate the 2014 100$^{th}$ highest hour, the 2019 Background, and the 2019 Total p.m. peak hour traffic volume estimates. Worksheets documenting the traffic volume work-up are provided in Appendix D.

## Traffic Operational Analysis

Roadway capacity and level of service analyses were undertaken using the Synchro software, applying the 2000 Highway Capacity Manual procedures for intersections and interrupted flow arterial road sections. For the portion of Fruitville Rd east of Sarasota Center Blvd, uninterrupted flow analysis procedures were applied, making use of the generalized service volume table values of the Florida DOT. The results of these analysis for intersections are presented in Tables 3, 4, and 5 for the existing 2014 conditions, the 2019 background traffic conditions, and the 2019 total traffic conditions, respectively. Level of service for roadway segments (uninterrupted flow and interrupted flow) is presented in Tables 6, 7, and 8 for the three conditions analyzed. The intersection and arterial level of service analysis worksheets for these three conditions are presented in Appendices E, F, and G of this report.

It is also noted that even though the generally adopted level of service standard for Sarasota County roads is level of service C, according to transportation policy 1.3.4 of the County's comprehensive plan, the level of service standard for Fruitville Rd east of Dog Kennel Rd has been set to D, as a "constrained" facility.

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**Figure 3: 2014 100th Highest Hour P.M. Peak Hour Volumes**

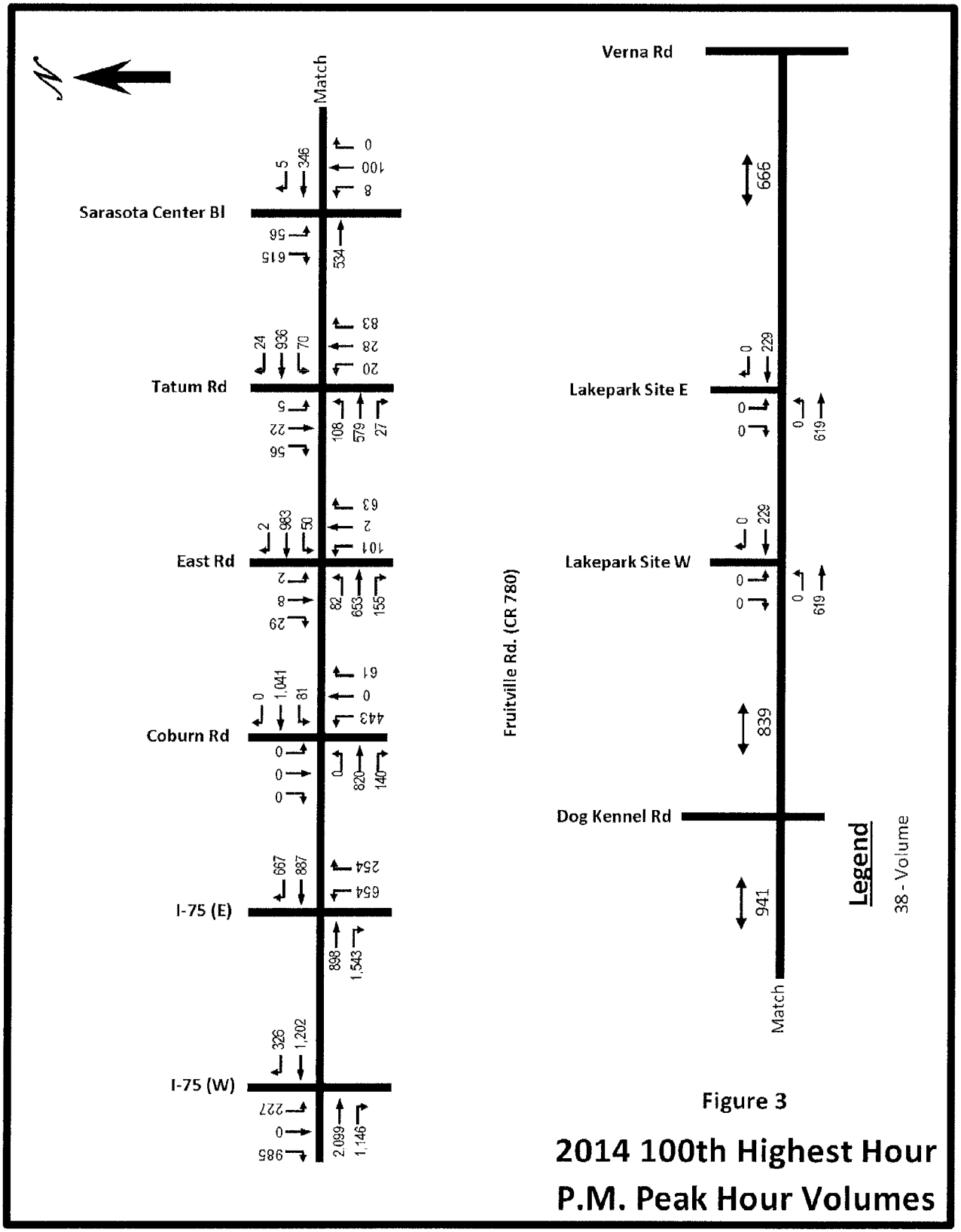


**Figure 4: 2019 P.M Peak Hour Background Volumes**

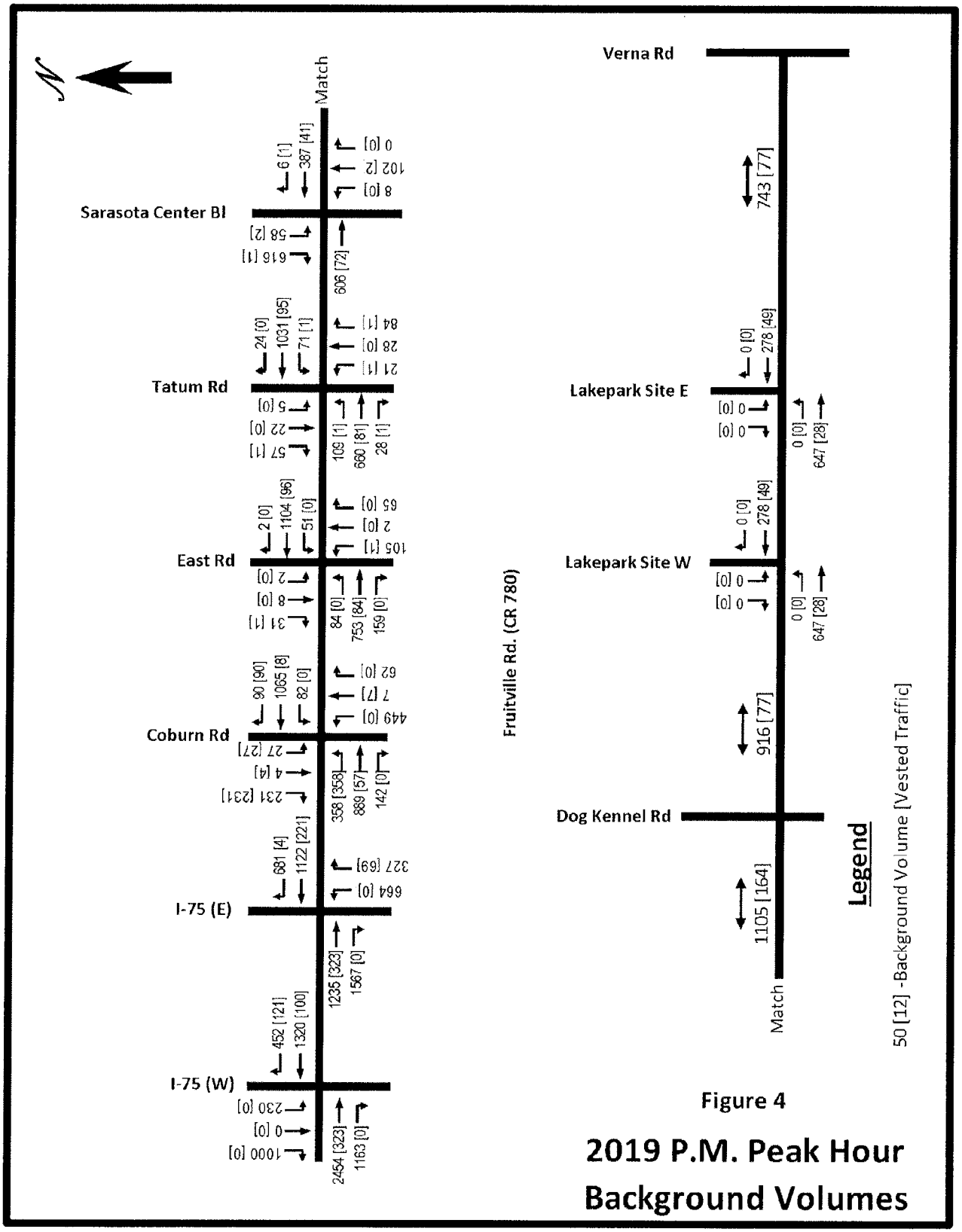
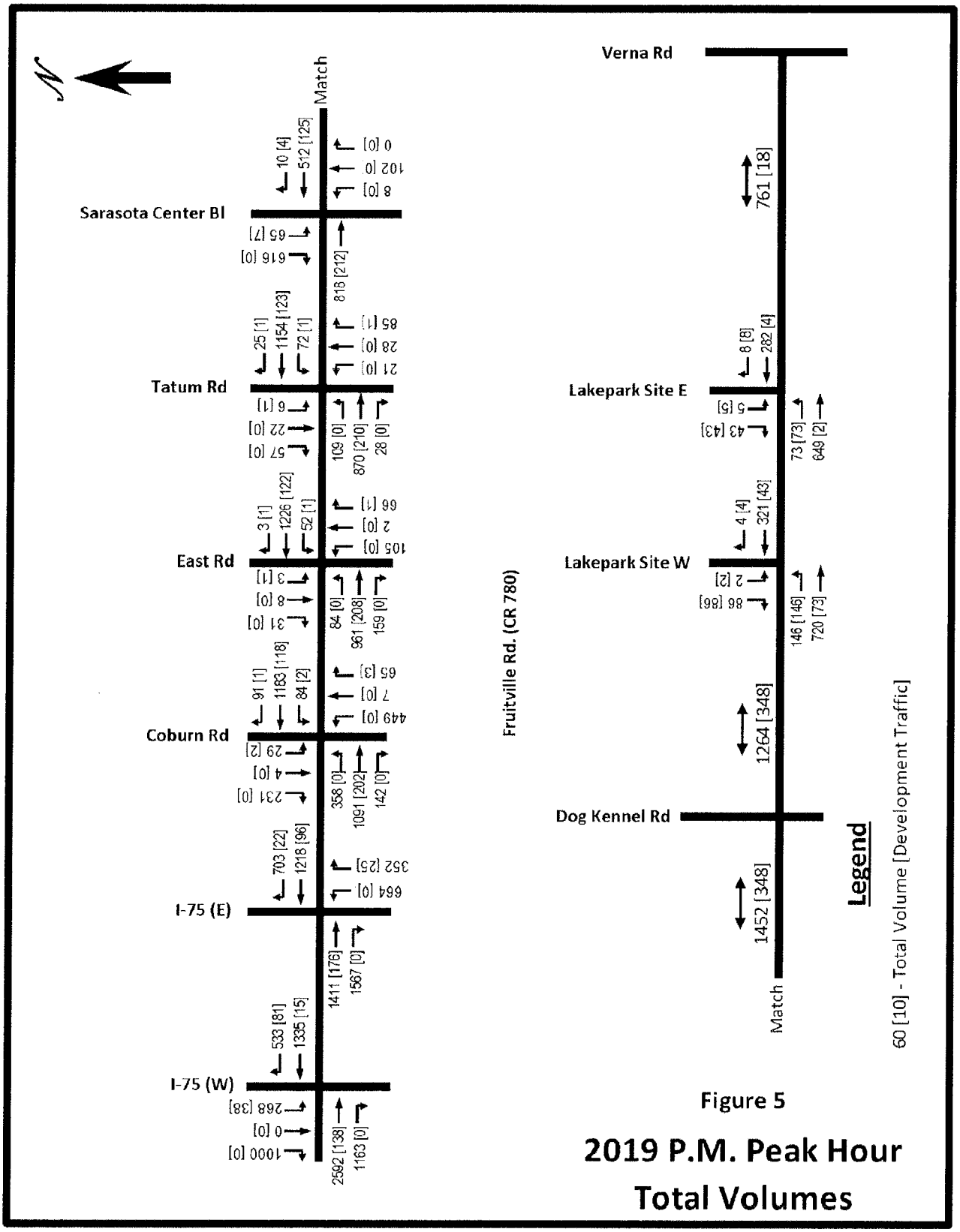


**Figure 5: 2019 P.M. Peak Hour Total Volumes**



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## *Table 3*

# *Existing (2014) Peak Hour Intersection Conditions*

| | | P.M. Peak Hour | | |
|---|---|---|---|---|
| | Control | LOS | Delay (sec/ veh) | V:C |
| **Fruitville @ I-75 W** | **Signal** | **C** | **25.9** | **0.60** |
| southbound | | D | 45.4 | 0.77 |
| eastbound | | C | 23.5 | 0.83 |
| westbound | | B | 15.4 | 0.47 |
| **Fruitville @ I-75 E** | **Signal** | **D** | **47.8** | **0.65** |
| northbound | | D | 44.3 | 0.44 |
| eastbound | | E | 68.6 | 1.03 |
| westbound | | B | 17.3 | 0.44 |
| **Fruitville @ Coburn** | **Signal** | **C** | **21.6** | **0.66** |
| northbound | | D | 46.4 | 0.74 |
| eastbound | | B | 19.4 | 0.56 |
| westbound | | B | 12.2 | 0.50 |
| **Fruitville @ East** | **Signal** | **B** | **16.0** | **0.59** |
| northbound | | D | 38.1 | 0.61 |
| southbound | | D | 37.7 | 0.12 |
| eastbound | | B | 12.3 | 0.46 |
| westbound | | B | 14.8 | 0.57 |
| **Fruitville @ Tatum** | **Signal** | **A** | **9.8** | **0.55** |
| northbound | | C | 26.0 | 0.32 |
| southbound | | C | 25.5 | 0.16 |
| eastbound | | A | 6.5 | 0.31 |
| westbound | | A | 8.8 | 0.52 |
| **Fruitville @ Sarasota Center** | **Signal** | **C** | **21.8** | **0.74** |
| northbound | | C | 33.2 | 0.44 |
| southbound | | C | 26.0 | 0.58 |
| eastbound | | B | 14.4 | 0.36 |
| westbound | | C | 21.8 | 0.34 |

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## *Table 4*

# *2019 Background Traffic Only Intersection Conditions*

| | | | P.M. Peak Hour | | |
|---|---|---|---|---|---|
| | | | LOS | Delay (sec/ veh) | V:C |
| **Fruitville @ I-75 W** | | **Signal** | **C** | **23.2** | **0.65** |
| | southbound | | D | 41.9 | 0.71 |
| | eastbound | | B | 18.9 | 0.77 |
| | westbound | | B | 19.1 | 0.54 |
| **Fruitville @ I-75 E** | | **Signal** | **D** | **44.8** | **0.66** |
| | northbound | | E | 55.9 | 0.74 |
| | eastbound | | E | 64.3 | 1.04 |
| | westbound | | A | 8.3 | 0.45 |
| **Fruitville @ Coburn** | | **Signal** | **D** | **44.8** | **0.79** |
| | northbound | | E | 59.5 | 0.89 |
| | southbound | | D | 38.7 | 0.47 |
| | eastbound | | D | 38.2 | 0.91 |
| | westbound | | D | 47.5 | 0.92 |
| **Fruitville @ East** | | **Signal** | **B** | **16.9** | **0.62** |
| | northbound | | D | 38.6 | 0.62 |
| | southbound | | D | 37.9 | 0.12 |
| | eastbound | | B | 13.2 | 0.52 |
| | westbound | | B | 16.1 | 0.64 |
| **Fruitville @ Tatum** | | **Signal** | **B** | **10.6** | **0.58** |
| | northbound | | C | 22.6 | 0.30 |
| | southbound | | C | 22.2 | 0.15 |
| | eastbound | | A | 7.7 | 0.39 |
| | westbound | | B | 10.5 | 0.62 |
| **Fruitville @ Sarasota Center** | | **Signal** | **C** | **22.2** | **0.74** |
| | northbound | | D | 40.1 | 0.54 |
| | southbound | | C | 23.1 | 0.63 |
| | eastbound | | B | 12.6 | 0.36 |
| | westbound | | C | 30.5 | 0.51 |

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## *Table 5*

# *2019 Total Traffic Intersection Conditions*

| | | P.M. Peak Hour Delay (sec/ veh) | | |
|---|---|---|---|---|
| | | LOS | | V:C |
| **Fruitville @ I-75 W** | **Signal** | **C** | **23.9** | **0.72** |
| southbound | | D | 42.2 | 0.87 |
| eastbound | | C | 21.0 | 0.55 |
| westbound | | B | 17.3 | 0.71 |
| **Fruitville @ I-75 E** | **Signal** | **D** | **43.4** | **0.72** |
| northbound | | D | 54.0 | 0.78 |
| eastbound | | E | 61.4 | 1.04 |
| westbound | | A | 9.7 | 0.47 |
| **Fruitville @ Coburn** | **Signal** | **D** | **47.2** | **0.82** |
| northbound | | E | 66.2 | 0.90 |
| southbound | | D | 45.9 | 0.53 |
| eastbound | | D | 43.7 | 0.94 |
| westbound | | D | 44.3 | 0.91 |
| **Fruitville @ East** | **Signal** | **B** | **18.2** | **0.66** |
| northbound | | D | 38.5 | 0.62 |
| southbound | | D | 37.9 | 0.12 |
| eastbound | | B | 15.1 | 0.64 |
| westbound | | B | 17.6 | 0.72 |
| **Fruitville @ Tatum** | **Signal** | **B** | **11.3** | **0.61** |
| northbound | | C | 22.6 | 0.30 |
| southbound | | C | 22.2 | 0.16 |
| eastbound | | A | 8.6 | 0.51 |
| westbound | | B | 11.6 | 0.70 |
| **Fruitville @ Sarasota Center** | **Signal** | **C** | **23.6** | **0.74** |
| northbound | | D | 42.2 | 0.55 |
| southbound | | C | 23.8 | 0.64 |
| eastbound | | B | 13.3 | 0.46 |
| westbound | | D | 35.4 | 0.69 |
| **Fruitville @ Lakepark West** | **STOP** | **A** | **1.8** | **0.48** |
| southbound | stop | E | 39.8 | 0.02 |
| **Fruitville @ Lakepark East** | **STOP** | A | 1.1 | 0.44 |
| southbound | stop | C | 22.7 | 0.03 |

Note: For unsignalized, conditions reported are for the left turn, if a turn lane exists, otherwise for the shared lane serving the left turn.

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## *Table 6*
## *2014 Roadway Segment Level of Service*

**2014 Existing Conditions**

***Fruitville Rd.***

| | | | P.M. Peak Hour | | | |
|---|---|---|---|---|---|---|
| **Two-Way** | **Arterial Type** | **Std** | **Pk Hr Vol** | **Svc Vol "C"** | **Svc Vol "D"** | **LOS** |
| Sarasota Center to Dog Kennel | Unint | C | 941 | 1,530 | 2,170 | C |
| Dog Kennel to Site | Unint | D* | 839 | 1,530 | 2,170 | C |
| Site to Verna | Unint | D* | 666 | 1,530 | 2,170 | C |

* "B/C" level of service standard

***Fruitville Rd.***

| | | Running | | Signal | Travel | | |
|---|---|---|---|---|---|---|---|
| **Eastbound** | **Arterial Class** | **Time (sec)** | **Distance (mi)** | **Delay (sec)** | **Time (sec)** | **Speed (mph)** | **LOS** |
| I-75 W to I-75 E | II | 23.5 | 0.205 | 5.5 | 29.0 | 25.4 | C |
| I-75 E to Coburn | II | 45.3 | 0.487 | 21.1 | 66.4 | 26.4 | C |
| Coburn to East | II | 56.4 | 0.627 | 14.3 | 70.7 | 31.9 | B |
| East to Tatum | II | 57.4 | 0.638 | 7.9 | 65.3 | 35.2 | A |
| Tatum to Sarasota Center | II | 54.4 | 0.605 | 18.9 | 73.3 | 29.7 | B |
| Total: | II | 237 | 2.561 | 67.7 | 304.7 | 30.26 | B |
| **Westbound** | | | | | | | |
| Sarasota Center to Tatum | II | 54.4 | 0.605 | 10.9 | 65.3 | 33.3 | B |
| Tatum to East | II | 57.4 | 0.638 | 17.3 | 74.7 | 30.7 | B |
| East to Coburn | II | 56.4 | 0.627 | 9.8 | 66.2 | 34.1 | B |
| Coburn to I-75 E | II | 45.3 | 0.487 | 16.5 | 61.8 | 28.4 | B |
| I-75 E to I-75 W | II | 23.5 | 0.205 | 16.9 | 40.4 | 18.2 | D |
| Total: | II | 237 | 2.5608 | 71.4 | 308.4 | 29.89 | B |

The analysis indicates that Sarasota County's level of service standards will continue to be met along Fruitville Rd., except at its intersection with Coburn Rd, where level of service D conditions are estimated for 2019 with or without Lakepark traffic. This location is where the Lakewood Ranch Blvd extension is expected to be connected, and that development is estimated to add more than twice the traffic into the intersection than the Lakepark subdivision. Since the connection of Lakewood Ranch Blvd to Fruitville Rd will introduce additional traffic, we reviewed the analysis of this intersection undertaken for the Villages of Lakewood Ranch South DRI, provided in Appendix H. That analysis indicates Fruitville Rd will

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## *Table 7*
## *2019 Background Traffic Roadway Segment Level of Service*

### *Fruitville Rd.*

| Two-Way | Arterial Type | Std | P.M. Peak Hour Pk Hr Vol | Svc Vol "C" | Svc Vol "D" | LOS |
|---|---|---|---|---|---|---|
| Sarasota Center to Dog Kennel | Unint | C | 1,105 | 1,530 | 2,170 | C |
| Dog Kennel to Site | Unint | D* | 916 | 1,530 | 2,170 | C |
| Site to Verna | Unint | D* | 743 | 1,530 | 2,170 | C |

* "B/C" level of service standard

### *Fruitville Rd.*

| Eastbound | Arterial Class | Running Time (sec) | Distance (mi) | Signal Delay (sec) | Travel Time (sec) | Speed (mph) | LOS |
|---|---|---|---|---|---|---|---|
| I-75 W to I-75 E | II | 23.5 | 0.205 | 8.1 | 31.6 | 23.3 | C |
| I-75 E to Coburn | II | 45.3 | 0.487 | 33.0 | 78.3 | 22.4 | C |
| Coburn to East | II | 56.4 | 0.627 | 17.3 | 73.7 | 30.6 | B |
| East to Tatum | II | 57.4 | 0.638 | 10.6 | 68.0 | 33.8 | B |
| Tatum to Sarasota Center | II | 54.4 | 0.605 | 15.7 | 70.1 | 31.1 | B |
| Total: | II | 237 | 2.561 | 84.7 | 321.7 | 28.66 | B |
| **Westbound** | | | | | | | |
| Sarasota Center to Tatum | II | 54.4 | 0.605 | 14.8 | 69.2 | 31.5 | B |
| Tatum to East | II | 57.4 | 0.638 | 20.3 | 77.7 | 29.6 | B |
| East to Coburn | II | 56.4 | 0.627 | 41.9 | 98.3 | 22.9 | C |
| Coburn to I-75 E | II | 45.3 | 0.487 | 15.8 | 61.1 | 28.7 | B |
| I-75 E to I-75 W | II | 23.5 | 0.205 | 24.6 | 48.1 | 15.3 | E |
| Total: | II | 237 | 2.5608 | 117.4 | 354.4 | 26.01 | C |

need to be six-laned, as well as adding other additional lanes on the north and south legs, and was demonstrated to provide level of service D conditions at the build-out/analysis year of 2027. While level of service D exceeds County standards, this may be a reasonable condition for longer-term future considerations due to the close proximity of the intersection to the I-75/Fruitville Road intersection and the traffic volumes that will pass through the intersection. The traffic volume estimates in the Villages of Lakewood Ranch South DRI analysis include adequate background growth to address Lakepark subdivision traffic.

Analysis of the intersection using 2019 total traffic volumes *excluding* the traffic from the Villages of Lakewood Ranch South DRI, and its required connection of Lakewood Ranch Blvd, indicates that the existing intersection will continue to provide level of service C conditions,

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## *Table 8*

## *2019 Total Traffic Roadway Segment Level of Service*

### *Fruitville Rd.*

| Two-Way | Arterial Type | Std | P.M. Peak Hour Pk Hr Vol | Svc Vol "C" | Svc Vol "D" | LOS |
|---|---|---|---|---|---|---|
| Sarasota Center to Dog Kennel | Unint | C | 1,452 | 1,530 | 2,170 | C |
| Dog Kennel to Site | Unint | D* | 1,264 | 1,530 | 2,170 | C |
| Site to Verna | Unint | D* | 761 | 1,530 | 2,170 | C |

* "B/C" level of service standard

### *Fruitville Rd.*

| Eastbound | Arterial Class | Running Time (sec) | Distance (mi) | Signal Delay (sec) | Travel Time (sec) | Speed (mph) | LOS |
|---|---|---|---|---|---|---|---|
| I-75 W to I-75 E | II | 23.5 | 0.205 | 8.1 | 31.6 | 23.3 | C |
| I-75 E to Coburn | II | 45.3 | 0.487 | 33.0 | 78.3 | 22.4 | C |
| Coburn to East | II | 56.4 | 0.627 | 17.3 | 73.7 | 30.6 | B |
| East to Tatum | II | 57.4 | 0.638 | 10.6 | 68.0 | 33.8 | B |
| Tatum to Sarasota Center | II | 54.4 | 0.605 | 15.7 | 70.1 | 31.1 | B |
| Total: | II | 237 | 2.561 | 84.7 | 321.7 | 28.66 | B |
| **Westbound** | | | | | | | |
| Sarasota Center to Tatum | II | 54.4 | 0.605 | 14.8 | 69.2 | 31.5 | B |
| Tatum to East | II | 57.4 | 0.638 | 20.3 | 77.7 | 29.6 | B |
| East to Coburn | II | 56.4 | 0.627 | 41.9 | 98.3 | 22.9 | C |
| Coburn to I-75 E | II | 45.3 | 0.487 | 15.8 | 61.1 | 28.7 | B |
| I-75 E to I-75 W | II | 23.5 | 0.205 | 24.6 | 48.1 | 15.3 | E |
| Total: | II | 237 | 2.561 | 117.4 | 354.4 | 26.01 | C |

meeting the currently adopted standard. Thus, the roads that either exist, or that are being planned as a part of the Villages of Lakewood Ranch South development, will continue to provide good roadway operating conditions.

### Analysis at Project Access Driveways

There will be two access points for the project initially, directly to Fruitville Rd, and provisions are being made for future connections to the north and to the east. Capacity analyses were undertaken for the two connections for the p.m. peak hour, and control by a "STOP" sign will be adequate. Since low traffic volumes are expected to turn eastward, a single lane

southbound approach will serve adequately. West-to-north right-turn lanes on Fruitville Rd will not be necessary for the same reason, and estimated future volumes of 8 vehicles per hour (vph) maximum are well below the FDOT guideline of 35 vph to warrant a right-turn lane. East-to-north left-turn lanes *are* recommended on Fruitville Rd at the site driveways. The un-signalized intersection LOS analysis worksheets are presented in Appendix G.

**Study Findings & Conclusions**

- The Lakepark subdivision will generate an estimated 366 new p.m. peak hour trips, the majority of which will travel westward on Fruitville Rd.

- The project traffic will consume 5% or more of the service volume (at LOS C) on Fruitville Road from the site to I-75.

- Year 2019 intersection and arterial LOS analysis was conducted for Fruitville Rd from the site to I-75. The results indicate good conditions, meeting adopted County standards (LOS C or D, depending on who owns the road) on all intersections and roadway segments, except for the intersection of Fruitville Rd at Coburn Rd.

- LOS C conditions, meeting County standards, can be maintained at the Fruitville Rd/Coburn Rd intersection under the existing intersection with Lakepark traffic, but the addition of the Lakewood Ranch Blvd connection from the north, and the traffic associated with the Villages of Lakewood Ranch South DRI result in level of service D conditions *at the intersection* in 2019; however, level of service B and C are maintained *on the roadway segments*.

- An east-to-north left turn lane is recommended at each site driveway on Fruitville Rd. A one-lane exit on each site exit drive will serve the expected traffic demands, regulated by a "STOP" sign in accordance with the Manual on Uniform Traffic Control devices. Expected traffic turning right from Fruitville Rd into the site driveways is light, and right-turn lanes are not warranted.

Rec'd by Planning Services
May 29, 2014

# Appendix A

# Methodology Correspondence

Rec'd by Planning Services
May 29, 2014

W.E. OLIVER, P.E., LLC
TRAFFIC ENGINEERING / TRANSPORTATION PLANNING
P.O. BOX 10361
TAMPA, FLORIDA 33679

April 29, 2014

Mr. Marquis Bing, E.I.
Technical Specialist
Sarasota County Public Works Department
1001 Sarasota Center Blvd.
Sarasota, Florida 34240

**Subject:** Lakepark Estates
Rezone/Concurrency Traffic Analysis Methodology

Dear Mr. Bing,

This letter provides a transportation analysis methodology for the proposed Lakepark Estates subdivision, a 400-unit, single-family development to be developed on an approximately 1,000 acre site on the north side of Fruitville Rd. (CR 780), east of Cowpen Rd., in the general vicinity of Annie Laurie Ln. Figure 1 illustrates the project location and an initial conceptual site development plan. The site is currently zoned OUR and OUE, and is occupied by one home. The desired zoning is HPD. The site is largely undeveloped. Primary access to the site would be provided via an internal loop road, with two connections to Fruitville Rd.

The development will also contain an 8.5-acre park to which the general public will have access, but the number of non-residents using that park is expected to be negligible. It will also have a 5-acre private amenities site (perhaps a country club) which will be for the exclusive use of residents.

This proposed methodology is consistent with the provisions of Resolution No. 98-169, including "Exhibit A."

Traffic Generation

The daily and p.m. peak hour traffic generation of the site has been estimated using the Institute of Transportation Engineers Trip Generation, 9th Edition (2012), and the estimates are provided in Table 1, below. No internal or pass-by capture will be applied.


BILL@WEO-PE.COM (813) 748-9188

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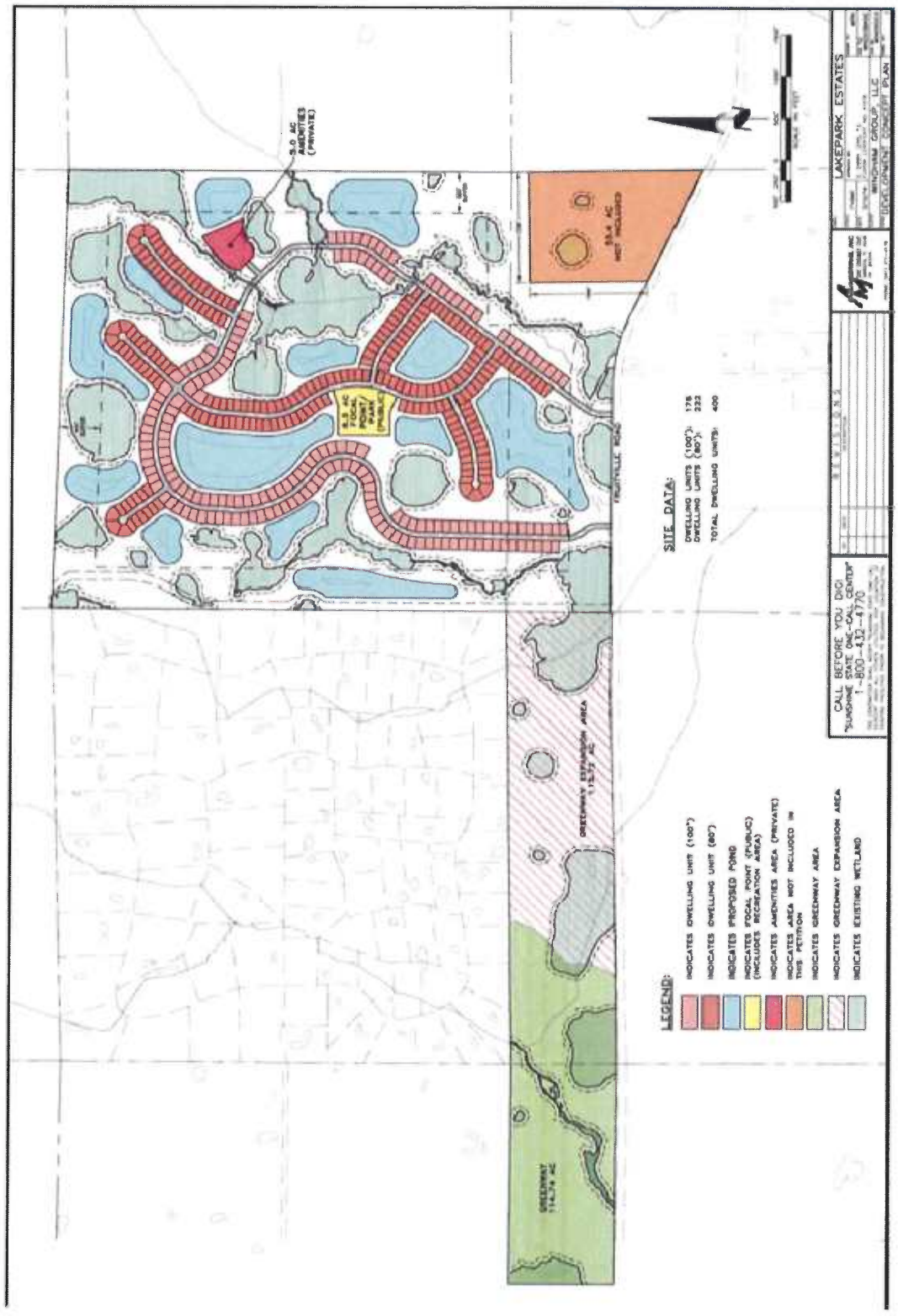
May 29, 2014


Mr. Marquis Bing
April 29, 2014
Page 2 of 5

**Figure 1: Site Location and Preliminary Concept Plan**



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## *Table 1*
## *Traffic Generation Estimate*

| | | | Daily | | P.M. Peak Hour | | |
|---|---|---|---|---|---|---|---|
| Land Use | ITE Code | Qty | Trip Rate | Trip-Ends | In | Out | Total |
| Single-Family | 210 | 400 d.u. | 9.40 | 3,760 | 171 | 101 | 272 |

Source: Institute of Transportation Engineers, Trip Generation 9th Edition, 2012 for daily trip generation, and 1994 Sarasota County Trip Characteristics Study for p.m. peak hour trip generation.

Trip Distribution and Assignment, Proposed Study Network

A peak hour traffic distribution from the site has been estimated based on the observation of other residential developments in the area, distributions accepted for other residential traffic impact analyses accepted previously, and planning judgment. The majority of traffic (95 percent) is expected to travel westward on Fruitville Rd., with the capturing of 7.5 percent at employment opportunities between the Site and I-75. At I-75, an additional 27.5 percent of the traffic is estimated to travel to the north and south.

Table 2 summarizes the determination of the study network, indicating the assignment

## *Table 2*
## *Study Network Identification*

| On Street | From/To | Rd Type | LOS C Svc Cap[(1)] | Assign-ment % | Pk Hr 2-Way Vol | % Svc Cap Consumed | On Study Network? |
|---|---|---|---|---|---|---|---|
| Fruitville Rd | Cattlemen to I-75 | 6D | 5,250 | 60.0% | 163 | 3.11% | No |
| Fruitville Rd | I-75 to Coburn | 4D | 3,420 | 87.5% | 238 | 6.96% | Yes |
| Fruitville Rd | Coburn to Sarasota Center Dr. | 4D | 3,080 | 90.0% | 245 | 7.95% | Yes |
| Fruitville Rd | Sarasota Center Dr. to Site | 2U | 1,380 | 95.0% | 258 | 18.72% | Yes |
| Fruitville Rd | Site to Verna Rd. | 2U | 1,380 | 5.0% | 14 | 0.99% | No |
| | | | | | | | |
| I-75 | N of Fruitville | 6F | 8,370 | 16.5% | 45 | 0.54% | No |
| I-75 | S of Fruitville | 6F | 8,370 | 11.0% | 30 | 0.36% | No |

Notes:
1. Source is FDOT Generalized Service Volume Tables, 2012. 0.9 factor applied when non-State Rd.

percentages and LOS C two-way peak hour capacity values, and the percentage of road capacity consumed by the development. The study network includes Fruitville Rd. from the site to and including the I-75 interchange. At I-75, Fruitville Rd. widens to a six-lane

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May 29, 2014


divided arterial, and development traffic falls to less than the five percent significance threshold.

Data Collection/Inventory

We will undertake p.m. peak hour intersection turning movement counts at all signalized intersections along Fruitville Rd. from I-75 to Sarasota Center Bl., and machine traffic volume counts (15-minute intervals by direction) on Fruitville Rd. at two locations between Sarasota Center Bl. and the site. Counts will be adjusted to estimate 100th highest hour conditions using the Florida DOT's 2013 Seasonal Factors. We will inventory existing roadway geometry and controls. We will use historical traffic count data from traffic recording stations maintained by Sarasota County and the Florida DOT as a basis to establish historical trends in traffic growth. Historic trends in traffic growth will be used for comparison to "existing plus vested" traffic growth estimates through a five year horizon (through 2019), which will serve as the "horizon year" for the traffic study.

We request that with the confirmation of this methodology, Sarasota County staff provide either a Synchro file containing existing traffic signal timing settings, or printed records of the same.

Vested Developments

If any developments which are approved, but not yet constructed, are to be taken into consideration for this analysis, please identify these developments and provide their respective traffic impact analyses and the current status of site development.

Capacity/LOS Analysis Procedures

Roadway level of service will be initially assessed using generalized capacity values, such as used in Table 2, above (Florida DOT 2013 Tables). For road sections failing the generalized level of service analysis, more detailed operational analysis procedures (2000 HCM procedures as executed in Synchro software) will be applied.

We will analyze intersection and arterial levels of service at the locations failing generalized level of service analysis, and site driveway intersections, for three conditions:

- existing (2014) conditions,
- existing plus vested traffic without project conditions, and
- existing plus vested traffic with project conditions.

We will document our analysis methodology, findings, and recommendations in a signed and sealed report following the outline provided in Exhibit A of Sarasota County Resolution 98-169.

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May 29, 2014




We would appreciate your indication of concurrence with the above methodologies and assumptions by signing in the space provided below. If adjustments to the above are needed, please advise me and I will be happy to revise and re-transmit a revised methodology letter.

Very Truly Yours,

**W.E. Oliver, P.E., LLC**

William E. Oliver, P.E., PTOE
President

F:\WEO-PE\Projects\100.01 Windham-Lakepark Subdivision\5. Docs\Methodology\Methodology 20140425.docx

The above methodologies are hereby approved, with exceptions as noted above.

Name Date

Rec'd by Planning Services
May 29, 2014

# SARASOTA COUNTY

*"Dedicated to Quality Service"*

May 1, 2014

William E. Oliver, P.E., PTOE
President
W.E. Oliver, P.E., LLC
P.O. Box 10361
Tampa, Florida 33679

**Subject:** **Lakepark Subdivision**
**Traffic Impact Study Methodology**

Dear Mr. Oliver,

Transportation Planning has reviewed the methodology response letter dated April 29, 2014. The following items should be addressed in the methodology for additional review:

1. Please use the ITE Trip Generation Manual, 9th Edition, 2012 for estimation of the PM peak hour trip generation instead of the 1994 Sarasota County Trip Characteristics Study.

2. Please provide trip distribution using the Florida Standard Urban Transportation Model Structure (FSUTMS) software in conjunction with the most current socio-economic and network data sets maintained by the Sarasota/Manatee Metropolitan Planning Organization (Reference Resolution No. 98-169, Trip Distribution).

3. In accordance with the transportation related provisions of a 2050 Hamlet Planned District Development, the development requires access to the north and east of the property. Please consider the required north and east access to the subject property in your model.

4. Please use the roadway segments and other data from the 2012 Sarasota County Generalized Level of Service Analysis when identifying the study area network.

5. All segments with direct access to the development shall be within the study network, i.e. Fruitville Road from Dog Kennel Road to Site and Fruitville Road from Site to Verna Road.

Sincerely,

Marquis Bing, E.I.
Technical Specialist, Transportation Planning

cc: Paula R. Wiggins, P.E., MBA, Transportation Planning Manager

Attachments

# SARASOTA COUNTY
# 2012 GENERALIZED LEVEL OF SERVICE ANALYSIS

6/6/2013
4:06 PM

| ID # | Road Segments | | | Segment Attributes | | | | | | Existing Traffic Conditions | | | | | | Minimum Adopted Standards | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Traffic Counts | | | | | | | |
| | Roadway Name | Limits | | Juris-diction | # of Lns | Segm Length | Analysis Sgmnt Length | Post Spd | Ref No. | Source | Date | Volume AADT | Adjusted to 2012 AADT | DHV | LOS | LOS | Srv Vol |
| 86 | Desoto Road | University Pkway | U.S. 301 | County | 2 | | 0.80 | 35 | 10 | SC | Jan-12 | 6,083 | 6,083 | 663 | B | C | 1,560 |
| 87 | Desoto Road | U.S. 301 | Shade | County | 2 | 0.50 | 1.00 | 35 | 10 | SC | Jan-12 | 5,625 | 5,625 | 619 | B | C | 1,560 |
| 88 | Desoto Road | Shade | Tuttle | County | 2 | 0.50 | 1.00 | 35 | 10 | SC | Jan-12 | 5,552 | 5,552 | 611 | B | C | 1,560 |
| 89 | Desoto Road | Tuttle | Lockwood Ridge | County | 2 | 0.50 | 0.50 | 35 | 4 | SC | Jan-12 | 5,051 | 5,051 | 556 | C | C | 1,040 |
| 90 | Desoto Road/Longwood Run | Lockwood Ridge | University Pkwy | County | 2 | 2.05 | 2.05 | 35 | 16 | SC | Jan-12 | 3,947 | 3,947 | 438 | B | C | 1,740 |
| 818 | Desoto Road | Honore | N Cattlemen Rd | County | 2 | 0.49 | 0.49 | 30 | 69 | SC | Jan-12 | 2,634 | 2,634 | 292 | C | C | 800 |
| 91 | Old Englewood Road | S.R. 776 | Bay Vista Blvd | County | 2 | 0.60 | 2.20 | 45 | 52 | SC | Oct-12 | 2,085 | 2,085 | 231 | A | C | 1,840 |
| 92 | Old Englewood Road | Bay Vista | Dearborn | County | 2 | 1.60 | 2.20 | 45 | 52 | SC | Oct-12 | 1,809 | 1,809 | 201 | A | C | 1,840 |
| 1042 | Edmondson Road | Albee Farm Rd | Pinebrook | County | 2 | 1.01 | 1.01 | 35 | 75 | SC | Aug-11 | 2,360 | 2,384 | 265 | B | C | 1,300 |
| 679 | Edmondson Road | Pinebrook Rd | Capri Isles Blvd | County | 2 | 0.45 | 0.45 | 30 | 69 | SC | Aug-09 | 4,475 | 4,611 | 507 | C | C | 800 |
| 680 | Edmondson Road | Capri Isles Blvd | Auburn Rd | County | 2 | 0.56 | 0.56 | 30 | 71 | SC | Aug-09 | 2,675 | 2,756 | 306 | C | C | 1,120 |
| 93 | Englewood Road (SR 776) | U.S. 41 | Jacaranda Blvd | FDOT | 6 | 0.75 | 0.75 | 40 | 45 | FDOT | Jan-12 | 18,500 | 18,500 | 1,906 | B | D | 4,700 |
| 93.3 | Englewood Road (SR 776) | Jacaranda Blvd | Rutgers Rd | FDOT | 6 | 0.38 | 0.38 | 45 | 42 | FDOT | Jan-12 | 18,500 | 18,500 | 1,906 | C | D | 4,400 |
| 93.6 | Englewood Road (SR 776) | Rutgers Rd | Manasota Bch. Rd | FDOT | 6 | 1.30 | 1.30 | 45 | 51 | FDOT | Jan-12 | 18,500 | 18,500 | 1,906 | A | D | 5,160 |
| 94 | Englewood Road (SR 776) | Manasota Bch. | Overbrook Rd | FDOT | 6 | 1.30 | 1.30 | 45 | 51 | FDOT | Jan-12 | 22,000 | 22,000 | 2,266 | A | D | 5,160 |
| 94.5 | Englewood Road (SR 776) | Overbrook Rd | Englwd. I. Pkwy | FDOT | 4 | 0.35 | 0.35 | 45 | 41 | FDOT | Jan-12 | 22,000 | 22,000 | 2,266 | C | D | 3,020 |
| 95 | Englewood Road (SR 776) | Englewood Isle Pkwy | Dearborn | FDOT | 4 | 3.10 | 3.10 | 45 | 53 | FDOT | Jan-12 | 22,000 | 22,000 | 2,266 | A | D | 3,820 |
| 96 | Fruitville (SR 780) | U.S. 301 | East Ave | FDOT/Sar | 6 | 0.15 | 0.15 | 35 | 24 | FDOT | Jan-12 | 35,500 | 35,500 | 3,231 | C | D | 4,380 |
| 97 | Fruitville (SR 780) | East Ave | School | FDOT/Sar | 6 | 0.15 | 0.15 | 40 | 42 | FDOT | Jan-12 | 35,500 | 35,500 | 3,231 | C | D | 4,400 |
| 98 | Fruitville (SR 780) | School | Lime | FDOT/Sar | 6 | 0.15 | 0.15 | 40 | 42 | FDOT | Jan-12 | 35,500 | 35,500 | 3,231 | C | D | 4,400 |
| 99 | Fruitville (SR 780) | Lime | Shade | FDOT/Sar | 6 | 0.15 | 0.15 | 40 | 42 | FDOT | Jan-12 | 35,500 | 35,500 | 3,231 | C | D | 4,400 |
| 100 | Fruitville (SR 780) | Shade | Tuttle | FDOT/Sar | 6 | 0.50 | 0.50 | 40 | 42 | FDOT | Jan-12 | 45,500 | 45,500 | 4,095 | D | D | 4,400 |
| 101 | Fruitville (SR 780) | Tuttle | Lockwood Ridge | FDOT/Sar | 6 | 0.50 | 0.50 | 45 | 42 | FDOT | Jan-12 | 49,500 | 49,500 | 4,208 | D | D | 4,400 |
| 102 | Fruitville (SR 780) | Lockwood Ridge | Beneva | FDOT/Sar | 6 | 0.50 | 0.50 | 45 | 42 | FDOT | Jan-12 | 49,500 | 49,500 | 4,208 | D | D | 4,400 |
| 103 | Fruitville (SR 780) | Beneva | McIntosh | FDOT/Sar | 6 | 1.00 | 1.00 | 45 | 48 | FDOT | Jan-12 | 47,500 | 47,500 | 4,038 | B | D | 4,920 |
| 104 | Fruitville (SR 780) | McIntosh | Honore | FDOT | 6 | 1.00 | 1.00 | 45 | 48 | FDOT | Jan-12 | 47,500 | 47,500 | 4,038 | B | D | 4,920 |
| 105 | Fruitville (SR 780) | Honore | Arthur Andersen Pkwy | FDOT | 6 | 0.40 | 0.40 | 45 | 42 | FDOT | Jan-12 | 50,500 | 50,500 | 4,293 | D | D | 4,400 |
| 106 | Fruitville (SR 780) | Arthur Andersen Pkwy | Cattlemen | FDOT | 6 | 0.30 | 0.30 | 45 | 42 | FDOT | Jan-12 | 50,500 | 50,500 | 4,293 | D | D | 4,400 |
| 106 | Fruitville (SR 780) | Cattlemen | I-75 | FDOT | 6 | 0.35 | 0.35 | 45 | 42 | FDOT | Jan-12 | 50,500 | 50,500 | 4,293 | D | D | 4,400 |
| 107 | Fruitville | I-75 | Coburn S | County | 4 | 0.59 | 0.59 | 45 | 44 | SC | Feb-12 | 22,778 | 22,778 | 2,346 | C | C | 3,000 |
| 107 | Fruitville | Coburn S | East Road | County | 4 | 0.62 | 0.62 | 45 | 44 | SC | Feb-12 | 22,778 | 22,778 | 2,346 | C | C | 3,000 |
| 107 | Fruitville | East Road | Tatum | County | 4 | 0.64 | 0.64 | 45 | 44 | SC | Feb-12 | 18,939 | 18,939 | 1,951 | B | C | 3,000 |
| 108 | Fruitville | Tatum | Sarasota Center Blvd | County | 4 | 0.61 | 0.61 | 45 | 44 | SC | Feb-12 | 14,495 | 14,495 | 1,507 | B | C | 3,000 |
| 108 | Fruitville | Sarasota Center Blvd | Dog Kennel Rd | County | 2 | 1.40 | 8.50 | 55 | 52 | SC | Feb-12 | 7,063 | 7,063 | 770 | A | C | 1,840 |
| 108 | Fruitville | Dog Kennel Rd | Verna Road | County | 2 | 7.10 | 8.50 | 55 | 83 | SC | Feb-12 | 5,516 | 5,516 | 607 | C | C | 880 |
| 108 | Gantt Road | Proctor | Ashton | County | 2 | 0.50 | 0.50 | 35 | 69 | SC | May-12 | 8,343 | 8,343 | 909 | D | C | 800 |
| 109 | Gantt Road | Ashton | Clark | County | 2 | 0.50 | 0.50 | 35 | 69 | SC | May-12 | 8,818 | 8,818 | 961 | D | C | 800 |
| 112 | Gulf Gate Drive | U.S. 41 | Gateway Ave | County | 4 | 0.29 | 0.29 | 30 | 70 | SC | Oct-12 | 7,337 | 7,337 | 800 | C | C | 1,640 |
| 113 | Gulf Gate Drive | Gateway | Markridge | County | 2 | 0.58 | 0.58 | 30 | 71 | SC | Oct-12 | 5,536 | 5,536 | 609 | C | C | 1,120 |
| 113 | Gulf Gate Drive | Markridge | Bispham | County | 2 | 0.17 | 0.17 | 30 | 69 | SC | Oct-12 | 5,536 | 5,536 | 609 | C | C | 800 |
| 114 | Gulf Gate Drive | Bispham | Curtiss | County | 2 | 0.44 | 0.44 | 30 | 69 | SC | Oct-12 | 5,880 | 5,880 | 647 | C | C | 800 |

A-7
A-146

Rec'd by Planning Services
May 29, 2014

# SARASOTA COUNTY
# 2012 GENERALIZED LEVEL OF SERVICE ANALYSIS

6/6/2013
4:06 PM

| ID # | Road Segments | | | Segment Attributes | | | | | | Existing Traffic Conditions | | | | | | Minimum Adopted Standards | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Traffic Counts | | | Adjusted | | | | |
| | Roadway Name | Limits | | Juris-diction | # of Lns | Segm Length | Analysis Sgmnt Length | Post Spd | Ref No. | Source | Date | Volume AADT | to 2012 AADT | DHV | LOS | LOS | Srv Vol |
| 114 | Gulf Gate Drive | Curtiss | Beneva | County | 2 | 0.11 | 0.11 | 30 | 69 | SC | Oct-12 | 5,880 | 5,880 | 647 | C | C | 800 |
| 115 | Gulf Mexico Dr.(SR 789) | Co Line | New Pass Bridge | FDOT/LB | 2 | 5.35 | 5.35 | 35 | 34 | FDOT | Jan-12 | 19,700 | 19,700 | 2,029 | E | D | 1,960 |
| 116 | Harbor Drive | Venice Ave | Beach Rd | Co./Ven | 2 | 1.40 | 1.40 | 30 | 75 | SC | Mar-12 | 3,665 | 3,665 | 407 | B | C | 1,300 |
| 117 | Harbor Drive | Beach Rd | South of Beach Rd | Co./Ven | 2 | 1.70 | 1.70 | 30 | 77 | SC | Mar-12 | 6,482 | 6,482 | 707 | B | C | 1,400 |
| 1046 | Hatchet Creek Boulevard | Pinebrook Rd | Jacaranda Blvd | Co./Ven | 2 | 1.76 | 1.48 | 25 | 63 | SC | Jul-12 | 3,199 | 3,199 | 355 | C | C | 1,280 |
| 118 | Higel Avenue (SR 758) | Siesta | Midnight Pass Rd | FDOT | 2 | 0.85 | 1.85 | 40 | 34 | FDOT | Jan-12 | 17,800 | 17,800 | 1,851 | D | D | 1,960 |
| 119 | Higel Ave/Treasure Boat | Midnight Pass Rd | Ocean | County | 2 | 0.12 | 0.62 | 35 | 71 | SC | Jul-12 | 456 | 456 | 51 | C | C | 1,120 |
| 120 | Honore Avenue | University | Desoto | County | 2 | 0.50 | 0.50 | 45 | 40 | SC | Mar-12 | 14,518 | 14,518 | 1,510 | D | C | 1,240 |
| 120 | Honore Avenue | Desoto | Longmeadow | County | 2 | 0.54 | 0.50 | 45 | 40 | SC | Mar-12 | 15,458 | 15,458 | 1,608 | E | C | 1,240 |
| 120 | Honore Avenue | Longmeadow | Taywood | County | 2 | 1.20 | 1.20 | 30 | 75 | SC | Mar-12 | 12,803 | 12,803 | 1,332 | D | C | 1,300 |
| 120 | Honore Avenue | Taywood | 17th | County | 2 | 0.60 | 0.60 | 30 | 71 | SC | Mar-12 | 14,280 | 14,280 | 1,485 | F | C | 1,120 |
| 121 | Honore Avenue | 17th | Richardson | County | 2 | 0.55 | 0.55 | 35 | 71 | SC | Mar-12 | 19,802 | 19,802 | 2,040 | F | F | > 1,420 |
| 122 | Honore Avenue | Richardson | Fruitville | County | 2 | 0.45 | 0.45 | 35 | 69 | SC | Mar-12 | 17,786 | 17,786 | 1,850 | F | F | > 1,320 |
| 122 | Honore Avenue | Fruitville | Antoinette | County | 2 | 0.29 | 0.29 | 35 | 69 | SC | Apr-12 | 12,748 | 12,748 | 1,326 | F | C | 800 |
| 122 | Honore Avenue | Antoinette | Sawgrass | County | 2 | 0.09 | 0.48 | 35 | 69 | SC | Apr-12 | 12,748 | 12,748 | 1,326 | F | C | 800 |
| 122 | Honore Avenue | Sawgrass | Palmer | County | 2 | 0.39 | 0.48 | 35 | 69 | SC | Apr-12 | 12,748 | 12,748 | 1,326 | F | C | 800 |
| 123 | Honore Avenue | Palmer | Bahia Vista | County | 2 | 0.34 | 0.34 | 35 | 69 | SC | Apr-12 | 9,421 | 9,421 | 1,027 | D | C | 800 |
| 123 | Honore Avenue | Bahia Vista | Colonial Oaks | County | 2 | 0.80 | 0.80 | 30 | 73 | SC | Apr-12 | 8,409 | 8,409 | 917 | C | C | 1,220 |
| 123 | Honore Avenue | Colonia Oaks | Webber | County | 2 | 0.25 | 0.25 | 30 | 69 | SC | Apr-12 | 7,743 | 7,743 | 844 | D | C | 800 |
| 123 | Honore Avenue | Webber | Brookmeade | County | 2 | 0.28 | 0.28 | 30 | 69 | SC | Apr-12 | 6,722 | 6,722 | 733 | C | C | 800 |
| 123 | Honore Avenue | Brookmeade | Bee Ridge | County | 2 | 0.37 | 0.37 | 30 | 69 | SC | Jun-12 | 9,531 | 9,531 | 1,039 | D | C | 800 |
| 123 | Honore Avenue | Bee Ridge | Wilkinson | County | 2 | 0.50 | 0.50 | 45 | 40 | SC | Jun-12 | 9,531 | 9,531 | 1,039 | C | C | 1,240 |
| 123 | Honore Avenue | Wilkinson | Proctor | County | 2 | 0.50 | 0.50 | 40 | 40 | SC | Jun-12 | 8,454 | 8,454 | 921 | C | C | 1,240 |
| 123 | Honore Avenue | Proctor | Ashton | County | 2 | 0.50 | 0.50 | 30 | 69 | SC | Jun-12 | 8,459 | 8,459 | 922 | D | C | 800 |
| 123 | Honore Avenue | Ashton | Clark | County | 2 | 0.50 | 0.50 | 30 | 69 | SC | Jun-12 | 8,614 | 8,614 | 939 | D | C | 800 |
| 123 | Honore Avenue | Clark | Northridge | County | 4 | 0.25 | 1.55 | 40 | 53 | SC | Jun-12 | 13,966 | 13,966 | 1,452 | A | C | 3,540 |
| 123 | Honore Avenue | Northridge | Palmer Ranch Pkwy | County | 4 | 1.30 | 1.55 | 40 | 53 | SC | Jun-12 | 13,966 | 13,966 | 1,452 | A | C | 3,540 |
| 123 | Honore Avenue | Palmer Ranch Pkwy | Central Sarasota Pkwy | County | 4 | 1.79 | 1.79 | 40 | 53 | SC | Jun-12 | 6,429 | 6,429 | 701 | A | C | 3,540 |
| 123 | Honore Avenue | Central Sarasota Pkwy | Aviano Ln | County | 4 | 0.60 | 0.60 | 40 | 44 | SC | Jun-12 | 833 | 833 | 92 | B | C | 3,000 |
| 123 | Honore Avenue | Aviano Ln | SR 681 | County | 2 | 2.80 | 2.80 | 40 | 46 | SC | Jun-12 | 833 | 833 | 92 | A | C | 1,840 |
| 123 | Indiana Avenue (SR 776) | Dearborn | Virginia Ct | FDOT | 4 | 0.45 | 0.45 | 35 | 23 | FDOT | Jan-12 | 22,000 | 22,000 | 2,266 | C | D | 3,020 |
| 124 | Indiana Avenue (SR 776) | Virginia Ct | Co Line (Bay Heights) | FDOT | 4 | 0.65 | 0.65 | 35 | 26 | FDOT | Jan-12 | 22,000 | 22,000 | 2,266 | C | D | 3,220 |
| 29 | Iona Road | Palmer Blvd | Bee Ridge | County | 2 | 1.10 | 1.10 | 30 | 75 | SC | Apr-12 | 3,692 | 3,692 | 410 | B | C | 1,300 |
| 124 | I-75 (SR 93) | University | Fruitville | FDOT | 6 | 3.45 | 3.45 | 70 | 86 | FDOT | Jan-12 | ###### | 111,000 | 9,213 | D | C | 8,370 |
| 125 | I-75 (SR 93) | Fruitville | Bee Ridge | FDOT | 6 | 2.65 | 2.65 | 70 | 86 | FDOT | Jan-12 | ###### | 105,500 | 8,757 | D | C | 8,370 |
| 126 | I-75 (SR 93) | Bee Ridge | Clark (SR 72) | FDOT | 6 | 2.00 | 2.00 | 70 | 86 | FDOT | Jan-12 | 89,880 | 89,880 | 7,460 | C | C | 8,370 |
| 127 | I-75 (SR 93) | Clark | SR 681 | FDOT | 6 | 5.50 | 5.50 | 70 | 86 | FDOT | Jan-12 | 74,500 | 74,500 | 6,184 | C | B | 5,870 |
| 128 | I-75 (SR 93) | SR 681 | Laurel | FDOT | 4 | 4.30 | 4.30 | 70 | 85 | FDOT | Jan-12 | 61,000 | 61,000 | 5,063 | C | B | 4,400 |
| 129 | I-75 (SR 93) | Laurel | Jacaranda | FDOT | 4 | 2.20 | 2.20 | 70 | 85 | FDOT | Jan-12 | 66,000 | 66,000 | 5,478 | C | B | 4,400 |
| 129 | I-75 (SR 93) | Jacaranda | River Rd | FDOT | 4 | 2.25 | 2.25 | 70 | 85 | FDOT | Jan-12 | 56,500 | 56,500 | 4,690 | C | B | 4,400 |
| 130 | I-75 (SR 93) | River Rd | Sumter Blvd | FDOT | 4 | 9.00 | 9.00 | 70 | 85 | FDOT | Jan-09 | 51,000 | 53,071 | 4,458 | C | B | 4,400 |

A-8
A-147

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May 29, 2014

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May 29, 2014

# Generalized Level of Service Volumes

Peak Hour Service Volumes

**FACILITY TYPE: Arterial**
Arterial Class: I
Free-flow Speed: 35 mph

$0 < L \leq 0.50$

| Lanes | Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|---|
| 2 | 4 | - | - | 1,040 | 1,480 | 1,640 |
| 4 | 5 | - | - | 2,120 | 2,960 | 3,220 |
| 6 | 6 | - | - | 3,140 | 4,320 | 4,640 |

$0.50 < L < 0.75$

| Lanes | Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|---|
| 2 | 7 | - | 20 | 1,420 | 1,620 | 1,760 |
| 4 | 8 | - | 40 | 2,860 | 3,180 | 3,420 |
| 6 | 9 | - | 60 | 4,180 | 4,600 | 4,920 |

$0.75 < L < 1.00$

| Lanes | Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|---|
| 2 | 10 | - | 920 | 1,560 | 1,720 | 1,860 |
| 4 | 11 | - | 1,880 | 3,060 | 3,360 | 3,600 |
| 6 | 12 | - | 2,740 | 4,460 | 4,840 | 5,180 |

$1.00 < L < 1.50$

| Lanes | Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|---|
| 2 | 13 | - | 1,240 | 1,640 | 1,800 | 1,960 |
| 4 | 14 | - | 2,540 | 3,200 | 3,480 | 3,760 |
| 6 | 15 | - | 3,760 | 4,620 | 5,020 | 5,400 |

$L > 1.50$

| Lanes | Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|---|
| 2 | 16 | - | 1,480 | 1,740 | 1,920 | 2,100 |
| 4 | 17 | - | 2,940 | 3,380 | 3,700 | 4,020 |
| 6 | 18 | - | 4,300 | 4,860 | 5,320 | 5,760 |

**FACILITY TYPE: Arterial**
Arterial Class: I
Free-flow Speed: 40 mph

$0 < L \leq 0.50$

| Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|
| 22 | - | - | 1,220 | 1,520 | 1,660 |
| 23 | - | - | 2,480 | 3,020 | 3,240 |
| 24 | - | - | 3,660 | 4,380 | 4,680 |

$0.50 < L < 0.75$

| Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|
| 25 | - | 900 | 1,480 | 1,660 | 1,780 |
| 26 | - | 1,800 | 2,960 | 3,220 | 3,440 |
| 27 | - | 2,640 | 4,320 | 4,660 | 4,960 |

$0.75 < L < 1.00$

| Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|
| 28 | - | 1,300 | 1,600 | 1,760 | 1,880 |
| 29 | - | 2,660 | 3,140 | 3,400 | 3,640 |
| 30 | - | 3,920 | 4,560 | 4,900 | 5,220 |

$1.00 < L < 1.50$

| Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|
| 31 | - | 1,480 | 1,700 | 1,840 | 1,980 |
| 32 | - | 2,960 | 3,280 | 3,540 | 3,800 |
| 33 | - | 4,320 | 4,740 | 5,100 | 5,460 |

$L > 1.50$

| Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|
| 34 | 820 | 1,620 | 1,800 | 1,960 | 2,120 |
| 35 | 1,660 | 3,160 | 3,480 | 3,760 | 4,080 |
| 36 | 2,420 | 4,580 | 5,000 | 5,420 | 5,840 |

**FACILITY TYPE: Arterial**
Arterial Class: I
Free-flow Speed: 45 mph

$0 < L \leq 0.50$

| Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|
| 40 | - | - | 1,240 | 1,520 | 1,660 |
| 41 | - | - | 2,540 | 3,020 | 3,240 |
| 42 | - | - | 3,740 | 4,400 | 4,680 |

$0.50 < L < 0.75$

| Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|
| 43 | - | 1,100 | 1,520 | 1,660 | 1,780 |
| 44 | - | 2,240 | 3,000 | 3,240 | 3,460 |
| 45 | - | 3,300 | 4,360 | 4,700 | 4,980 |

$0.75 < L < 1.00$

| Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|
| 46 | - | 1,380 | 1,620 | 1,760 | 1,900 |
| 47 | - | 2,800 | 3,180 | 3,420 | 3,640 |
| 48 | - | 4,120 | 4,600 | 4,920 | 5,240 |

$1.00 < L < 1.50$

| Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|
| 49 | 1,140 | 1,560 | 1,720 | 1,860 | 2,000 |
| 50 | 2,320 | 3,080 | 3,360 | 3,580 | 3,840 |
| 51 | 3,420 | 4,480 | 4,820 | 5,160 | 5,520 |

$L > 1.50$

| Ref. No. | A | B | C | D | E |
|---|---|---|---|---|---|
| 52 | 1,420 | 1,680 | 1,840 | 1,980 | 2,140 |
| 53 | 2,860 | 3,280 | 3,540 | 3,820 | 4,120 |
| 54 | 4,180 | 4,720 | 5,100 | 5,480 | 5,900 |

Note: "L" denotes the "Segment Length" in miles.

Rec'd by Planning Services
May 29, 2014

## Bill Oliver

**From:** Marquis Bing [mbing@scgov.net]
**Sent:** Monday, May 05, 2014 8:41 AM
**To:** 'Bill Oliver'
**Subject:** RE: *****POSSIBLE SPAM*****RE: Lakepark Subdivision -- Traffic Study Methodology

Mr. Oliver,

The newer values will be allowed just provide your justification in the report. Manual changes to the software data will also be allowed as long as justification is provided. Sorry for the late response, the email was sent to my Junk folder.

Sincerely,
Marquis Bing, E.I.

---

**From:** Bill Oliver [mailto:bill@weo-pe.com]
**Sent:** Friday, May 02, 2014 4:32 PM
**To:** Marquis Bing
**Subject:** *****POSSIBLE SPAM*****RE: Lakepark Subdivision -- Traffic Study Methodology

Thanks, Marquis. I have two questions/concerns, to wit:

1. Would y'all allow use of the FDOT's newer (2013) LOS C Generalized capacity value for a six-lane arterial for the FDOT section of Fruitville Rd (Cattlemen to I-75). The newer value is 5,250 veh/hr two-way at LOS C, rather than the County value. There is considerable literature put out by FDOT (notably, their Q/LOS Manual) that says that a 0.35 mile section is too short on which to evaluate level of service.

2. The SMC model sends about 25% of the site traffic eastward, and 75% westward, which I do not believe happens in real life. I don't have the data yet to confirm, but over the next week I'll undertake an observation of a nearby residential development driveway to observe the actual distribution, but I would think less traffic goes eastward and more traffic goes westward than the SMC model shows. Can y'all remain open on the requirement for the SMC model distribution?

W. E. Oliver, P.E., PTOE
President

---

**From:** Marquis Bing [mailto:mbing@scgov.net]
**Sent:** Friday, May 02, 2014 3:25 PM
**To:** 'Bill Oliver'
**Subject:** RE: Lakepark Subdivision -- Traffic Study Methodology

Good afternoon Mr. Oliver,

The Lakepark Subdivision development's transportation impact study can neglect the north and east access to the development. However, the development is still required to provide a north access and east access to the development. The Florida Standard Urban Transportation Model Structure (FSUTMS) software will be required for the distribution of project trips.

Please see attachments regarding Sarasota County 2012 Generalized Level of Service Analysis.

Sincerely,
Marquis Bing, E.I.

Rec'd by Planning Services
May 29, 2014

**From:** Bill Oliver [mailto:bill@weo-pe.com]
**Sent:** Tuesday, April 29, 2014 12:15 PM
**To:** Marquis Bing
**Cc:** Paula Wiggins
**Subject:** Lakepark Subdivision -- Traffic Study Methodology

Marquis,

Attached hereto is a proposed transportation study methodology statement for the above-captioned development. I have reviewed the HPD Chapter 11.2.8.c., and (unless I have missed it totally) it does not provide specific direction regarding a transportation impact study, so I have fashioned this methodology after the requirements of County resolution 98-169. If you feel it is necessary to have a transportation methodology meeting I will be happy to attend but, if this methodology adequately covers the issues, I am willing to not meet so we can both save the time.

I look forward to meeting you as this project progresses.

BILL OLIVER, P.E., PTOE
PRESIDENT
W.E. OLIVER, P.E., LLC
TRAFFIC ENGINEERING / TRANSPORTATION PLANNING

PHONE: (813) 748-9188
E-MAIL: BILL@WEO-PE.COM
WEBSITE: WWW.WEO-PE.COM
MAIL: P.O. BOX 10361
TAMPA, FLORIDA 33679

View my profile on LinkedIn

Rec'd by Planning Services
May 29, 2014

## Bill Oliver

**From:** Marquis Bing [mbing@scgov.net]
**Sent:** Tuesday, May 13, 2014 1:56 PM
**To:** 'Bill Oliver'
**Subject:** RE: Lakepark Subdivision Methodology Response
**Attachments:** Lakewood Ranch South Trip Distribution.pdf

Please see attachment regarding vested trips for the Lakepark development.

---

**From:** Bill Oliver [mailto:bill@weo-pe.com]
**Sent:** Tuesday, May 13, 2014 8:39 AM
**To:** Marquis Bing
**Subject:** RE: Lakepark Subdivision Methodology Response

Thank you, and I did see your earlier response about using the new FDOT generalized capacity numbers, so I think I'm good to go on my questions. I'll be working on this traffic study today and tomorrow, the client wants to submit on Friday.

Y'all have not identified any specific "background" developments to include, so I'll develop a historical trend traffic growth rate from historical FDOT and County count data.

And, hopefully you just saw my e-mail regarding a synchro file with current traffic signal timings....

W. E. Oliver, P.E., PTOE
President

---

**From:** Marquis Bing [mailto:mbing@scgov.net]
**Sent:** Tuesday, May 13, 2014 8:34 AM
**To:** 'Bill Oliver'
**Subject:** RE: Lakepark Subdivision Methodology Response

The 95/5 and the 90/10 splits are both okay.

---

**From:** Bill Oliver [mailto:bill@weo-pe.com]
**Sent:** Wednesday, May 07, 2014 11:47 AM
**To:** Marquis Bing
**Cc:** Paula Wiggins
**Subject:** RE: Lakepark Subdivision Methodology Response

I observed the driveway to the Founder's Club subdivision yesterday evening, and got a directional split of 95% westward, 5% eastward (see attached). While Founder's Club is to the west of Lakepark, there's not really enough attractions further to the east to cause a big shift in those proportions – I'm good with using the 90% west that I initially proposed, or going with 95% west if you prefer. Let me know your thoughts.

The only other item that's outstanding is the capacity value to use for Fruitville Rd. to the west of I-75. I'd like to use the current FDOT value, and based on the distribution of project traffic that I proposed, would leave any portion of Fruitville Rd west of I-75 out of our study network.

W. E. Oliver, P.E., PTOE
President

Rec'd by Planning Services
May 29, 2014

**From:** Marquis Bing [mailto:mbing@scgov.net]
**Sent:** Friday, May 02, 2014 4:39 PM
**To:** 'Bill Oliver'
**Subject:** RE: Lakepark Subdivision Methodology Response

Yes, comment #3 about north and east access can be ignored.

**From:** Bill Oliver [mailto:bill@weo-pe.com]
**Sent:** Friday, May 02, 2014 4:36 PM
**To:** Marquis Bing
**Subject:** RE: Lakepark Subdivision Methodology Response

And, your comment 3 in the letter asks us to consider the north and east access to the site, but your e-mail which I received at 3:36 says I can ignore them for purposes of the traffic study.... I'm confused?

W. E. Oliver, P.E., PTOE
President

**From:** Marquis Bing [mailto:mbing@scgov.net]
**Sent:** Friday, May 02, 2014 4:30 PM
**To:** 'Bill Oliver'
**Subject:** Lakepark Subdivision Methodology Response

Hello Mr. Oliver,

Please see attachments regarding the traffic study methodology for the Lakepark Subdivision development in Sarasota County. A hard copy of the attached document will be provided to you via mail.

Sincerely,

Marquis Bing, E.I.
Technical Specialist, Transportation Planning

Rec'd by Planning Services
May 29, 2014

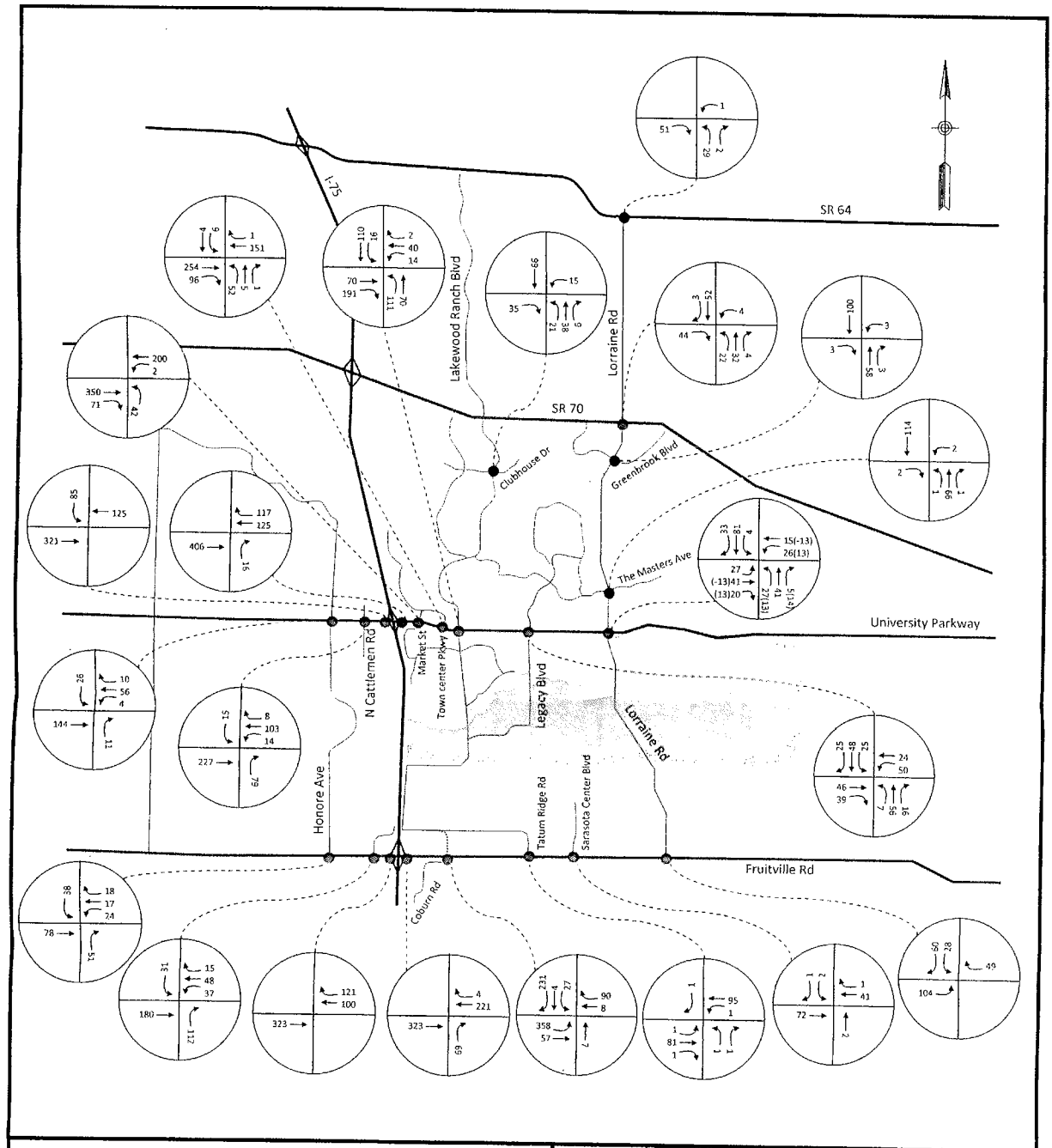


**FIGURE 21-4**

**Project Traffic Volumes**

Villages of Lakewood Ranch South DRI

LEGEND

XX / XX(YY) : XX = PM Peak-Hour Turning Movement Volumes

XX / XX(YY) : (YY) = Diverted link Trips

: Study Intersection

grimail crawford inc.

Date: March 2011

Rec'd by Planning Services
May 29, 2014

# Appendix B

# Distribution and Assignment of Project Traffic

# *Turning Movement Count Summary*

**Location: Fruitville Rd at Founder's Club Driveway**
Date: May 6, 2014
Observer: WEO
Weather: Clear

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R | Totals |
| 4:00-4:15 | | | | | | | | | | | | | 0 |
| 4:15-4:30 | | | | | | | | | | | | | 0 |
| 4:30-4:45 | | | | | | | | | | | | | 0 |
| 4:45-5:00 | 8 | 0 | 0 | | | | | | 9 | 2 | | | 19 |
| 5:00-5:15 | 16 | 0 | 1 | | | | | | 5 | 0 | | | 22 |
| 5:15-5:30 | 8 | 0 | 0 | | | | | | 7 | 0 | | | 15 |
| 5:30-5:45 | 8 | 0 | 0 | | | | | | 14 | 1 | | | 23 |
| 5:45-6:00 | 5 | 0 | 0 | | | | | | 6 | 0 | | | 11 |
| 4:45-5:00 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 35 | 3 | 0 | 0 | 79 |

| | | |
|---|---|---|
| From West | 35 | 1 To East |
| To West | 40 | 3 From East |
| | 75 | 4 |
| | 94.9% | 5.1% |

Turning movement count that shows 95% of traffic to/from west.

Source: WEO, PE, LLC
F:\WEO-PE\Projects\100.01 Windham-Lakepark Subdivision\2. Data\TMC's\Fruitville @ Founder's Club

B-1
A-155

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May 29, 2014

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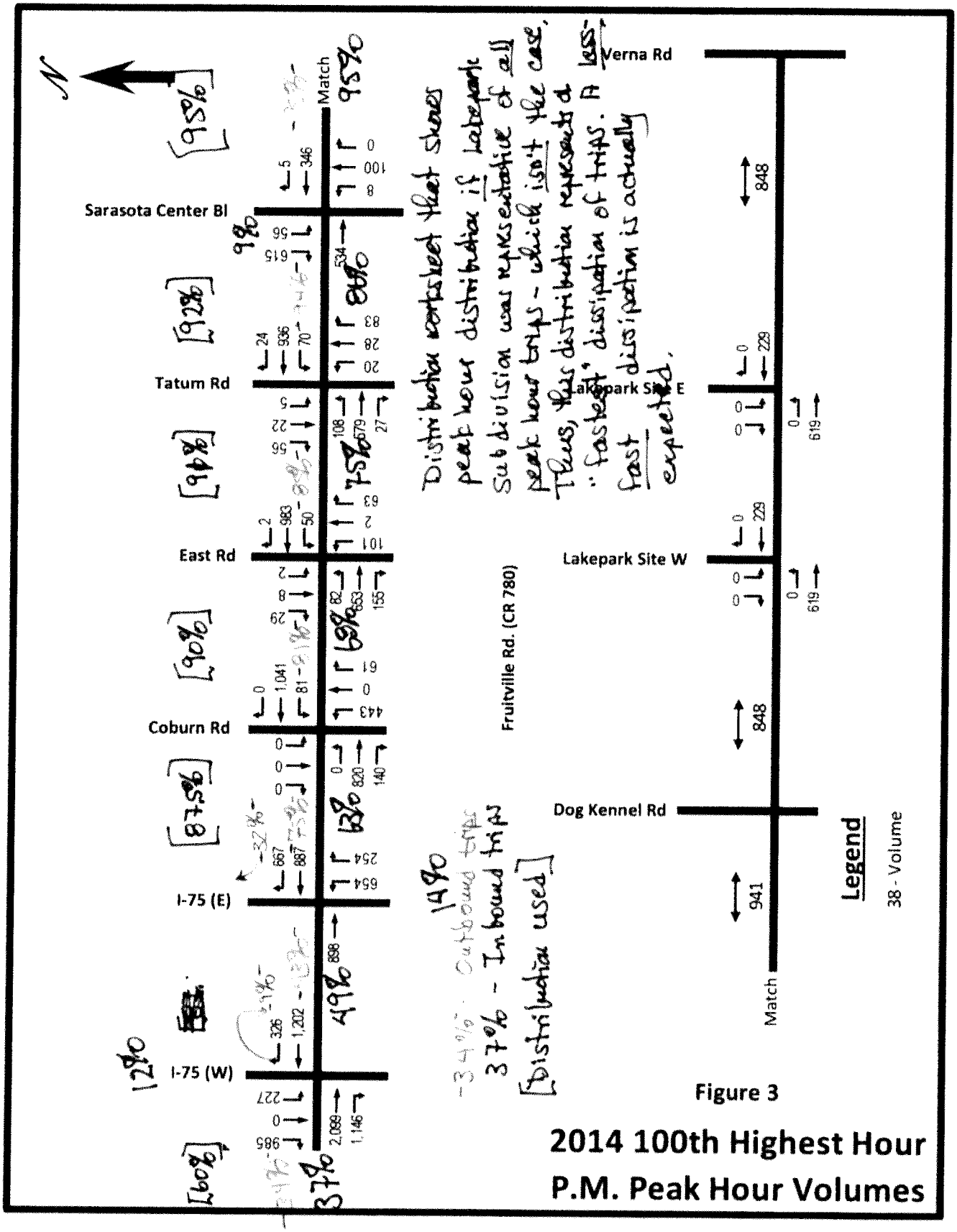
May 29, 2014




B-2

Rec'd by Planning Services
May 29, 2014

# Appendix C

# Traffic Counts

Rec'd by Planning Services
May 29, 2014

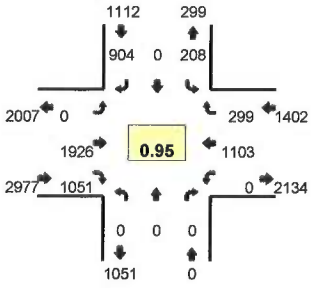
Type of peak hour being reported: Intersection Peak

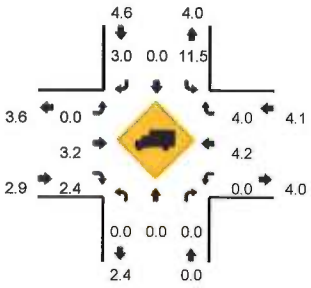
Method for determining peak hour: Total Entering Volume

**LOCATION:** I-75 SB Ramps -- Fruitville Rd
**CITY/STATE:** Sarasota, FL

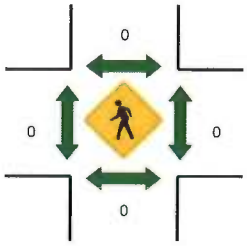
**QC JOB #:** 12602301
**DATE:** Thu, May 08 2014

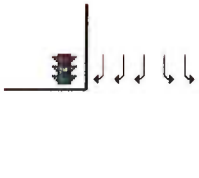
**Peak-Hour: 4:45 PM -- 5:45 PM**
**Peak 15-Min: 5:00 PM -- 5:15 PM**

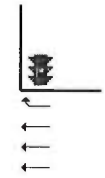


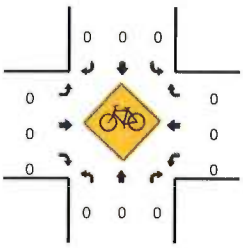



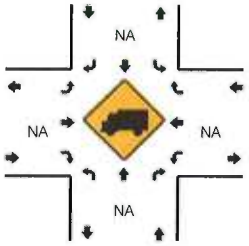

Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

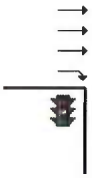


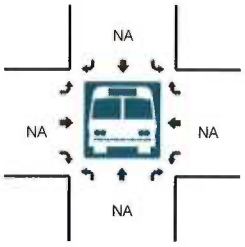










R* = RTOR

| 15-Min Count Period Beginning At | I-75 SB Ramps (Northbound) | | | | | I-75 SB Ramps (Southbound) | | | | | Fruitville Rd (Eastbound) | | | | | Fruitville Rd (Westbound) | | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 231 | 0 | 0 | 0 | 373 | 228 | 0 | 0 | 0 | 267 | 78 | 0 | 0 | 1233 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 186 | 0 | 0 | 0 | 447 | 238 | 0 | 0 | 0 | 288 | 54 | 0 | 0 | 1264 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 169 | 0 | 0 | 0 | 425 | 273 | 0 | 0 | 0 | 252 | 80 | 0 | 0 | 1256 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 224 | 0 | 0 | 0 | 441 | 255 | 0 | 0 | 0 | 264 | 52 | 0 | 0 | 1290 | 5043 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 200 | 0 | 0 | 0 | 500 | 274 | 0 | 0 | 0 | 306 | 112 | 0 | 0 | 1442 | 5252 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 251 | 0 | 0 | 0 | 480 | 253 | 0 | 0 | 0 | 306 | 78 | 0 | 0 | 1428 | 5416 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 229 | 0 | 0 | 0 | 505 | 269 | 0 | 0 | 0 | 227 | 57 | 0 | 0 | 1331 | 5491 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 207 | 0 | 0 | 0 | 416 | 205 | 0 | 0 | 0 | 245 | 43 | 0 | 0 | 1168 | 5369 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | |
| All Vehicles | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 800 | 0 | 0 | 0 | 2000 | 1096 | 0 | 0 | 0 | 1224 | 448 | 0 | 0 | 5768 |
| Heavy Trucks | 0 | 0 | 0 | | | 24 | 0 | 28 | | | 0 | 80 | 28 | | | 0 | 44 | 12 | | | 216 |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | 0 |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 |
| Railroad | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 5/15/2014 12:03 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Rec'd by Planning Services
May 29, 2014

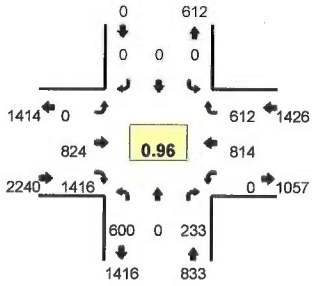
Type of peak hour being reported: Intersection Peak

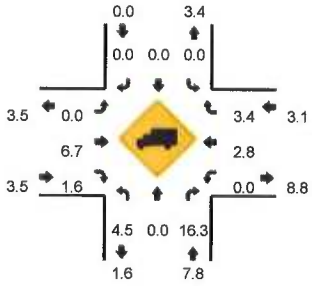
Method for determining peak hour: Total Entering Volume

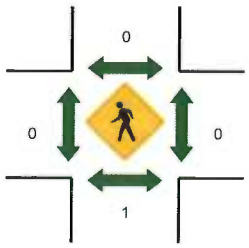
**LOCATION:** I-75 NB Ramps -- Fruitville Rd
**CITY/STATE:** Sarasota, FL

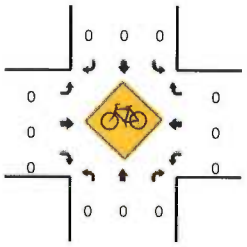
**QC JOB #:** 12602302
**DATE:** Tue, May 13 2014

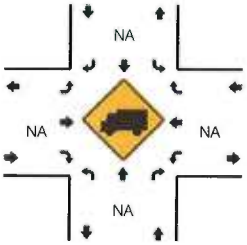
**Peak-Hour: 4:45 PM -- 5:45 PM**
**Peak 15-Min: 5:15 PM -- 5:30 PM**

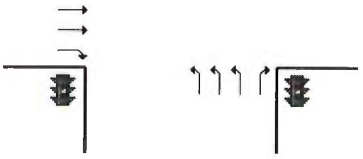


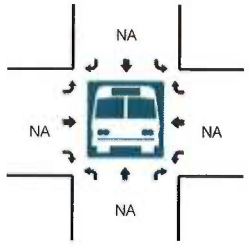








R* = RTOR

| 15-Min Count Period Beginning At | I-75 NB Ramps (Northbound) | | | | | I-75 NB Ramps (Southbound) | | | | | Fruitville Rd (Eastbound) | | | | | Fruitville Rd (Westbound) | | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | | |
| 4:00 PM | 126 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 290 | 1 | 0 | 0 | 189 | 124 | 0 | 0 | 965 | |
| 4:15 PM | 138 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 287 | 0 | 0 | 0 | 178 | 105 | 0 | 0 | 942 | |
| 4:30 PM | 133 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 296 | 0 | 0 | 0 | 202 | 140 | 0 | 0 | 1011 | |
| 4:45 PM | 183 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 337 | 0 | 0 | 0 | 184 | 119 | 0 | 0 | 1091 | 4009 |
| 5:00 PM | 111 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 352 | 0 | 0 | 0 | 246 | 193 | 0 | 0 | 1158 | 4202 |
| 5:15 PM | 169 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 359 | 0 | 0 | 0 | 206 | 164 | 0 | 0 | 1166 | 4426 |
| 5:30 PM | 137 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 368 | 0 | 0 | 0 | 178 | 136 | 0 | 0 | 1084 | 4499 |
| 5:45 PM | 110 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 308 | 1 | 0 | 0 | 144 | 102 | 0 | 0 | 944 | 4352 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | |
| All Vehicles | 676 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 808 | 1436 | 0 | 0 | 0 | 824 | 656 | 0 | 0 | 4664 |
| Heavy Trucks | 24 | 0 | 48 | | | 0 | 0 | 0 | | | 0 | 52 | 24 | | | 0 | 24 | 36 | | | 208 |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | 0 |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 |
| Railroad Stopped Buses | | | | | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 5/15/2014 12:03 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Rec'd by Planning Services
May 29, 2014

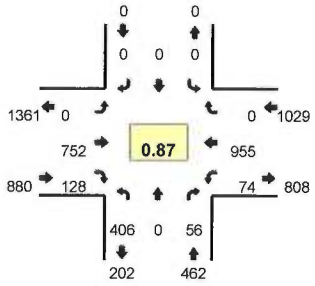
Type of peak hour being reported: Intersection Peak

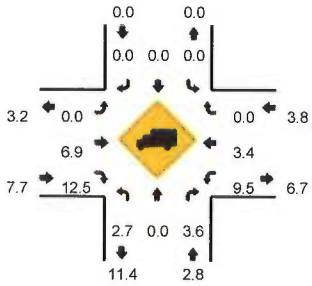
Method for determining peak hour: Total Entering Volume

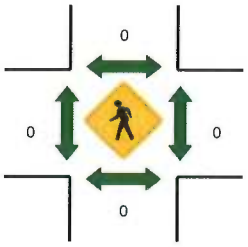
**LOCATION:** Cobum Rd -- Fruitville Rd
**CITY/STATE:** Sarasota, FL

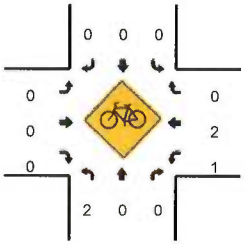
**QC JOB #:** 12602303
**DATE:** Thu, May 08 2014

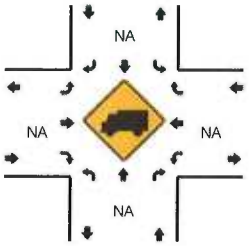
**Peak-Hour: 4:30 PM -- 5:30 PM**
**Peak 15-Min: 5:00 PM -- 5:15 PM**

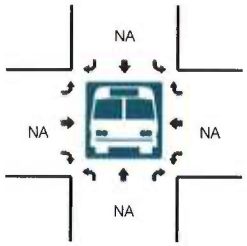







R* = RTOR

| 15-Min Count Period Beginning At | Cobum Rd (Northbound) | | | | | Cobum Rd (Southbound) | | | | | Fruitville Rd (Eastbound) | | | | | Fruitville Rd (Westbound) | | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | | |
| 4:00 PM | 88 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 27 | 1 | 5 | 16 | 267 | 0 | 0 | 0 | 573 | |
| 4:15 PM | 59 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 39 | 1 | 1 | 14 | 208 | 0 | 0 | 0 | 538 | |
| 4:30 PM | 99 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 27 | 0 | 2 | 22 | 232 | 0 | 0 | 0 | 569 | |
| 4:45 PM | 82 | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 42 | 0 | 1 | 18 | 186 | 0 | 0 | 0 | 531 | 2211 |
| 5:00 PM | 136 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 29 | 0 | 2 | 20 | 291 | 0 | 0 | 0 | 684 | 2322 |
| 5:15 PM | 89 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 25 | 0 | 0 | 14 | 246 | 0 | 0 | 0 | 587 | 2371 |
| 5:30 PM | 67 | 0 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 24 | 0 | 1 | 11 | 177 | 0 | 0 | 0 | 468 | 2270 |
| 5:45 PM | 30 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 27 | 1 | 1 | 10 | 167 | 0 | 0 | 0 | 418 | 2157 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | |
| All Vehicles | 544 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 736 | 116 | 0 | 8 | 80 | 1164 | 0 | 0 | 0 | 2736 |
| Heavy Trucks | 24 | 0 | 4 | | | 0 | 0 | 0 | | | 0 | 64 | 4 | | | 0 | 16 | 0 | | | 112 |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | 0 |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 |
| Railroad | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 5/15/2014 12:03 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Rec'd by Planning Services
May 29, 2014

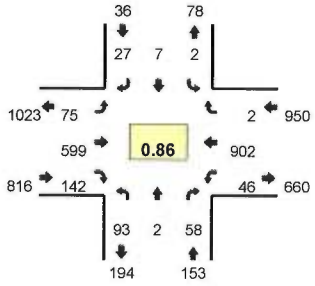
Type of peak hour being reported: Intersection Peak

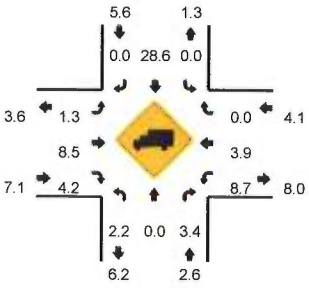
Method for determining peak hour: Total Entering Volume

**LOCATION:** E Rd -- Fruitville Rd
**CITY/STATE:** Sarasota, FL

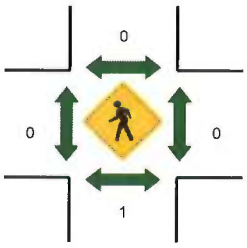
**QC JOB #:** 12602304
**DATE:** Thu, May 08 2014

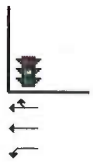
**Peak-Hour: 4:30 PM -- 5:30 PM**
**Peak 15-Min: 5:00 PM -- 5:15 PM**

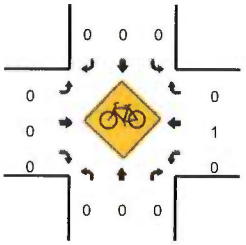


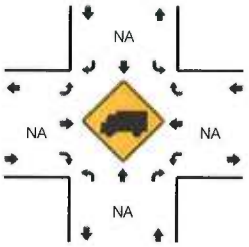



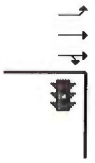

Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

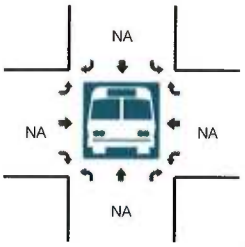









R* = RTOR

| 15-Min Count Period Beginning At | E Rd (Northbound) | | | | | E Rd (Southbound) | | | | | Fruitville Rd (Eastbound) | | | | | Fruitville Rd (Westbound) | | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | | |
| 4:00 PM | 26 | 0 | 2 | 0 | 14 | 1 | 0 | 2 | 0 | 8 | 6 | 127 | 30 | 2 | 2 | 11 | 230 | 2 | 0 | 0 | 463 | |
| 4:15 PM | 22 | 2 | 4 | 0 | 9 | 0 | 1 | 1 | 0 | 5 | 6 | 164 | 32 | 0 | 0 | 13 | 189 | 0 | 0 | 0 | 448 | |
| 4:30 PM | 21 | 1 | 8 | 0 | 12 | 1 | 3 | 2 | 0 | 5 | 17 | 150 | 26 | 1 | 5 | 15 | 226 | 0 | 0 | 1 | 494 | |
| 4:45 PM | 22 | 0 | 4 | 0 | 8 | 1 | 0 | 0 | 0 | 7 | 15 | 150 | 25 | 0 | 3 | 8 | 178 | 0 | 0 | 0 | 421 | 1826 |
| 5:00 PM | 22 | 1 | 3 | 0 | 9 | 0 | 2 | 1 | 0 | 5 | 20 | 152 | 45 | 0 | 1 | 12 | 295 | 0 | 0 | 0 | 568 | 1931 |
| 5:15 PM | 28 | 0 | 4 | 0 | 10 | 0 | 2 | 1 | 0 | 6 | 22 | 147 | 33 | 0 | 4 | 10 | 203 | 0 | 1 | 1 | 472 | 1955 |
| 5:30 PM | 17 | 1 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 15 | 10 | 159 | 31 | 0 | 1 | 8 | 163 | 1 | 0 | 0 | 418 | 1879 |
| 5:45 PM | 14 | 1 | 4 | 0 | 13 | 0 | 0 | 0 | 0 | 11 | 6 | 128 | 42 | 0 | 7 | 2 | 141 | 1 | 0 | 0 | 370 | 1828 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | |
| All Vehicles | 88 | 4 | 12 | 0 | 36 | 0 | 8 | 4 | 0 | 20 | 80 | 608 | 180 | 0 | 4 | 48 | 1180 | 0 | 0 | 0 | 2272 |
| Heavy Trucks | 0 | 0 | 0 | | | 0 | 4 | 0 | | | 0 | 56 | 16 | | | 8 | 20 | 0 | | | 104 |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | 0 |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 |
| Railroad Stopped Buses | | | | | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 5/15/2014 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

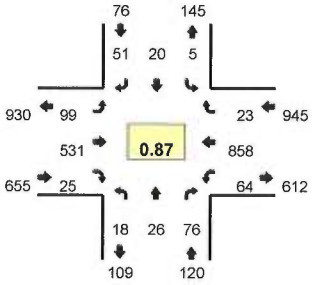
Rec'd by Planning Services
May 29, 2014

Type of peak hour being reported: Intersection Peak

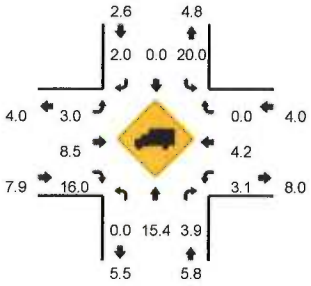
Method for determining peak hour: Total Entering Volume

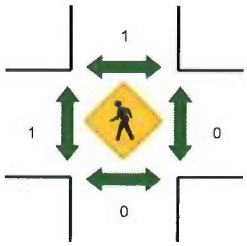
**LOCATION:** Tatum Rd -- Fruitville Rd
**CITY/STATE:** Sarasota, FL

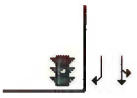
**QC JOB #:** 12602305
**DATE:** Thu, May 08 2014

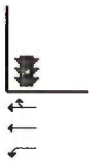


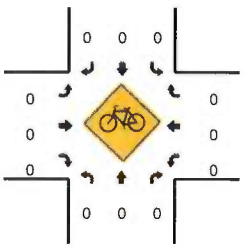

**Peak-Hour: 4:15 PM -- 5:15 PM**
**Peak 15-Min: 5:00 PM -- 5:15 PM**

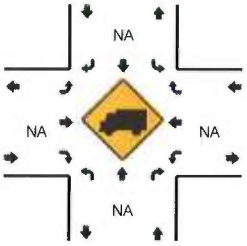


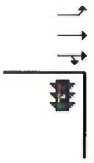



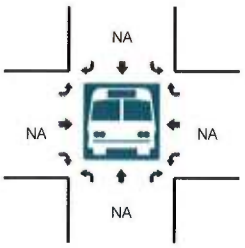










R* = RTOR

| 15-Min Count Period Beginning At | Tatum Rd (Northbound) | | | | | Tatum Rd (Southbound) | | | | | Fruitville Rd (Eastbound) | | | | | Fruitville Rd (Westbound) | | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | | |
| 4:00 PM | 9 | 6 | 3 | 0 | 9 | 2 | 0 | 0 | 0 | 17 | 15 | 129 | 2 | 3 | 0 | 12 | 225 | 6 | 0 | 0 | 438 | |
| 4:15 PM | 3 | 6 | 9 | 0 | 8 | 2 | 6 | 3 | 0 | 7 | 19 | 146 | 4 | 0 | 1 | 13 | 179 | 7 | 0 | 0 | 413 | |
| 4:30 PM | 6 | 8 | 7 | 0 | 13 | 0 | 4 | 5 | 0 | 7 | 27 | 138 | 5 | 2 | 1 | 15 | 227 | 6 | 0 | 0 | 471 | |
| 4:45 PM | 2 | 11 | 6 | 0 | 13 | 1 | 8 | 1 | 0 | 6 | 27 | 117 | 10 | 0 | 3 | 13 | 176 | 3 | 0 | 1 | 398 | 1720 |
| 5:00 PM | 7 | 1 | 2 | 0 | 18 | 2 | 2 | 14 | 0 | 8 | 23 | 130 | 1 | 1 | 0 | 23 | 276 | 6 | 0 | 0 | 514 | 1796 |
| 5:15 PM | 7 | 5 | 5 | 0 | 19 | 2 | 3 | 8 | 0 | 10 | 17 | 141 | 7 | 1 | 0 | 5 | 178 | 2 | 0 | 1 | 411 | 1794 |
| 5:30 PM | 4 | 9 | 9 | 0 | 9 | 2 | 2 | 0 | 0 | 8 | 13 | 155 | 6 | 0 | 1 | 5 | 168 | 1 | 0 | 0 | 392 | 1715 |
| 5:45 PM | 1 | 3 | 3 | 0 | 9 | 3 | 6 | 0 | 0 | 8 | 18 | 125 | 7 | 0 | 0 | 7 | 127 | 2 | 0 | 0 | 319 | 1636 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | |
| All Vehicles | 28 | 4 | 8 | 0 | 72 | 8 | 8 | 56 | 0 | 32 | 92 | 520 | 4 | 4 | 0 | 92 | 1104 | 24 | 0 | 0 | 2056 |
| Heavy Trucks | 0 | 0 | 0 | | | 0 | 0 | 4 | | | 0 | 40 | 0 | | | 4 | 28 | 0 | | | 76 |
| Pedestrians | | 0 | | | | | 4 | | | | | 0 | | | | | 0 | | | | 4 |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 |
| Railroad Stopped Buses | | | | | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 5/15/2014 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Rec'd by Planning Services
May 29, 2014

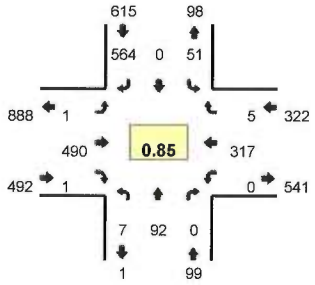
Type of peak hour being reported: Intersection Peak

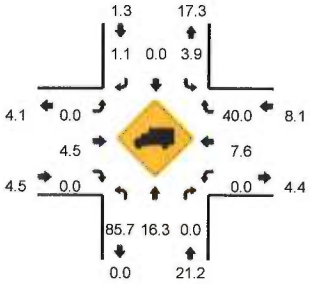
Method for determining peak hour: Total Entering Volume

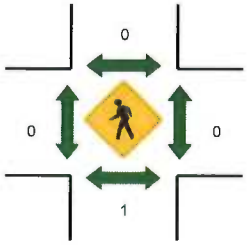
**LOCATION:** Sarasota Center Blvd -- Fruitville Rd
**CITY/STATE:** Sarasota, FL

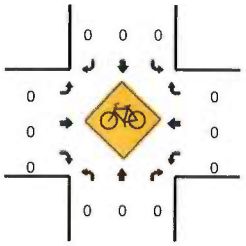
**QC JOB #:** 12602306
**DATE:** Tue, May 06 2014

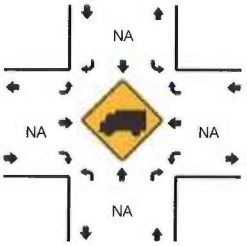
**Peak-Hour: 4:30 PM -- 5:30 PM**
**Peak 15-Min: 5:00 PM -- 5:15 PM**

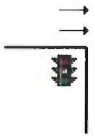


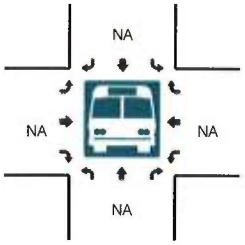








R* = RTOR

| 15-Min Count Period Beginning At | Sarasota Center Blvd (Northbound) | | | | | Sarasota Center Blvd (Southbound) | | | | | Fruitville Rd (Eastbound) | | | | | Fruitville Rd (Westbound) | | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | | |
| 4:00 PM | 7 | 25 | 0 | 0 | 0 | 9 | 0 | 109 | 0 | 50 | 0 | 102 | 0 | 0 | 0 | 0 | 72 | 3 | 0 | 0 | 377 | |
| 4:15 PM | 8 | 34 | 1 | 0 | 0 | 5 | 0 | 52 | 0 | 51 | 0 | 118 | 0 | 0 | 0 | 0 | 76 | 1 | 0 | 0 | 346 | |
| 4:30 PM | 3 | 24 | 0 | 0 | 0 | 8 | 0 | 72 | 0 | 72 | 1 | 115 | 1 | 0 | 0 | 0 | 85 | 2 | 0 | 0 | 383 | |
| 4:45 PM | 2 | 31 | 0 | 0 | 0 | 10 | 0 | 49 | 0 | 69 | 0 | 115 | 0 | 0 | 0 | 0 | 68 | 2 | 0 | 0 | 346 | 1452 |
| 5:00 PM | 1 | 16 | 0 | 0 | 0 | 20 | 0 | 115 | 0 | 89 | 0 | 118 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 451 | 1526 |
| 5:15 PM | 1 | 21 | 0 | 0 | 0 | 13 | 0 | 36 | 0 | 62 | 0 | 142 | 0 | 0 | 0 | 0 | 72 | 1 | 0 | 0 | 348 | 1528 |
| 5:30 PM | 1 | 15 | 0 | 0 | 0 | 10 | 0 | 21 | 0 | 56 | 0 | 154 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 1 | 345 | 1490 |
| 5:45 PM | 1 | 14 | 0 | 0 | 0 | 4 | 0 | 13 | 0 | 46 | 0 | 125 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 263 | 1407 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | Left | Thru | Right | U | R* | |
| All Vehicles | 4 | 64 | 0 | 0 | 0 | 80 | 0 | 460 | 0 | 356 | 0 | 472 | 0 | 0 | 0 | 0 | 368 | 0 | 0 | 0 | 1804 |
| Heavy Trucks | 4 | 8 | 0 | | | 4 | 0 | 8 | | | 0 | 12 | 0 | | | 0 | 20 | 0 | | | 56 |
| Pedestrians | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | | | 0 |
| Bicycles | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 |
| Railroad Stopped Buses | | | | | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 5/15/2014 9:18 AM

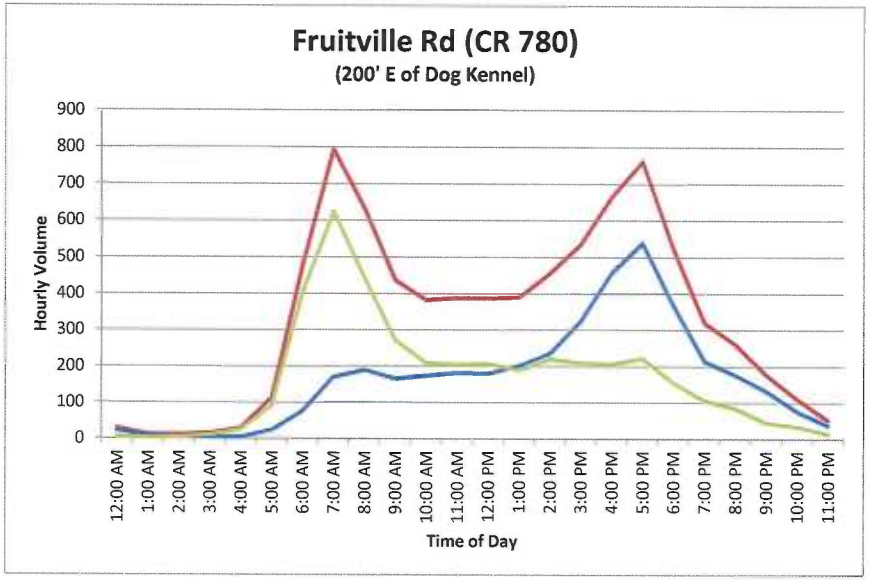
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

# *Machine Count Report*

Type: Volume Data
Location: **Fruitville Rd: E of Sarasota Center Blvd**
Specific Location: 200 ft from
Date: May 13-15, 2014

| Hour Beginning | EB | WB | Average Weekday Hourly Traffic |
|---|---|---|---|
| 12:00 AM | 22 | 6 | 28 |
| 1:00 AM | 8 | 3 | 11 |
| 2:00 AM | 6 | 5 | 10 |
| 3:00 AM | 4 | 10 | 14 |
| 4:00 AM | 3 | 25 | 28 |
| 5:00 AM | 23 | 89 | 112 |
| 6:00 AM | 76 | 403 | 479 |
| 7:00 AM | 170 | 624 | 795 |
| 8:00 AM | 189 | 444 | 633 |
| 9:00 AM | 166 | 271 | 437 |
| 10:00 AM | 174 | 209 | 383 |
| 11:00 AM | 182 | 206 | 388 |
| 12:00 PM | 180 | 207 | 387 |
| 1:00 PM | 201 | 189 | 390 |
| 2:00 PM | 236 | 220 | 455 |
| 3:00 PM | 326 | 210 | 536 |
| 4:00 PM | 458 | 206 | 664 |
| 5:00 PM | 539 | 222 | 761 |
| 6:00 PM | 368 | 155 | 523 |
| 7:00 PM | 214 | 105 | 319 |
| 8:00 PM | 176 | 84 | 260 |
| 9:00 PM | 132 | 44 | 176 |
| 10:00 PM | 76 | 34 | 109 |
| 11:00 PM | 38 | 13 | 51 |
| **Day Total** | **3,968** | **3,983** | **7,951** |

| | | | |
|---|---|---|---|
| A.M. Peak Hr Begins: | | | 7:00 AM |
| A.M. Peak Hr Volumes: | 170 | 624 | 795 |
| A.M. D: | 0.786 | A.M. P:D: | 9.99% |
| P.M. Peak Hr Begins: | | | 5:00 PM |
| P.M. Peak Hr Volumes: | 539 | 222 | 761 |
| P.M. D: | 0.291 | P.M. P:D: | 9.57% |





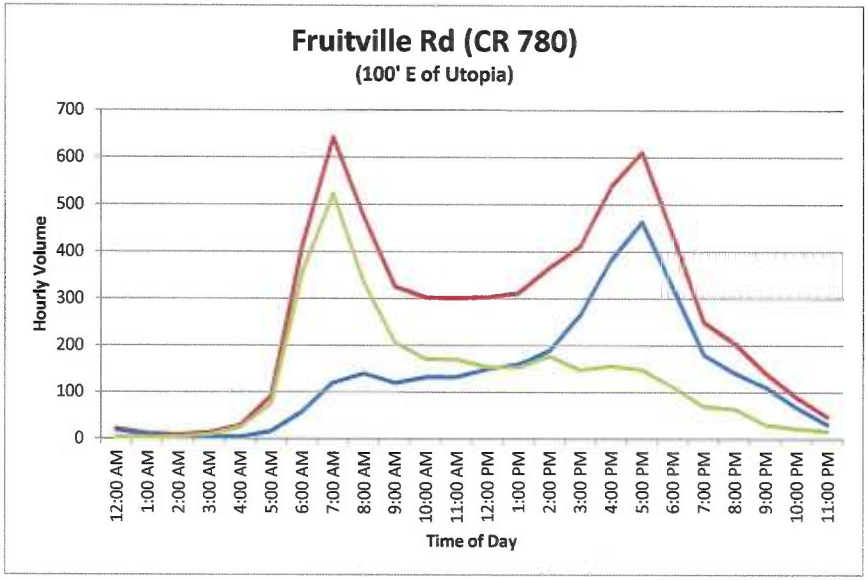

Rec'd by Planning Services
May 29, 2014

F:\WEO-PE\Projects\100.01 Windham-Lakepark Subdivision\2. Data\Machine Counts\MCS Fruitville E of Dog Kennel

# *Machine Count Report*

Type: Volume Data
Location: **Fruitville Rd: E of Utopia Rd**
Specific Location: 100 ft east
Date: May 13-15, 2014

| Hour Beginning | EB | WB | Average Weekday Hourly Traffic |
|---|---|---|---|
| 12:00 AM | 18 | 3 | 21 |
| 1:00 AM | 8 | 3 | 11 |
| 2:00 AM | 4 | 4 | 8 |
| 3:00 AM | 4 | 9 | 13 |
| 4:00 AM | 4 | 24 | 28 |
| 5:00 AM | 16 | 75 | 91 |
| 6:00 AM | 58 | 356 | 413 |
| 7:00 AM | 120 | 523 | 642 |
| 8:00 AM | 140 | 333 | 473 |
| 9:00 AM | 119 | 206 | 325 |
| 10:00 AM | 132 | 171 | 302 |
| 11:00 AM | 132 | 169 | 301 |
| 12:00 PM | 149 | 154 | 303 |
| 1:00 PM | 159 | 153 | 312 |
| 2:00 PM | 188 | 177 | 365 |
| 3:00 PM | 265 | 147 | 412 |
| 4:00 PM | 383 | 156 | 539 |
| 5:00 PM | 463 | 148 | 611 |
| 6:00 PM | 323 | 111 | 433 |
| 7:00 PM | 180 | 69 | 249 |
| 8:00 PM | 141 | 63 | 204 |
| 9:00 PM | 110 | 30 | 140 |
| 10:00 PM | 67 | 22 | 89 |
| 11:00 PM | 31 | 16 | 47 |
| **Day Total** | **3,212** | **3,121** | **6,333** |




| | | | |
|---|---|---|---|
| A.M. Peak Hr Begins: | | | 7:00 AM |
| A.M. Peak Hr Volumes: | 120 | 523 | 642 |
| A.M. D: | 0.814 | A.M. P:D: | 10.14% |
| P.M. Peak Hr Begins: | | | 5:00 PM |
| P.M. Peak Hr Volumes: | 463 | 148 | 611 |
| P.M. D: | 0.758 | P.M. P:D: | 9.65% |



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May 29, 2014

# Appendix D

# Traffic Volume Work-Ups

Rec'd by Planning Services
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5/15/2014

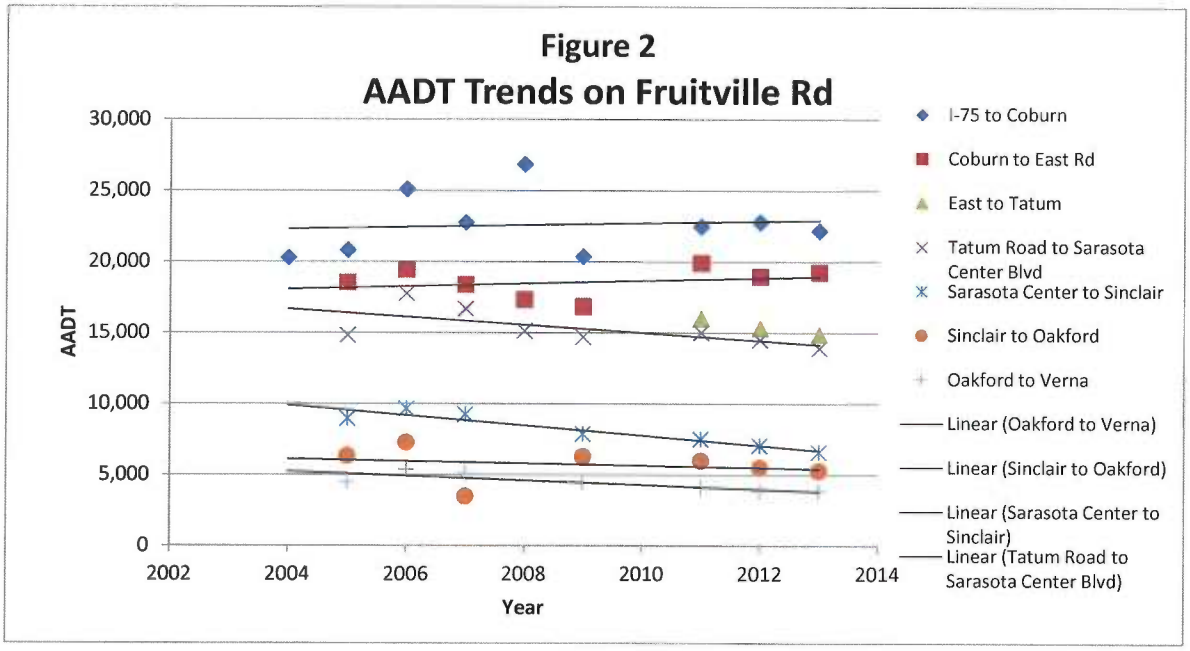
# Historical Traffic Trend Analysis

| | | I-75 to Coburn | Coburn to East Rd | East to Tatum | Tatum Road to Sarasota Center Blvd | Sarasota Center to Sinclair | Sinclair to Oakford | Oakford to Verna |
|---|---|---|---|---|---|---|---|---|
| | Station | 107 | 107.3 | 107.4 | 107.5 | 107.6 | 107.7 | 107.8 |
| Year | 2004 | 20,271 | | | | | | |
| | 2005 | 20,794 | 18,519 | | 14,819 | 8,954 | 6,323 | 4,507 |
| | 2006 | 25,087 | 19,407 | | 17,750 | 9,648 | 7,262 | 5,364 |
| | 2007 | 22,749 | 18,362 | | 16,677 | 9,247 | 3,475 | 5,083 |
| | 2008 | 26,838 | 17,302 | | 15,127 | | | |
| | 2009 | 20,340 | 16,806 | | 14,682 | 7,883 | 6,286 | 4,445 |
| | 2010 | | | | | | | |
| | 2011 | 22,464 | 19,874 | 15,990 | 15,009 | 7,510 | 5,987 | 4,096 |
| | 2012 | 22,778 | 18,939 | 15,304 | 14,495 | 7,063 | 5,516 | 3,853 |
| | 2013 | 22,174 | 19,249 | 14,854 | 13,915 | 6,605 | 5,281 | 3,852 |

**Regression Analysis:**

Equation Form: y=mx+b

| | | |
|---|---|---|
| m: | 68.67 | 98.43 |
| b: | -115,295 | -179,183 |
| m / 2013 AADT: | 0.3% | 0.5% |




Source: Sarasota County Traffic Counts
F:\WEO-PE\Projects\100.01 Windham-Lakepark Subdivision\21Data\Historic Data

# *Traffic Volume Work-up*

**Location:** **Fruitville @ I-75 (W)**
Date: May 6, 2014
Observer: Quality Counts
Weather: Clear

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R | Totals |
| 4:00-4:15 | 0 | 0 | 0 | 56 | 0 | 231 | 0 | 373 | 228 | 0 | 267 | 78 | 1233 |
| 4:15-4:30 | 0 | 0 | 0 | 51 | 0 | 186 | 0 | 447 | 238 | 0 | 288 | 54 | 1264 |
| 4:30-4:45 | 0 | 0 | 0 | 57 | 0 | 169 | 0 | 425 | 273 | 0 | 252 | 80 | 1256 |
| 4:45-5:00 | 0 | 0 | 0 | 54 | 0 | 224 | 0 | 441 | 255 | 0 | 264 | 52 | 1290 |
| 5:00-5:15 | 0 | 0 | 0 | 50 | 0 | 200 | 0 | 500 | 274 | 0 | 306 | 112 | 1442 |
| 5:15-5:30 | 0 | 0 | 0 | 60 | 0 | 251 | 0 | 480 | 253 | 0 | 306 | 78 | 1428 |
| 5:30-5:45 | 0 | 0 | 0 | 44 | 0 | 229 | 0 | 505 | 269 | 0 | 227 | 57 | 1331 |
| 5:45-6:00 | 0 | 0 | 0 | 52 | 0 | 207 | 0 | 416 | 205 | 0 | 245 | 43 | 1168 |
| **Pk Hr Begins:** | | | | | | | | | | | | | |
| 4:45 PM | 0 | 0 | 0 | 208 | 0 | 904 | 0 | 1926 | 1051 | 0 | 1103 | 299 | 5,491 |
| Ins: | | 0 | | | 1112 | | | 2977 | | | 1402 | | phf: |
| Outs: | | 299 | | | 1051 | | | 2134 | | | 2007 | | 0.952 |

Seasonal Factor: 1.09 Week of Count: 19

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100th HHr: | - | - | - | 227 | - | 985 | - | 2,099 | 1,146 | - | 1,202 | 326 | 5,985 |

**Vested Trips:**

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vill of LR | | | | | | | | 323 | | | 100 | 121 | 544 |
| B | | | | | | | | | | | | | 0 |
| Tot Vest: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 323 | 0 | 0 | 100 | 121 | 544 |

**Other Background Growth:** Rate: 0.3% /yr Number of years: 5

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicles: | 0 | 0 | 0 | 3 | 0 | 15 | 0 | 32 | 17 | 0 | 18 | 5 | 90 |
| Tot Bvol: | 0 | 0 | 0 | 230 | 0 | 1,000 | 0 | 2,454 | 1,163 | 0 | 1,320 | 452 | 6,620 |

**Development Trips:** Directional Split: 0.63 Inbound

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Assign: | | | | 16.5% | | | | 60.0% | | | 11.0% | 60.0% | |
| Direction: | | | | In | | | | In | | | Out | Out | |
| Volume: | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 138 | 0 | 0 | 15 | 81 | 272 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total Vol:** | **0** | **0** | **0** | **268** | **0** | **1,000** | **0** | **2,592** | **1,163** | **0** | **1,335** | **533** | 6,891 |
| | | | | | | | | | | | | Ratio to Existing: | 1.15 |
| | | | | | | | | | | | | Annual Growth Rate: | 2.9% |

Source: WEO, PE, LLC
F:\WEO-PE\Projects\100.01 Windham-Lakepark Subdivision\3. Analysis\Intersection Volumes\TMCWorksheets



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# *Traffic Volume Work-up*

**Location:** **Fruitville @ I-75 (E)**
Date: May 6, 2014
Observer: Quality Counts
Weather: Clear

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R | Totals |
| 4:00-4:15 | 126 | 0 | 54 | 0 | 0 | 0 | 1 | 181 | 290 | 0 | 189 | 124 | 965 |
| 4:15-4:30 | 138 | 0 | 54 | 0 | 0 | 0 | 0 | 180 | 287 | 0 | 178 | 105 | 942 |
| 4:30-4:45 | 133 | 0 | 54 | 0 | 0 | 0 | 0 | 186 | 296 | 0 | 202 | 140 | 1011 |
| 4:45-5:00 | 183 | 0 | 53 | 0 | 0 | 0 | 0 | 215 | 337 | 0 | 184 | 119 | 1091 |
| 5:00-5:15 | 111 | 0 | 57 | 0 | 0 | 0 | 0 | 199 | 352 | 0 | 246 | 193 | 1158 |
| 5:15-5:30 | 169 | 0 | 66 | 0 | 0 | 0 | 0 | 202 | 359 | 0 | 206 | 164 | 1166 |
| 5:30-5:45 | 137 | 0 | 57 | 0 | 0 | 0 | 0 | 208 | 368 | 0 | 178 | 136 | 1084 |
| 5:45-6:00 | 110 | 0 | 46 | 0 | 0 | 0 | 1 | 233 | 308 | 0 | 144 | 102 | 944 |
| **Pk Hr Begins:** | | | | | | | | | | | | | |
| 4:45 PM | 600 | 0 | 233 | 0 | 0 | 0 | 0 | 824 | 1416 | 0 | 814 | 612 | 4,499 |
| Ins: | | 833 | | | 0 | | | 2240 | | | 1426 | | phf: |
| Outs: | | 612 | | | 1416 | | | 1057 | | | 1414 | | 0.965 |
| Seasonal Factor: | | 1.09 | | Week of Count: | | 19 | | | | | | | |
| 100th HHr: | 654 | 0 | 254 | 0 | 0 | 0 | 0 | 898 | 1,543 | 0 | 887 | 667 | 4,904 |
| **Vested Trips:** | | | | | | | | | | | | | |
| Vill of LR | 0 | 0 | 69 | | | | | 323 | | | 221 | 4 | 617 |
| B | | | | | | | | | | | | | 0 |
| Tot Vest: | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 323 | 0 | 0 | 221 | 4 | 617 |
| **Other Background Growth:** | | | | Rate: | 0.3% /yr | | Number of years: | | 5 | | | | |
| Vehicles: | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 14 | 23 | 0 | 13 | 10 | 74 |
| Tot Bvol: | 664 | 0 | 327 | 0 | 0 | 0 | 0 | 1,235 | 1,567 | 0 | 1,122 | 681 | 5,595 |
| **Development Trips:** | | | | Directional Split: | | 0.63 Inbound | | | | | | | |
| % Assign: | | | 11.0% | | | | | 76.5% | | | 71.0% | 16.5% | |
| Direction: | | | In | | | | | In | | | Out | Out | |
| Volume: | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 176 | 0 | 0 | 96 | 22 | 319 |
| **Total Vol:** | **664** | **0** | **352** | **0** | **0** | **0** | **0** | **1,411** | **1,567** | **0** | **1,218** | **703** | 5,915 |
| | | | | | | | | | | | | Ratio to Existing: | 1.21 |
| | | | | | | | | | | | | Annual Growth Rate: | 3.8% |

A-Dr3

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May 29, 2014

# *Traffic Volume Work-up*

**Location:** **Fruitville @ Coburn**
Date: May 6, 2014
Observer: Quality Counts
Weather: Clear

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R | Totals |
| 4:00-4:15 | 88 | 0 | 10 | 0 | 0 | 0 | 1 | 159 | 32 | 16 | 267 | 0 | 573 |
| 4:15-4:30 | 59 | 0 | 11 | 0 | 0 | 0 | 1 | 205 | 40 | 14 | 208 | 0 | 538 |
| 4:30-4:45 | 99 | 0 | 12 | 0 | 0 | 0 | 0 | 175 | 29 | 22 | 232 | 0 | 569 |
| 4:45-5:00 | 82 | 0 | 11 | 0 | 0 | 0 | 0 | 191 | 43 | 18 | 186 | 0 | 531 |
| 5:00-5:15 | 136 | 0 | 22 | 0 | 0 | 0 | 0 | 184 | 31 | 20 | 291 | 0 | 684 |
| 5:15-5:30 | 89 | 0 | 11 | 0 | 0 | 0 | 0 | 202 | 25 | 14 | 246 | 0 | 587 |
| 5:30-5:45 | 67 | 0 | 16 | 0 | 0 | 0 | 0 | 172 | 25 | 11 | 177 | 0 | 468 |
| 5:45-6:00 | 30 | 0 | 11 | 0 | 0 | 0 | 1 | 171 | 28 | 10 | 167 | 0 | 418 |
| **Pk Hr Begins:** | | | | | | | | | | | | | |
| 4:30 PM | 406 | 0 | 56 | 0 | 0 | 0 | 0 | 752 | 128 | 74 | 955 | 0 | 2,371 |
| Ins: | | 462 | | | 0 | | | 880 | | | 1029 | | phf: |
| Outs: | | 0 | | | 202 | | | 808 | | | 1361 | | 0.867 |
| Seasonal Factor: | | 1.09 | | Week of Count: | | 19 | | | | | | | |
| 100th HHr: | 443 | 0 | 61 | 0 | 0 | 0 | 0 | 820 | 140 | 81 | 1,041 | 0 | 2,584 |

**Vested Trips:**

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vill of LR | 0 | 7 | 0 | 27 | 4 | 231 | 358 | 57 | 0 | 0 | 8 | 90 | 782 |
| B | | | | | | | | | | | | | 0 |
| Tot Vest: | 0 | 7 | 0 | 27 | 4 | 231 | 358 | 57 | 0 | 0 | 8 | 90 | 782 |

**Other Background Growth:** Rate: 0.3% /yr Number of years: 5

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicles: | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 2 | 1 | 16 | 0 | 39 |
| Tot Bvol: | 449 | 7 | 62 | 27 | 4 | 231 | 358 | 889 | 142 | 82 | 1,065 | 90 | 3,405 |

**Development Trips:** Directional Split: 0.63 Inbound

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Assign: | | | 1.5% | 1.0% | | | | 87.5% | | 1.5% | 87.5% | 1.0% | |
| Direction: | | | In | In | | | | In | | Out | Out | Out | |
| Volume: | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 202 | 0 | 2 | 118 | 1 | 328 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total Vol:** | **449** | **7** | **65** | **29** | **4** | **231** | **358** | **1,091** | **142** | **84** | **1,183** | **91** | 3,734 |
| | | | | | | | | | | | | Ratio to Existing: | 1.44 |
| | | | | | | | | | | | | Annual Growth Rate: | 7.6% |

AR 40

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May 29, 2014

# *Traffic Volume Work-up*

**Location:** **Fruitville @ East**
Date: May 6, 2014
Observer: Quality Counts
Weather: Clear

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R | Totals |
| 4:00-4:15 | 26 | 0 | 16 | 1 | 0 | 10 | 8 | 127 | 32 | 11 | 230 | 2 | 463 |
| 4:15-4:30 | 22 | 2 | 13 | 0 | 1 | 6 | 6 | 164 | 32 | 13 | 189 | 0 | 448 |
| 4:30-4:45 | 21 | 1 | 20 | 1 | 3 | 7 | 18 | 150 | 31 | 15 | 226 | 1 | 494 |
| 4:45-5:00 | 22 | 0 | 12 | 1 | 0 | 7 | 15 | 150 | 28 | 8 | 178 | 0 | 421 |
| 5:00-5:15 | 22 | 1 | 12 | 0 | 2 | 6 | 20 | 152 | 46 | 12 | 295 | 0 | 568 |
| 5:15-5:30 | 28 | 0 | 14 | 0 | 2 | 7 | 22 | 147 | 37 | 11 | 203 | 1 | 472 |
| 5:30-5:45 | 17 | 1 | 12 | 0 | 0 | 15 | 10 | 159 | 32 | 8 | 163 | 1 | 418 |
| 5:45-6:00 | 14 | 1 | 17 | 0 | 0 | 11 | 6 | 128 | 49 | 2 | 141 | 1 | 370 |
| **Pk Hr Begins:** | | | | | | | | | | | | | |
| 4:30 PM | 93 | 2 | 58 | 2 | 7 | 27 | 75 | 599 | 142 | 46 | 902 | 2 | 1,955 |
| Ins: | | 153 | | | 36 | | | 816 | | | 950 | | phf: |
| Outs: | | 79 | | | 195 | | | 659 | | | 1022 | | 0.860 |
| Seasonal Factor: | 1.09 | | Week of Count: | 19 | | | | | | | | | |
| 100th HHr: | 101 | 2 | 63 | 2 | 8 | 29 | 82 | 653 | 155 | 50 | 983 | 2 | 2,131 |
| **Vested Trips:** | | | | | | | | | | | | | |
| Vill of LR | 1 | | | | | 1 | | 84 | | | 96 | | 182 |
| B | | | | | | | | | | | | | 0 |
| Tot Vest: | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 84 | 0 | 0 | 96 | 0 | 182 |
| **Other Background Growth:** | | | Rate: | 0.5% /yr | | Number of years: | | 5 | | | | | |
| Vehicles: | 3 | 0 | 2 | 0 | 0 | 1 | 2 | 16 | 4 | 1 | 25 | 0 | 54 |
| Tot Bvol: | 105 | 2 | 65 | 2 | 8 | 31 | 84 | 753 | 159 | 51 | 1,104 | 2 | 2,367 |
| **Development Trips:** | | | | Directional Split: | 0.63 Inbound | | | | | | | | |
| % Assign: | | | 0.5% | 0.5% | | | | 90.0% | | 0.5% | 90.0% | 0.5% | |
| Direction: | | | In | In | | | | In | | Out | Out | Out | |
| Volume: | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 208 | 0 | 1 | 122 | 1 | 334 |
| **Total Vol:** | **105** | **2** | **66** | **3** | **8** | **31** | **84** | **961** | **159** | **52** | **1,226** | **3** | 2,700 |
| | | | | | | | | | | | | Ratio to Existing: | 1.27 |
| | | | | | | | | | | | | Annual Growth Rate: | 4.8% |



D-5
A-171

Rec'd by Planning Services
May 29, 2014

# *Traffic Volume Work-up*

**Location:** **Fruitville @ Tatum**
Date: May 6, 2014
Observer: Quality Counts
Weather: Clear

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R | Totals |
| 4:00-4:15 | 9 | 6 | 12 | 2 | 0 | 17 | 18 | 129 | 2 | 12 | 225 | 6 | 438 |
| 4:15-4:30 | 3 | 6 | 17 | 2 | 6 | 10 | 19 | 146 | 5 | 13 | 179 | 7 | 413 |
| 4:30-4:45 | 6 | 8 | 20 | 0 | 4 | 12 | 29 | 138 | 6 | 15 | 227 | 6 | 471 |
| 4:45-5:00 | 2 | 11 | 19 | 1 | 8 | 7 | 27 | 117 | 13 | 13 | 177 | 3 | 398 |
| 5:00-5:15 | 7 | 1 | 20 | 2 | 2 | 22 | 24 | 130 | 1 | 23 | 276 | 6 | 514 |
| 5:15-5:30 | 7 | 5 | 24 | 2 | 3 | 18 | 18 | 141 | 7 | 5 | 179 | 2 | 411 |
| 5:30-5:45 | 4 | 9 | 18 | 2 | 2 | 8 | 13 | 155 | 7 | 5 | 168 | 1 | 392 |
| 5:45-6:00 | 1 | 3 | 12 | 3 | 6 | 8 | 18 | 125 | 7 | 7 | 127 | 2 | 319 |
| **Pk Hr Begins:** | | | | | | | | | | | | | |
| 4:15 PM | 18 | 26 | 76 | 5 | 20 | 51 | 99 | 531 | 25 | 64 | 859 | 22 | 1,796 |
| Ins: | | 120 | | | 76 | | | 655 | | | 945 | | phf: |
| Outs: | | 147 | | | 109 | | | 612 | | | 928 | | 0.874 |
| Seasonal Factor: | | 1.09 | | Week of Count: | | 19 | | | | | | | |
| 100th HHr: | 20 | 28 | 83 | 5 | 22 | 56 | 108 | 579 | 27 | 70 | 936 | 24 | 1,958 |

**Vested Trips:**

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vill of LR | 1 | | 1 | | | 1 | 1 | 81 | 1 | 1 | 95 | 0 | 182 |
| B | | | | | | | | | | | | | 0 |
| Tot Vest: | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 81 | 1 | 1 | 95 | 0 | 182 |

**Other Background Growth:** Rate: 0.0% /yr Number of years: 5

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tot Bvol: | 21 | 28 | 84 | 5 | 22 | 57 | 109 | 660 | 28 | 71 | 1,031 | 24 | 2,140 |

**Development Trips:** Directional Split: 0.63 Inbound

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Assign: | | | 0.5% | 0.5% | | | | 91.0% | | 0.5% | 91.0% | 0.5% | |
| Direction: | | | In | In | | | | In | | Out | Out | Out | |
| Volume: | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 210 | 0 | 1 | 123 | 1 | 337 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total Vol:** | **21** | **28** | **85** | **6** | **22** | **57** | **109** | **870** | **28** | **72** | **1,154** | **25** | 2,477 |
| | | | | | | | | | | | | Ratio to Existing: | 1.27 |
| | | | | | | | | | | | | Annual Growth Rate: | 4.8% |



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# *Traffic Volume Work-up*

**Location:** **Fruitville @ Sarasota Center**
Date: May 6, 2014
Observer: Quality Counts
Weather: Clear

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R | Totals |
| 4:00-4:15 | 7 | 25 | 0 | 9 | 0 | 159 | 0 | 102 | 0 | 0 | 72 | 3 | 377 |
| 4:15-4:30 | 8 | 34 | 1 | 5 | 0 | 103 | 0 | 118 | 0 | 0 | 76 | 1 | 346 |
| 4:30-4:45 | 3 | 24 | 0 | 8 | 0 | 144 | 1 | 115 | 1 | 0 | 85 | 2 | 383 |
| 4:45-5:00 | 2 | 31 | 0 | 10 | 0 | 118 | 0 | 115 | 0 | 0 | 68 | 2 | 346 |
| 5:00-5:15 | 1 | 16 | 0 | 20 | 0 | 204 | 0 | 118 | 0 | 0 | 92 | 0 | 451 |
| 5:15-5:30 | 1 | 21 | 0 | 13 | 0 | 98 | 0 | 142 | 0 | 0 | 72 | 1 | 348 |
| 5:30-5:45 | 1 | 15 | 0 | 10 | 0 | 77 | 0 | 154 | 0 | 0 | 87 | 0 | 344 |
| 5:45-6:00 | 1 | 14 | 0 | 4 | 0 | 59 | 0 | 125 | 0 | 0 | 60 | 0 | 263 |
| **Pk Hr Begins:** | | | | | | | | | | | | | |
| 4:30 PM | 7 | 92 | 0 | 51 | 0 | 564 | 1 | 490 | 1 | 0 | 317 | 5 | 1,528 |
| Ins: | | 99 | | | 615 | | | 492 | | | 322 | | phf: |
| Outs: | | 98 | | | 1 | | | 541 | | | 888 | | 0.847 |
| Seasonal Factor: | 1.09 | | Week of Count: | 19 | | | | | | | | | |
| 100th HHr: | 8 | 100 | - | 56 | - | 615 | 1 | 534 | 1 | - | 346 | 5 | 1,666 |
| **Vested Trips:** | | | | | | | | | | | | | |
| Vill of LR | 0 | 2 | | 2 | | 1 | | 72 | | | 41 | 1 | 119 |
| B | | | | | | | | | | | | | 0 |
| Tot Vest: | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 72 | 0 | 0 | 41 | 1 | 119 |
| **Other Background Growth:** | | | Rate: | 0.0% /yr | | Number of years: | | 5 | | | | | |
| Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tot Bvol: | 8 | 102 | 0 | 58 | 0 | 616 | 1 | 606 | 1 | 0 | 387 | 6 | 1,785 |
| **Development Trips:** | | | | Directional Split: | 0.63 Inbound | | | | | | | | |
| % Assign: | | | | 3.0% | | | | 92.0% | | | 92.0% | 3.0% | |
| Direction: | | | | In | | | | In | | | Out | Out | |
| Volume: | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 212 | 0 | 0 | 125 | 4 | 348 |
| **Total Vol:** | **8** | **102** | **0** | **65** | **0** | **616** | **1** | **818** | **1** | **0** | **512** | **10** | 2,133 |
| | | | | | | | | | | | | Ratio to Existing: | 1.28 |
| | | | | | | | | | | | | Annual Growth Rate: | 5.1% |

A-173

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May 29, 2014

# *Traffic Volume Work-up*

**Location:** **Fruitville @ Lakepark Driveway (W)**
Date: May 6, 2014
Observer: Quality Counts
Weather: Clear

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R | Totals |
| 4:00-4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15-4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30-4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 0 | 150 |
| 4:45-5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 50 | 0 | 200 |
| 5:00-5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 0 | 0 | 60 | 0 | 228 |
| 5:15-5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 50 | 0 | 200 |
| 5:30-5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45-6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Pk Hr:** | | | | | | | | | | | | | |
| 5:00-5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568 | 0 | 0 | 210 | 0 | 778 |
| Ins: | | 0 | | | 0 | | | 568 | | | 210 | | phf: |
| Outs: | | 0 | | | 0 | | | 568 | | | 210 | | 0.853 |

Seasonal Factor: 1.09 Week of Count: 19

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100th HHr: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 619 | 0 | 0 | 229 | 0 | 848 |

**Vested Trips:**

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vill of LR | | | | | | | | 28 | | | 49 | | 77 |
| B | | | | | | | | | | | | | 0 |
| Tot Vest: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 49 | 0 | 77 |

**Other Background Growth:** Rate: 0.0% /yr Number of years: 5

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tot Bvol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 647 | 0 | 0 | 278 | 0 | 925 |

**Development Trips:** Directional Split: 0.63 Inbound

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Assign: | | | | 1.7% | | 63.4% | 63.4% | 31.6% | | | 31.6% | 1.7% | |
| Direction: | | | | Out | | Out | In | In | | | Out | In | |
| Volume: | 0 | 0 | 0 | 2 | 0 | 86 | 146 | 73 | 0 | 0 | 43 | 4 | 354 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total Vol:** | **0** | **0** | **0** | **2** | **0** | **86** | **146** | **720** | **0** | **0** | **321** | **4** | 1,279 |
| | | | | | | | | | | | | Ratio to Existing: | 1.51 |
| | | | | | | | | | | | | Annual Growth Rate: | 8.6% |



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# *Traffic Volume Work-up*

**Location:** **Fruitville @ Lakepark Driveway (E)**
Date: May 6, 2014
Observer: Quality Counts
Weather: Clear

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R | Totals |
| 4:00-4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15-4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30-4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 0 | 150 |
| 4:45-5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 50 | 0 | 200 |
| 5:00-5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 0 | 0 | 60 | 0 | 228 |
| 5:15-5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 50 | 0 | 200 |
| 5:30-5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45-6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Pk Hr:** | | | | | | | | | | | | | |
| 5:00-5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568 | 0 | 0 | 210 | 0 | 778 |
| Ins: | | 0 | | | 0 | | | 568 | | | 210 | | phf: |
| Outs: | | 0 | | | 0 | | | 568 | | | 210 | | 0.853 |

Seasonal Factor: 1.09 Week of Count: 19

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100th HHr: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 619 | 0 | 0 | 229 | 0 | 848 |

**Vested Trips:**

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vill of LR | | | | | | | | 28 | | | 49 | | 77 |
| B | | | | | | | | | | | | | 0 |
| Tot Vest: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 49 | 0 | 77 |

**Other Background Growth:** Rate: 0.0% /yr Number of years: 5

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tot Bvol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 647 | 0 | 0 | 278 | 0 | 925 |

**Development Trips:** Directional Split: 0.63 Inbound

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Assign: | | | | 3.3% | | 31.6% | 31.6% | 1.7% | | | 1.7% | 3.3% | |
| Direction: | | | | Out | | Out | In | Out | | | In | In | |
| Volume: | 0 | 0 | 0 | 5 | 0 | 43 | 73 | 2 | 0 | 0 | 4 | 8 | 135 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total Vol:** | **0** | **0** | **0** | **5** | **0** | **43** | **73** | **649** | **0** | **0** | **282** | **8** | 1,060 |

Ratio to Existing: 1.25
Annual Growth Rate: 4.6%

AR195

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# *Segment Volume Workups*

| | Count | Week | Season Fac | 2014 | Trend Growth | Vested | 2019BVol | Dvol | 2019 Tvol |
|---|---|---|---|---|---|---|---|---|---|
| Sarasota Center to Dog Kennel | 863 | 19 | 1.09 | 941 | - | 164 | 1,105 | 348 | 1,452 |
| Dog Kennel to Site | 770 | 19 | 1.09 | 839 | - | 77 | 916 | 348 | 1,264 |
| Site to Verna | 611 | 19 | 1.09 | 666 | - | 77 | 743 | 18 | 761 |



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# Appendix E

# 2014 Capacity Analysis Worksheets

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# HCM Signalized Intersection Capacity Analysis
## 5680: Fruitville & I-75 SB

5/15/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2099 | 1146 | 0 | 1202 | 326 | 0 | 0 | 0 | 227 | 0 | 985 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 9.0 | 4.0 | | 9.0 | 9.0 | | | | 7.0 | | 7.0 |
| Lane Util. Factor | | 0.91 | 1.00 | | 0.91 | 1.00 | | | | 0.97 | | 0.76 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 5085 | 1583 | | 5085 | 1583 | | | | 3433 | | 3610 |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 5085 | 1583 | | 5085 | 1583 | | | | 3433 | | 3610 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 2209 | 1206 | 0 | 1265 | 343 | 0 | 0 | 0 | 239 | 0 | 1037 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 2209 | 1206 | 0 | 1265 | 180 | 0 | 0 | 0 | 239 | 0 | 1037 |
| Turn Type | | NA | Free | | NA | Perm | | | | Prot | | custom |
| Protected Phases | | 1 | | | 1 | | | | | 2 | | |
| Permitted Phases | | | Free | | | 1 | | | | | | 2 |
| Actuated Green, G (s) | | 84.0 | 160.0 | | 84.0 | 84.0 | | | | 60.0 | | 60.0 |
| Effective Green, g (s) | | 84.0 | 160.0 | | 84.0 | 84.0 | | | | 60.0 | | 60.0 |
| Actuated g/C Ratio | | 0.52 | 1.00 | | 0.52 | 0.52 | | | | 0.38 | | 0.38 |
| Clearance Time (s) | | 9.0 | | | 9.0 | 9.0 | | | | 7.0 | | 7.0 |
| Vehicle Extension (s) | | 5.0 | | | 5.0 | 5.0 | | | | 4.0 | | 4.0 |
| Lane Grp Cap (vph) | | 2669 | 1583 | | 2669 | 831 | | | | 1287 | | 1353 |
| v/s Ratio Prot | | 0.43 | | | 0.25 | | | | | 0.07 | | |
| v/s Ratio Perm | | | c0.76 | | | 0.11 | | | | | | 0.29 |
| v/c Ratio | | 0.83 | 0.76 | | 0.47 | 0.22 | | | | 0.19 | | 0.77 |
| Uniform Delay, d1 | | 31.9 | 0.0 | | 24.0 | 20.4 | | | | 33.6 | | 43.9 |
| Progression Factor | | 1.00 | 1.00 | | 0.68 | 0.54 | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 2.5 | 3.5 | | 0.3 | 0.3 | | | | 0.3 | | 4.2 |
| Delay (s) | | 34.4 | 3.5 | | 16.5 | 11.2 | | | | 33.9 | | 48.1 |
| Level of Service | | C | A | | B | B | | | | C | | D |
| Approach Delay (s) | | 23.5 | | | 15.4 | | | 0.0 | | | 45.4 | |
| Approach LOS | | C | | | B | | | A | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 25.9 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 59.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

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# HCM Signalized Intersection Capacity Analysis
## 5565: I-75 NB & Fruitville

5/15/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑ | ↱ | | ↑↑↑ | ↱ | ↰↰ | ↕ | ↱ | | | |
| Volume (vph) | 0 | 898 | 1543 | 0 | 887 | 667 | 653 | 1 | 254 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 4.0 | | 6.0 | 6.0 | 7.5 | 7.5 | 7.5 | | | |
| Lane Util. Factor | | 0.95 | 1.00 | | 0.91 | 1.00 | 0.91 | 0.91 | 1.00 | | | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | | |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | | | |
| Satd. Flow (prot) | | 3539 | 1583 | | 5085 | 1583 | 3221 | 1615 | 1583 | | | |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | | | |
| Satd. Flow (perm) | | 3539 | 1583 | | 5085 | 1583 | 3221 | 1615 | 1583 | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 945 | 1624 | 0 | 934 | 702 | 687 | 1 | 267 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 285 | 0 | 0 | 91 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 945 | 1624 | 0 | 934 | 417 | 460 | 228 | 176 | 0 | 0 | 0 |
| Turn Type | | NA | Free | | NA | Perm | Split | NA | Perm | | | |
| Protected Phases | | 1 | | | 1 | | 2 | 2 | | | | |
| Permitted Phases | | | Free | | | 1 | | | 2 | | | |
| Actuated Green, G (s) | | 95.0 | 160.0 | | 95.0 | 95.0 | 51.5 | 51.5 | 51.5 | | | |
| Effective Green, g (s) | | 95.0 | 160.0 | | 95.0 | 95.0 | 51.5 | 51.5 | 51.5 | | | |
| Actuated g/C Ratio | | 0.59 | 1.00 | | 0.59 | 0.59 | 0.32 | 0.32 | 0.32 | | | |
| Clearance Time (s) | | 6.0 | | | 6.0 | 6.0 | 7.5 | 7.5 | 7.5 | | | |
| Vehicle Extension (s) | | 5.0 | | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | |
| Lane Grp Cap (vph) | | 2101 | 1583 | | 3019 | 939 | 1036 | 519 | 509 | | | |
| v/s Ratio Prot | | 0.27 | | | 0.18 | | 0.14 | 0.14 | | | | |
| v/s Ratio Perm | | | c1.03 | | | 0.26 | | | 0.11 | | | |
| v/c Ratio | | 0.45 | 1.03 | | 0.31 | 0.44 | 0.44 | 0.44 | 0.35 | | | |
| Uniform Delay, d1 | | 18.0 | 80.0 | | 16.2 | 17.9 | 42.9 | 42.8 | 41.4 | | | |
| Progression Factor | | 0.28 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | | 0.2 | 25.4 | | 0.1 | 0.7 | 1.4 | 2.7 | 1.9 | | | |
| Delay (s) | | 5.2 | 105.4 | | 16.3 | 18.6 | 44.3 | 45.5 | 43.3 | | | |
| Level of Service | | A | F | | B | B | D | D | D | | | |
| Approach Delay (s) | | 68.6 | | | 17.3 | | | 44.3 | | | 0.0 | |
| Approach LOS | | E | | | B | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 47.8 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 1.12 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 13.5 |
| Intersection Capacity Utilization | 65.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

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May 29, 2014

# HCM Signalized Intersection Capacity Analysis
## 5732: Coburn & Fruitville

5/15/2014

| Movement | EBU | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Volume (vph) | 0 | 820 | 140 | 81 | 1041 | 443 | 61 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | | 7.0 | 6.5 | 6.5 | |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.95 | 0.97 | |
| Frt | | 0.98 | | 1.00 | 1.00 | 0.98 | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | 0.96 | |
| Satd. Flow (prot) | | 3462 | | 1770 | 3539 | 3399 | |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | 0.96 | |
| Satd. Flow (perm) | | 3462 | | 1770 | 3539 | 3399 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 863 | 147 | 85 | 1096 | 466 | 64 |
| RTOR Reduction (vph) | 0 | 9 | 0 | 0 | 0 | 9 | 0 |
| Lane Group Flow (vph) | 0 | 1001 | 0 | 85 | 1096 | 521 | 0 |
| Turn Type | Prot | NA | | Prot | NA | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 4 | |
| Permitted Phases | | | | | | | |
| Actuated Green, G (s) | | 58.7 | | 10.9 | 77.1 | 23.7 | |
| Effective Green, g (s) | | 58.7 | | 10.9 | 77.1 | 23.7 | |
| Actuated g/C Ratio | | 0.52 | | 0.10 | 0.68 | 0.21 | |
| Clearance Time (s) | | 7.0 | | 7.0 | 6.5 | 6.5 | |
| Vehicle Extension (s) | | 5.0 | | 3.0 | 5.0 | 4.0 | |
| Lane Grp Cap (vph) | | 1785 | | 169 | 2397 | 707 | |
| v/s Ratio Prot | | c0.29 | | 0.05 | c0.31 | c0.15 | |
| v/s Ratio Perm | | | | | | | |
| v/c Ratio | | 0.56 | | 0.50 | 0.46 | 0.74 | |
| Uniform Delay, d1 | | 18.8 | | 48.9 | 8.6 | 42.1 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 0.7 | | 2.3 | 0.6 | 4.3 | |
| Delay (s) | | 19.4 | | 51.2 | 9.2 | 46.4 | |
| Level of Service | | B | | D | A | D | |
| Approach Delay (s) | | 19.4 | | | 12.2 | 46.4 | |
| Approach LOS | | B | | | B | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 21.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 113.8 | Sum of lost time (s) | 20.5 |
| Intersection Capacity Utilization | 65.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

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# HCM Signalized Intersection Capacity Analysis
## 5694: East & Fruitville

5/15/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 82 | 653 | 155 | 50 | 983 | 2 | 101 | 2 | 63 | 2 | 8 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 5.5 | | 4.0 | 5.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 1.00 | | 1.00 | 0.85 | | 1.00 | 0.88 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3437 | | 1770 | 3538 | | 1770 | 1592 | | 1770 | 1641 | |
| Flt Permitted | 0.19 | 1.00 | | 0.29 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 355 | 3437 | | 537 | 3538 | | 1770 | 1592 | | 1770 | 1641 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 86 | 687 | 163 | 53 | 1035 | 2 | 106 | 2 | 66 | 2 | 8 | 31 |
| RTOR Reduction (vph) | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 29 | 0 |
| Lane Group Flow (vph) | 86 | 833 | 0 | 53 | 1037 | 0 | 106 | 9 | 0 | 2 | 10 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Split | NA | | Split | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 4 | 4 | | 8 | 8 | |
| Permitted Phases | 6 | | | 2 | | | | | | | | |
| Actuated Green, G (s) | 48.6 | 43.3 | | 45.4 | 41.7 | | 8.1 | 8.1 | | 4.0 | 4.0 | |
| Effective Green, g (s) | 48.6 | 43.3 | | 45.4 | 41.7 | | 8.1 | 8.1 | | 4.0 | 4.0 | |
| Actuated g/C Ratio | 0.60 | 0.53 | | 0.56 | 0.51 | | 0.10 | 0.10 | | 0.05 | 0.05 | |
| Clearance Time (s) | 4.0 | 5.5 | | 4.0 | 5.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 303 | 1823 | | 354 | 1808 | | 175 | 158 | | 86 | 80 | |
| v/s Ratio Prot | c0.02 | 0.24 | | 0.01 | c0.29 | | c0.06 | 0.01 | | 0.00 | c0.01 | |
| v/s Ratio Perm | 0.15 | | | 0.08 | | | | | | | | |
| v/c Ratio | 0.28 | 0.46 | | 0.15 | 0.57 | | 0.61 | 0.05 | | 0.02 | 0.12 | |
| Uniform Delay, d1 | 8.3 | 11.9 | | 8.5 | 13.8 | | 35.2 | 33.3 | | 36.9 | 37.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.5 | 0.8 | | 0.2 | 1.3 | | 5.8 | 0.1 | | 0.1 | 0.7 | |
| Delay (s) | 8.9 | 12.7 | | 8.7 | 15.1 | | 41.0 | 33.4 | | 37.0 | 37.8 | |
| Level of Service | A | B | | A | B | | D | C | | D | D | |
| Approach Delay (s) | | 12.3 | | | 14.8 | | | 38.1 | | | 37.7 | |
| Approach LOS | | B | | | B | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 16.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 81.6 | Sum of lost time (s) | 22.5 |
| Intersection Capacity Utilization | 58.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

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# HCM Signalized Intersection Capacity Analysis
## 5739: Tatum & Fruitville

5/15/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 108 | 579 | 27 | 70 | 936 | 24 | 20 | 28 | 83 | 5 | 22 | 56 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 5.5 | | 4.0 | 5.5 | | | 6.5 | 6.5 | | 6.5 | 6.5 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | | 1.00 | 0.85 | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.98 | 1.00 | | 0.99 | 1.00 |
| Satd. Flow (prot) | 1770 | 3516 | | 1770 | 3526 | | | 1824 | 1583 | | 1846 | 1583 |
| Flt Permitted | 0.22 | 1.00 | | 0.41 | 1.00 | | | 0.85 | 1.00 | | 0.93 | 1.00 |
| Satd. Flow (perm) | 414 | 3516 | | 764 | 3526 | | | 1585 | 1583 | | 1724 | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 114 | 609 | 28 | 74 | 985 | 25 | 21 | 29 | 87 | 5 | 23 | 59 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 78 | 0 | 0 | 53 |
| Lane Group Flow (vph) | 114 | 633 | 0 | 74 | 1008 | 0 | 0 | 50 | 9 | 0 | 28 | 6 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | | | 4 | | | 8 | |
| Permitted Phases | 6 | | | 2 | | | 4 | | 4 | 8 | | 8 |
| Actuated Green, G (s) | 41.4 | 35.9 | | 38.0 | 34.2 | | | 6.1 | 6.1 | | 6.1 | 6.1 |
| Effective Green, g (s) | 41.4 | 35.9 | | 38.0 | 34.2 | | | 6.1 | 6.1 | | 6.1 | 6.1 |
| Actuated g/C Ratio | 0.67 | 0.58 | | 0.61 | 0.55 | | | 0.10 | 0.10 | | 0.10 | 0.10 |
| Clearance Time (s) | 4.0 | 5.5 | | 4.0 | 5.5 | | | 6.5 | 6.5 | | 6.5 | 6.5 |
| Vehicle Extension (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | | 3.0 | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 398 | 2042 | | 531 | 1951 | | | 156 | 156 | | 170 | 156 |
| v/s Ratio Prot | c0.03 | 0.18 | | 0.01 | c0.29 | | | | | | | |
| v/s Ratio Perm | 0.17 | | | 0.08 | | | | c0.03 | 0.01 | | 0.02 | 0.00 |
| v/c Ratio | 0.29 | 0.31 | | 0.14 | 0.52 | | | 0.32 | 0.06 | | 0.16 | 0.04 |
| Uniform Delay, d1 | 4.2 | 6.6 | | 4.8 | 8.6 | | | 25.9 | 25.2 | | 25.5 | 25.2 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.4 | 0.2 | | 0.1 | 0.5 | | | 1.2 | 0.1 | | 0.5 | 0.1 |
| Delay (s) | 4.6 | 6.8 | | 4.9 | 9.1 | | | 27.1 | 25.4 | | 26.0 | 25.3 |
| Level of Service | A | A | | A | A | | | C | C | | C | C |
| Approach Delay (s) | | 6.5 | | | 8.8 | | | 26.0 | | | 25.5 | |
| Approach LOS | | A | | | A | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 9.8 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 61.8 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 55.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

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# HCM Signalized Intersection Capacity Analysis
## 5720: Sarasota Center & Fruitville

5/15/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1 | 534 | 0 | 0 | 346 | 5 | 8 | 100 | 0 | 56 | 1 | 615 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | 6.0 | 6.0 | | | 6.0 | 4.0 |
| Lane Util. Factor | | 0.95 | | | 0.95 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Frt | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | | 1.00 | | 0.95 | 1.00 | | | 0.95 | 1.00 |
| Satd. Flow (prot) | | 3539 | | | 3532 | | 1770 | 1863 | | | 1775 | 1583 |
| Flt Permitted | | 0.95 | | | 1.00 | | 0.95 | 1.00 | | | 0.95 | 1.00 |
| Satd. Flow (perm) | | 3380 | | | 3532 | | 1770 | 1863 | | | 1775 | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 1 | 562 | 0 | 0 | 364 | 5 | 8 | 105 | 0 | 59 | 1 | 647 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 376 |
| Lane Group Flow (vph) | 0 | 563 | 0 | 0 | 368 | 0 | 8 | 105 | 0 | 0 | 60 | 271 |
| Turn Type | Prot | NA | | | NA | | Split | NA | | Split | NA | pm+ov |
| Protected Phases | 7 | 4 | | | 8 | | 2 | 2 | | 6 | 6 | 7 |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | | 36.1 | | | 24.1 | | 10.2 | 10.2 | | | 15.3 | 23.3 |
| Effective Green, g (s) | | 36.1 | | | 24.1 | | 10.2 | 10.2 | | | 15.3 | 23.3 |
| Actuated g/C Ratio | | 0.45 | | | 0.30 | | 0.13 | 0.13 | | | 0.19 | 0.29 |
| Clearance Time (s) | | 6.0 | | | 6.0 | | 6.0 | 6.0 | | | 6.0 | 4.0 |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1548 | | | 1069 | | 226 | 238 | | | 341 | 463 |
| v/s Ratio Prot | | 0.04 | | | 0.10 | | 0.00 | c0.06 | | | 0.03 | c0.06 |
| v/s Ratio Perm | | c0.13 | | | | | | | | | | 0.11 |
| v/c Ratio | | 0.36 | | | 0.34 | | 0.04 | 0.44 | | | 0.18 | 0.58 |
| Uniform Delay, d1 | | 14.2 | | | 21.6 | | 30.4 | 32.1 | | | 26.9 | 24.0 |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.1 | | | 0.2 | | 0.1 | 1.3 | | | 0.2 | 1.9 |
| Delay (s) | | 14.4 | | | 21.8 | | 30.5 | 33.4 | | | 27.1 | 25.9 |
| Level of Service | | B | | | C | | C | C | | | C | C |
| Approach Delay (s) | | 14.4 | | | 21.8 | | | 33.2 | | | 26.0 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 21.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.48 | | |
| Actuated Cycle Length (s) | 79.6 | Sum of lost time (s) | 22.0 |
| Intersection Capacity Utilization | 73.9% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

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# Arterial Level of Service

5/15/2014

## Arterial Level of Service: EB Fruitville

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| | II | 40 | 36.6 | 35.4 | 72.0 | 0.38 | 19.1 | D |
| I-75 NB | II | 40 | 23.5 | 5.5 | 29.0 | 0.20 | 25.4 | C |
| Coburn | II | 40 | 45.3 | 21.1 | 66.4 | 0.49 | 26.4 | C |
| East | II | 40 | 56.4 | 14.3 | 70.7 | 0.63 | 31.9 | B |
| Tatum | II | 40 | 57.4 | 7.9 | 65.3 | 0.64 | 35.2 | A |
| Sarasota Center | II | 40 | 54.4 | 18.9 | 73.3 | 0.60 | 29.7 | B |
| Total | II | | 273.6 | 103.1 | 376.7 | 2.94 | 28.1 | B |

## Arterial Level of Service: WB Fruitville

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Tatum | II | 40 | 54.4 | 10.9 | 65.3 | 0.60 | 33.3 | B |
| East | II | 40 | 57.4 | 17.3 | 74.7 | 0.64 | 30.7 | B |
| Coburn | II | 40 | 56.4 | 9.8 | 66.2 | 0.63 | 34.1 | B |
| | II | 40 | 45.3 | 16.5 | 61.8 | 0.49 | 28.4 | B |
| I-75 SB | II | 40 | 23.5 | 16.9 | 40.4 | 0.20 | 18.2 | D |
| Total | II | | 237.0 | 71.4 | 308.4 | 2.56 | 29.9 | B |

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# Appendix F

# 2019 Background Traffic

# Capacity Analysis Worksheets

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# HCM Signalized Intersection Capacity Analysis
## 5680: Fruitville & I-75 SB

5/16/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2454 | 1163 | 0 | 1320 | 452 | 0 | 0 | 0 | 230 | 0 | 1000 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 9.0 | 4.0 | | 9.0 | 4.0 | | | | 7.0 | | 7.0 |
| Lane Util. Factor | | 0.91 | 1.00 | | 0.91 | 1.00 | | | | 0.97 | | 0.76 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 5085 | 1583 | | 5085 | 1583 | | | | 3433 | | 3610 |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 5085 | 1583 | | 5085 | 1583 | | | | 3433 | | 3610 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 2583 | 1224 | 0 | 1389 | 476 | 0 | 0 | 0 | 242 | 0 | 1053 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 2583 | 1224 | 0 | 1389 | 476 | 0 | 0 | 0 | 242 | 0 | 1053 |
| Turn Type | | NA | Free | | NA | Free | | | | Prot | | custom |
| Protected Phases | | 1 6 | | | 1 | | | | | 2 | | 2 6 |
| Permitted Phases | | | Free | | | Free | | | | | | 2 |
| Actuated Green, G (s) | | 102.5 | 160.0 | | 81.0 | 160.0 | | | | 41.5 | | 66.0 |
| Effective Green, g (s) | | 98.5 | 160.0 | | 81.0 | 160.0 | | | | 41.5 | | 66.0 |
| Actuated g/C Ratio | | 0.62 | 1.00 | | 0.51 | 1.00 | | | | 0.26 | | 0.41 |
| Clearance Time (s) | | | | | 9.0 | | | | | 7.0 | | |
| Vehicle Extension (s) | | | | | 5.0 | | | | | 4.0 | | |
| Lane Grp Cap (vph) | | 3130 | 1583 | | 2574 | 1583 | | | | 890 | | 1489 |
| v/s Ratio Prot | | 0.51 | | | 0.27 | | | | | 0.07 | | 0.29 |
| v/s Ratio Perm | | | c0.77 | | | 0.30 | | | | | | |
| v/c Ratio | | 0.83 | 0.77 | | 0.54 | 0.30 | | | | 0.27 | | 0.71 |
| Uniform Delay, d1 | | 24.0 | 0.0 | | 26.8 | 0.0 | | | | 47.2 | | 39.0 |
| Progression Factor | | 1.00 | 1.00 | | 0.93 | 1.00 | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 2.1 | 3.7 | | 0.4 | 0.5 | | | | 0.2 | | 1.7 |
| Delay (s) | | 26.2 | 3.7 | | 25.4 | 0.5 | | | | 47.4 | | 40.7 |
| Level of Service | | C | A | | C | A | | | | D | | D |
| Approach Delay (s) | | 18.9 | | | 19.1 | | | 0.0 | | | 41.9 | |
| Approach LOS | | B | | | B | | | A | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 23.2 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.88 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 64.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

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# HCM Signalized Intersection Capacity Analysis
## 5565: I-75 NB & Fruitville

5/16/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 1235 | 1567 | 0 | 1122 | 681 | 664 | 0 | 327 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 4.0 | | 6.0 | 4.0 | 7.5 | 7.5 | 7.5 | | | |
| Lane Util. Factor | | 0.95 | 1.00 | | 0.91 | 1.00 | 0.91 | 0.91 | 1.00 | | | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | | |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | | | |
| Satd. Flow (prot) | | 3539 | 1583 | | 5085 | 1583 | 3221 | 1610 | 1583 | | | |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | | | |
| Satd. Flow (perm) | | 3539 | 1583 | | 5085 | 1583 | 3221 | 1610 | 1583 | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1300 | 1649 | 0 | 1181 | 717 | 699 | 0 | 344 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1300 | 1649 | 0 | 1181 | 717 | 468 | 231 | 306 | 0 | 0 | 0 |
| Turn Type | | NA | Free | | NA | Free | Split | NA | Perm | | | |
| Protected Phases | | 1 | | | 1 | | 2 | 2 | | | | |
| Permitted Phases | | | Free | | | Free | | | 2 | | | |
| Actuated Green, G (s) | | 104.6 | 160.0 | | 104.6 | 160.0 | 41.9 | 41.9 | 41.9 | | | |
| Effective Green, g (s) | | 104.6 | 160.0 | | 104.6 | 160.0 | 41.9 | 41.9 | 41.9 | | | |
| Actuated g/C Ratio | | 0.65 | 1.00 | | 0.65 | 1.00 | 0.26 | 0.26 | 0.26 | | | |
| Clearance Time (s) | | 6.0 | | | 6.0 | | 7.5 | 7.5 | 7.5 | | | |
| Vehicle Extension (s) | | 5.0 | | | 5.0 | | 5.0 | 5.0 | 5.0 | | | |
| Lane Grp Cap (vph) | | 2313 | 1583 | | 3324 | 1583 | 843 | 421 | 414 | | | |
| v/s Ratio Prot | | 0.37 | | | 0.23 | | 0.15 | 0.14 | | | | |
| v/s Ratio Perm | | | c1.04 | | | 0.45 | | | 0.19 | | | |
| v/c Ratio | | 0.56 | 1.04 | | 0.36 | 0.45 | 0.56 | 0.55 | 0.74 | | | |
| Uniform Delay, d1 | | 15.2 | 80.0 | | 12.5 | 0.0 | 51.0 | 50.9 | 54.1 | | | |
| Progression Factor | | 0.32 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | | 0.7 | 30.6 | | 0.3 | 0.9 | 1.3 | 2.6 | 8.2 | | | |
| Delay (s) | | 5.6 | 110.6 | | 12.8 | 0.9 | 52.4 | 53.5 | 62.3 | | | |
| Level of Service | | A | F | | B | A | D | D | E | | | |
| Approach Delay (s) | | 64.3 | | | 8.3 | | | 55.9 | | | 0.0 | |
| Approach LOS | | E | | | A | | | E | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 44.8 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 1.14 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 13.5 |
| Intersection Capacity Utilization | 65.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

Rec'd by Planning Services
May 29, 2014

# HCM Signalized Intersection Capacity Analysis
## 5732: Coburn & Fruitville

5/16/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 358 | 889 | 142 | 82 | 1065 | 90 | 449 | 7 | 62 | 27 | 4 | 231 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | | 7.0 | 6.5 | | 6.5 | 6.5 | | | 7.0 | 7.0 |
| Lane Util. Factor | 0.97 | 0.95 | | 1.00 | 0.95 | | 0.97 | 1.00 | | | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.86 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.96 | 1.00 |
| Satd. Flow (prot) | 3433 | 3466 | | 1770 | 3498 | | 3433 | 1610 | | | 1785 | 1583 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.96 | 1.00 |
| Satd. Flow (perm) | 3433 | 3466 | | 1770 | 3498 | | 3433 | 1610 | | | 1785 | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 377 | 936 | 149 | 86 | 1121 | 95 | 473 | 7 | 65 | 28 | 4 | 243 |
| RTOR Reduction (vph) | 0 | 10 | 0 | 0 | 5 | 0 | 0 | 55 | 0 | 0 | 0 | 78 |
| Lane Group Flow (vph) | 377 | 1075 | 0 | 86 | 1211 | 0 | 473 | 17 | 0 | 0 | 32 | 165 |
| Turn Type | Prot | NA | | Prot | NA | | Split | NA | | Split | NA | pm+ov |
| Protected Phases | 1 | 6 | | 5 | 2 | | 4 | 4 | | 3 | 3 | 1 |
| Permitted Phases | | | | | | | | | | | | 3 |
| Actuated Green, G (s) | 13.2 | 47.3 | | 6.2 | 40.8 | | 16.8 | 16.8 | | | 10.9 | 24.1 |
| Effective Green, g (s) | 13.2 | 47.3 | | 6.2 | 40.8 | | 16.8 | 16.8 | | | 10.9 | 24.1 |
| Actuated g/C Ratio | 0.12 | 0.44 | | 0.06 | 0.38 | | 0.15 | 0.15 | | | 0.10 | 0.22 |
| Clearance Time (s) | 7.0 | 7.0 | | 7.0 | 6.5 | | 6.5 | 6.5 | | | 7.0 | 7.0 |
| Vehicle Extension (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 4.0 | 4.0 | | | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 416 | 1508 | | 100 | 1312 | | 530 | 248 | | | 178 | 350 |
| v/s Ratio Prot | c0.11 | c0.31 | | 0.05 | c0.35 | | c0.14 | 0.01 | | | 0.02 | c0.06 |
| v/s Ratio Perm | | | | | | | | | | | | 0.05 |
| v/c Ratio | 0.91 | 0.71 | | 0.86 | 0.92 | | 0.89 | 0.07 | | | 0.18 | 0.47 |
| Uniform Delay, d1 | 47.1 | 25.1 | | 50.8 | 32.4 | | 45.1 | 39.3 | | | 44.8 | 36.8 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | 22.8 | 2.0 | | 47.8 | 11.4 | | 17.5 | 0.2 | | | 1.0 | 1.0 |
| Delay (s) | 69.9 | 27.1 | | 98.6 | 43.8 | | 62.6 | 39.4 | | | 45.8 | 37.8 |
| Level of Service | E | C | | F | D | | E | D | | | D | D |
| Approach Delay (s) | | 38.2 | | | 47.5 | | | 59.5 | | | 38.7 | |
| Approach LOS | | D | | | D | | | E | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 44.8 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.87 | | |
| Actuated Cycle Length (s) | 108.7 | Sum of lost time (s) | 27.5 |
| Intersection Capacity Utilization | 78.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

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# HCM Signalized Intersection Capacity Analysis
## 5694: East & Fruitville

5/16/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 84 | 753 | 159 | 51 | 1104 | 2 | 105 | 2 | 65 | 2 | 8 | 31 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 5.5 | | 4.0 | 5.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 1.00 | | 1.00 | 0.85 | | 1.00 | 0.88 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3447 | | 1770 | 3538 | | 1770 | 1591 | | 1770 | 1638 | |
| Flt Permitted | 0.15 | 1.00 | | 0.24 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 278 | 3447 | | 450 | 3538 | | 1770 | 1591 | | 1770 | 1638 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 88 | 793 | 167 | 54 | 1162 | 2 | 111 | 2 | 68 | 2 | 8 | 33 |
| RTOR Reduction (vph) | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 31 | 0 |
| Lane Group Flow (vph) | 88 | 945 | 0 | 54 | 1164 | 0 | 111 | 9 | 0 | 2 | 10 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Split | NA | | Split | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 4 | 4 | | 8 | 8 | |
| Permitted Phases | 6 | | | 2 | | | | | | | | |
| Actuated Green, G (s) | 48.7 | 43.4 | | 45.5 | 41.8 | | 8.3 | 8.3 | | 4.0 | 4.0 | |
| Effective Green, g (s) | 48.7 | 43.4 | | 45.5 | 41.8 | | 8.3 | 8.3 | | 4.0 | 4.0 | |
| Actuated g/C Ratio | 0.59 | 0.53 | | 0.56 | 0.51 | | 0.10 | 0.10 | | 0.05 | 0.05 | |
| Clearance Time (s) | 4.0 | 5.5 | | 4.0 | 5.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 261 | 1826 | | 309 | 1805 | | 179 | 161 | | 86 | 80 | |
| v/s Ratio Prot | c0.02 | 0.27 | | 0.01 | c0.33 | | c0.06 | 0.01 | | 0.00 | c0.01 | |
| v/s Ratio Perm | 0.18 | | | 0.09 | | | | | | | | |
| v/c Ratio | 0.34 | 0.52 | | 0.17 | 0.64 | | 0.62 | 0.06 | | 0.02 | 0.12 | |
| Uniform Delay, d1 | 9.2 | 12.5 | | 8.8 | 14.6 | | 35.3 | 33.3 | | 37.1 | 37.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.8 | 1.1 | | 0.3 | 1.8 | | 6.5 | 0.1 | | 0.1 | 0.7 | |
| Delay (s) | 10.0 | 13.5 | | 9.0 | 16.4 | | 41.8 | 33.4 | | 37.2 | 37.9 | |
| Level of Service | A | B | | A | B | | D | C | | D | D | |
| Approach Delay (s) | | 13.2 | | | 16.1 | | | 38.6 | | | 37.9 | |
| Approach LOS | | B | | | B | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 16.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 81.9 | Sum of lost time (s) | 22.5 |
| Intersection Capacity Utilization | 62.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

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# HCM Signalized Intersection Capacity Analysis
## 5739: Tatum & Fruitville

5/16/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 109 | 660 | 28 | 71 | 1031 | 24 | 21 | 28 | 84 | 5 | 22 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 5.5 | | 4.0 | 5.5 | | | 6.5 | 6.5 | | 6.5 | 6.5 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | | 1.00 | 0.85 | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.98 | 1.00 | | 0.99 | 1.00 |
| Satd. Flow (prot) | 1770 | 3518 | | 1770 | 3527 | | | 1823 | 1583 | | 1846 | 1583 |
| Flt Permitted | 0.18 | 1.00 | | 0.37 | 1.00 | | | 0.85 | 1.00 | | 0.93 | 1.00 |
| Satd. Flow (perm) | 332 | 3518 | | 697 | 3527 | | | 1579 | 1583 | | 1724 | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 115 | 695 | 29 | 75 | 1085 | 25 | 22 | 29 | 88 | 5 | 23 | 60 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 79 | 0 | 0 | 54 |
| Lane Group Flow (vph) | 115 | 720 | 0 | 75 | 1108 | 0 | 0 | 51 | 9 | 0 | 28 | 6 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | | | 4 | | | 8 | |
| Permitted Phases | 6 | | | 2 | | | 4 | | 4 | 8 | | 8 |
| Actuated Green, G (s) | 34.2 | 28.9 | | 31.6 | 27.6 | | | 5.9 | 5.9 | | 5.9 | 5.9 |
| Effective Green, g (s) | 34.2 | 28.9 | | 31.6 | 27.6 | | | 5.9 | 5.9 | | 5.9 | 5.9 |
| Actuated g/C Ratio | 0.62 | 0.53 | | 0.58 | 0.50 | | | 0.11 | 0.11 | | 0.11 | 0.11 |
| Clearance Time (s) | 4.0 | 5.5 | | 4.0 | 5.5 | | | 6.5 | 6.5 | | 6.5 | 6.5 |
| Vehicle Extension (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | | 3.0 | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 346 | 1855 | | 480 | 1776 | | | 170 | 170 | | 185 | 170 |
| v/s Ratio Prot | c0.03 | 0.20 | | 0.01 | c0.31 | | | | | | | |
| v/s Ratio Perm | 0.18 | | | 0.08 | | | | c0.03 | 0.01 | | 0.02 | 0.00 |
| v/c Ratio | 0.33 | 0.39 | | 0.16 | 0.62 | | | 0.30 | 0.06 | | 0.15 | 0.04 |
| Uniform Delay, d1 | 5.1 | 7.7 | | 5.1 | 9.8 | | | 22.5 | 21.9 | | 22.2 | 21.9 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.6 | 0.3 | | 0.2 | 1.0 | | | 1.0 | 0.1 | | 0.4 | 0.1 |
| Delay (s) | 5.7 | 8.0 | | 5.3 | 10.8 | | | 23.5 | 22.1 | | 22.6 | 22.0 |
| Level of Service | A | A | | A | B | | | C | C | | C | C |
| Approach Delay (s) | | 7.7 | | | 10.5 | | | 22.6 | | | 22.2 | |
| Approach LOS | | A | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 10.6 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.53 | | |
| Actuated Cycle Length (s) | 54.8 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 57.9% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

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# HCM Signalized Intersection Capacity Analysis
## 5720: Sarasota Center & Fruitville

5/16/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1 | 606 | 1 | 0 | 387 | 6 | 8 | 102 | 0 | 58 | 0 | 616 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | 6.0 | 6.0 | | | 6.0 | 4.0 |
| Lane Util. Factor | | 0.95 | | | 0.95 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Frt | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | | 1.00 | | 0.95 | 1.00 | | | 0.95 | 1.00 |
| Satd. Flow (prot) | | 3538 | | | 3532 | | 1770 | 1863 | | | 1770 | 1583 |
| Flt Permitted | | 0.95 | | | 1.00 | | 0.95 | 1.00 | | | 0.95 | 1.00 |
| Satd. Flow (perm) | | 3379 | | | 3532 | | 1770 | 1863 | | | 1770 | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 1 | 638 | 1 | 0 | 407 | 6 | 8 | 107 | 0 | 61 | 0 | 648 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| Lane Group Flow (vph) | 0 | 640 | 0 | 0 | 412 | 0 | 8 | 107 | 0 | 0 | 61 | 414 |
| Turn Type | Prot | NA | | | NA | | Split | NA | | Split | NA | pm+ov |
| Protected Phases | 7 | 4 7 | | | 8 | | 2 | 2 | | 6 | 6 | 7 |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | | 46.3 | | | 20.3 | | 9.5 | 9.5 | | | 15.1 | 37.1 |
| Effective Green, g (s) | | 46.3 | | | 20.3 | | 9.5 | 9.5 | | | 15.1 | 37.1 |
| Actuated g/C Ratio | | 0.52 | | | 0.23 | | 0.11 | 0.11 | | | 0.17 | 0.42 |
| Clearance Time (s) | | | | | 6.0 | | 6.0 | 6.0 | | | 6.0 | 4.0 |
| Vehicle Extension (s) | | | | | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1799 | | | 806 | | 189 | 199 | | | 300 | 660 |
| v/s Ratio Prot | | 0.09 | | | c0.12 | | 0.00 | c0.06 | | | 0.03 | c0.15 |
| v/s Ratio Perm | | 0.10 | | | | | | | | | | 0.11 |
| v/c Ratio | | 0.36 | | | 0.51 | | 0.04 | 0.54 | | | 0.20 | 0.63 |
| Uniform Delay, d1 | | 12.5 | | | 30.0 | | 35.6 | 37.6 | | | 31.7 | 20.4 |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.1 | | | 0.6 | | 0.1 | 2.8 | | | 0.3 | 1.9 |
| Delay (s) | | 12.6 | | | 30.5 | | 35.7 | 40.4 | | | 32.1 | 22.3 |
| Level of Service | | B | | | C | | D | D | | | C | C |
| Approach Delay (s) | | 12.6 | | | 30.5 | | | 40.1 | | | 23.1 | |
| Approach LOS | | B | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 22.2 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 88.9 | Sum of lost time (s) | 22.0 |
| Intersection Capacity Utilization | 74.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

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## Arterial Level of Service: EB Fruitville

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| | II | 40 | 36.6 | 23.5 | 60.1 | 0.38 | 22.8 | C |
| I-75 NB | II | 40 | 23.5 | 6.1 | 29.6 | 0.20 | 24.9 | C |
| Coburn | II | 40 | 45.3 | 28.9 | 74.2 | 0.49 | 23.6 | C |
| East | II | 40 | 56.4 | 15.3 | 71.7 | 0.63 | 31.5 | B |
| Tatum | II | 40 | 57.4 | 9.6 | 67.0 | 0.64 | 34.3 | B |
| Sarasota Center | II | 40 | 54.4 | 14.1 | 68.5 | 0.60 | 31.8 | B |
| Total | II | | 273.6 | 97.5 | 371.1 | 2.94 | 28.5 | B |

## Arterial Level of Service: WB Fruitville

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| | II | 40 | 38.7 | 33.5 | 72.2 | 0.40 | 20.1 | D |
| Tatum | II | 40 | 54.4 | 13.1 | 67.5 | 0.60 | 32.3 | B |
| East | II | 40 | 57.4 | 18.5 | 75.9 | 0.64 | 30.3 | B |
| Coburn | II | 40 | 56.4 | 45.5 | 101.9 | 0.63 | 22.1 | C |
| I-75 NB | II | 40 | 45.3 | 13.9 | 59.2 | 0.49 | 29.6 | B |
| I-75 SB | II | 40 | 23.5 | 26.0 | 49.5 | 0.20 | 14.9 | E |
| Total | II | | 275.7 | 150.5 | 426.2 | 2.96 | 25.0 | C |

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# Appendix G

# 2019 Total Traffic

# Capacity Analysis Worksheets

Rec'd by Planning Services
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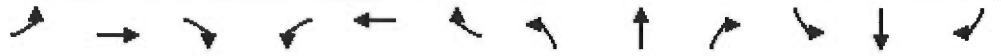
# HCM Signalized Intersection Capacity Analysis
## 5680: Fruitville & I-75 SB

5/16/2014



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | ↱ | | ↑↑↑ | ↱ | | | | ↰↰ | | ↱↱↱ |
| Volume (vph) | 0 | 2592 | 1163 | 0 | 1335 | 533 | 0 | 0 | 0 | 268 | 0 | 1000 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 9.0 | 4.0 | | 9.0 | 4.0 | | | | 7.0 | | 7.0 |
| Lane Util. Factor | | 0.91 | 1.00 | | 0.91 | 1.00 | | | | 0.97 | | 0.76 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 5085 | 1583 | | 5085 | 1583 | | | | 3433 | | 3610 |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 5085 | 1583 | | 5085 | 1583 | | | | 3433 | | 3610 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 2728 | 1224 | 0 | 1405 | 561 | 0 | 0 | 0 | 282 | 0 | 1053 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 2728 | 1224 | 0 | 1405 | 561 | 0 | 0 | 0 | 282 | 0 | 1053 |
| Turn Type | | NA | Free | | NA | Free | | | | Prot | | custom |
| Protected Phases | | 1 6 | | | 1 | | | | | 2 | | 2 6 |
| Permitted Phases | | | Free | | | Free | | | | | | 2 |
| Actuated Green, G (s) | | 102.5 | 160.0 | | 81.0 | 160.0 | | | | 41.5 | | 66.0 |
| Effective Green, g (s) | | 98.5 | 160.0 | | 81.0 | 160.0 | | | | 41.5 | | 66.0 |
| Actuated g/C Ratio | | 0.62 | 1.00 | | 0.51 | 1.00 | | | | 0.26 | | 0.41 |
| Clearance Time (s) | | | | | 9.0 | | | | | 7.0 | | |
| Vehicle Extension (s) | | | | | 5.0 | | | | | 4.0 | | |
| Lane Grp Cap (vph) | | 3130 | 1583 | | 2574 | 1583 | | | | 890 | | 1489 |
| v/s Ratio Prot | | c0.54 | | | 0.28 | | | | | 0.08 | | 0.29 |
| v/s Ratio Perm | | | c0.77 | | | 0.35 | | | | | | |
| v/c Ratio | | 0.87 | 0.77 | | 0.55 | 0.35 | | | | 0.32 | | 0.71 |
| Uniform Delay, d1 | | 25.5 | 0.0 | | 27.0 | 0.0 | | | | 47.8 | | 39.0 |
| Progression Factor | | 1.00 | 1.00 | | 0.88 | 1.00 | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 3.2 | 3.7 | | 0.4 | 0.6 | | | | 0.3 | | 1.7 |
| Delay (s) | | 28.7 | 3.7 | | 24.0 | 0.6 | | | | 48.1 | | 40.7 |
| Level of Service | | C | A | | C | A | | | | D | | D |
| Approach Delay (s) | | 21.0 | | | 17.3 | | | 0.0 | | | 42.2 | |
| Approach LOS | | C | | | B | | | A | | | D | |

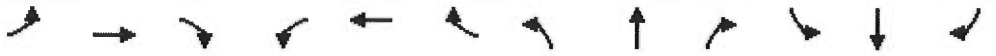
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 23.9 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.89 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 68.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

Rec'd by Planning Services
May 29, 2014

# HCM Signalized Intersection Capacity Analysis
## 5565: I-75 NB & Fruitville

5/16/2014



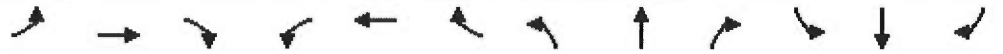
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 1411 | 1567 | 0 | 1218 | 703 | 664 | 0 | 352 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 4.0 | | 6.0 | 4.0 | 7.5 | 7.5 | 7.5 | | | |
| Lane Util. Factor | | 0.95 | 1.00 | | 0.91 | 1.00 | 0.91 | 0.91 | 1.00 | | | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | | |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | | | |
| Satd. Flow (prot) | | 3539 | 1583 | | 5085 | 1583 | 3221 | 1610 | 1583 | | | |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | | | |
| Satd. Flow (perm) | | 3539 | 1583 | | 5085 | 1583 | 3221 | 1610 | 1583 | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1485 | 1649 | 0 | 1282 | 740 | 699 | 0 | 371 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1485 | 1649 | 0 | 1282 | 740 | 468 | 231 | 348 | 0 | 0 | 0 |
| Turn Type | | NA | Free | | NA | Free | Split | NA | Perm | | | |
| Protected Phases | | 1 | | | 1 | | 2 | 2 | | | | |
| Permitted Phases | | | Free | | | Free | | | 2 | | | |
| Actuated Green, G (s) | | 101.3 | 160.0 | | 101.3 | 160.0 | 45.2 | 45.2 | 45.2 | | | |
| Effective Green, g (s) | | 101.3 | 160.0 | | 101.3 | 160.0 | 45.2 | 45.2 | 45.2 | | | |
| Actuated g/C Ratio | | 0.63 | 1.00 | | 0.63 | 1.00 | 0.28 | 0.28 | 0.28 | | | |
| Clearance Time (s) | | 6.0 | | | 6.0 | | 7.5 | 7.5 | 7.5 | | | |
| Vehicle Extension (s) | | 5.0 | | | 5.0 | | 5.0 | 5.0 | 5.0 | | | |
| Lane Grp Cap (vph) | | 2240 | 1583 | | 3219 | 1583 | 909 | 454 | 447 | | | |
| v/s Ratio Prot | | 0.42 | | | 0.25 | | 0.15 | 0.14 | | | | |
| v/s Ratio Perm | | | c1.04 | | | 0.47 | | | 0.22 | | | |
| v/c Ratio | | 0.66 | 1.04 | | 0.40 | 0.47 | 0.51 | 0.51 | 0.78 | | | |
| Uniform Delay, d1 | | 18.6 | 80.0 | | 14.4 | 0.0 | 48.2 | 48.1 | 52.8 | | | |
| Progression Factor | | 0.35 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | | 1.0 | 30.0 | | 0.4 | 1.0 | 1.0 | 1.9 | 9.7 | | | |
| Delay (s) | | 7.5 | 110.0 | | 14.8 | 1.0 | 49.2 | 50.0 | 62.5 | | | |
| Level of Service | | A | F | | B | A | D | D | E | | | |
| Approach Delay (s) | | 61.4 | | | 9.7 | | | 54.0 | | | 0.0 | |
| Approach LOS | | E | | | A | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 43.4 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 1.14 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 13.5 |
| Intersection Capacity Utilization | 72.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Rec'd by Planning Services
May 29, 2014

# HCM Signalized Intersection Capacity Analysis
## 5732: Coburn & Fruitville

5/16/2014



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 358 | 1091 | 142 | 84 | 1183 | 91 | 449 | 7 | 65 | 29 | 4 | 231 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | | 7.0 | 6.5 | | 6.5 | 6.5 | | | 7.0 | 7.0 |
| Lane Util. Factor | 0.97 | 0.95 | | 1.00 | 0.95 | | 0.97 | 1.00 | | | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.86 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.96 | 1.00 |
| Satd. Flow (prot) | 3433 | 3478 | | 1770 | 3501 | | 3433 | 1609 | | | 1784 | 1583 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.96 | 1.00 |
| Satd. Flow (perm) | 3433 | 3478 | | 1770 | 3501 | | 3433 | 1609 | | | 1784 | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 377 | 1148 | 149 | 88 | 1245 | 96 | 473 | 7 | 68 | 31 | 4 | 243 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 4 | 0 | 0 | 58 | 0 | 0 | 0 | 70 |
| Lane Group Flow (vph) | 377 | 1290 | 0 | 88 | 1337 | 0 | 473 | 17 | 0 | 0 | 35 | 173 |
| Turn Type | Prot | NA | | Prot | NA | | Split | NA | | Split | NA | pm+ov |
| Protected Phases | 1 | 6 | | 5 | 2 | | 4 | 4 | | 3 | 3 | 1 |
| Permitted Phases | | | | | | | | | | | | 3 |
| Actuated Green, G (s) | 14.2 | 56.2 | | 8.7 | 51.2 | | 18.7 | 18.7 | | | 11.0 | 25.2 |
| Effective Green, g (s) | 14.2 | 56.2 | | 8.7 | 51.2 | | 18.7 | 18.7 | | | 11.0 | 25.2 |
| Actuated g/C Ratio | 0.12 | 0.46 | | 0.07 | 0.42 | | 0.15 | 0.15 | | | 0.09 | 0.21 |
| Clearance Time (s) | 7.0 | 7.0 | | 7.0 | 6.5 | | 6.5 | 6.5 | | | 7.0 | 7.0 |
| Vehicle Extension (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 4.0 | 4.0 | | | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 399 | 1600 | | 126 | 1468 | | 525 | 246 | | | 160 | 326 |
| v/s Ratio Prot | c0.11 | c0.37 | | 0.05 | c0.38 | | c0.14 | 0.01 | | | 0.02 | c0.06 |
| v/s Ratio Perm | | | | | | | | | | | | 0.05 |
| v/c Ratio | 0.94 | 0.81 | | 0.70 | 0.91 | | 0.90 | 0.07 | | | 0.22 | 0.53 |
| Uniform Delay, d1 | 53.6 | 28.3 | | 55.4 | 33.3 | | 50.8 | 44.3 | | | 51.6 | 43.2 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | 31.0 | 3.5 | | 15.6 | 9.3 | | 18.8 | 0.2 | | | 1.4 | 1.7 |
| Delay (s) | 84.6 | 31.8 | | 71.0 | 42.6 | | 69.6 | 44.4 | | | 53.0 | 44.8 |
| Level of Service | F | C | | E | D | | E | D | | | D | D |
| Approach Delay (s) | | 43.7 | | | 44.3 | | | 66.2 | | | 45.9 | |
| Approach LOS | | D | | | D | | | E | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 47.2 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.89 | | |
| Actuated Cycle Length (s) | 122.1 | Sum of lost time (s) | 27.5 |
| Intersection Capacity Utilization | 82.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Rec'd by Planning Services
May 29, 2014

# HCM Signalized Intersection Capacity Analysis
## 5694: East & Fruitville

5/16/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 84 | 961 | 159 | 52 | 1226 | 3 | 105 | 2 | 66 | 3 | 8 | 31 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 5.5 | | 4.0 | 5.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | | 1.00 | 0.85 | | 1.00 | 0.88 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3464 | | 1770 | 3538 | | 1770 | 1591 | | 1770 | 1638 | |
| Flt Permitted | 0.11 | 1.00 | | 0.16 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 210 | 3464 | | 306 | 3538 | | 1770 | 1591 | | 1770 | 1638 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 88 | 1012 | 167 | 55 | 1291 | 3 | 111 | 2 | 69 | 3 | 8 | 33 |
| RTOR Reduction (vph) | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 31 | 0 |
| Lane Group Flow (vph) | 88 | 1168 | 0 | 55 | 1294 | 0 | 111 | 9 | 0 | 3 | 10 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Split | NA | | Split | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 4 | 4 | | 8 | 8 | |
| Permitted Phases | 6 | | | 2 | | | | | | | | |
| Actuated Green, G (s) | 48.7 | 43.4 | | 45.5 | 41.8 | | 8.3 | 8.3 | | 4.0 | 4.0 | |
| Effective Green, g (s) | 48.7 | 43.4 | | 45.5 | 41.8 | | 8.3 | 8.3 | | 4.0 | 4.0 | |
| Actuated g/C Ratio | 0.59 | 0.53 | | 0.56 | 0.51 | | 0.10 | 0.10 | | 0.05 | 0.05 | |
| Clearance Time (s) | 4.0 | 5.5 | | 4.0 | 5.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 225 | 1835 | | 236 | 1805 | | 179 | 161 | | 86 | 80 | |
| v/s Ratio Prot | c0.03 | 0.34 | | 0.01 | c0.37 | | c0.06 | 0.01 | | 0.00 | c0.01 | |
| v/s Ratio Perm | 0.21 | | | 0.12 | | | | | | | | |
| v/c Ratio | 0.39 | 0.64 | | 0.23 | 0.72 | | 0.62 | 0.06 | | 0.03 | 0.12 | |
| Uniform Delay, d1 | 10.4 | 13.7 | | 9.6 | 15.5 | | 35.3 | 33.3 | | 37.1 | 37.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.1 | 1.7 | | 0.5 | 2.5 | | 6.5 | 0.1 | | 0.2 | 0.7 | |
| Delay (s) | 11.5 | 15.4 | | 10.1 | 18.0 | | 41.8 | 33.4 | | 37.3 | 37.9 | |
| Level of Service | B | B | | B | B | | D | C | | D | D | |
| Approach Delay (s) | | 15.1 | | | 17.6 | | | 38.5 | | | 37.9 | |
| Approach LOS | | B | | | B | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 18.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 81.9 | Sum of lost time (s) | 22.5 |
| Intersection Capacity Utilization | 65.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

Rec'd by Planning Services
May 29, 2014

# HCM Signalized Intersection Capacity Analysis
## 5739: Tatum & Fruitville

5/16/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 109 | 870 | 28 | 72 | 1154 | 25 | 21 | 28 | 85 | 6 | 22 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 5.5 | | 4.0 | 5.5 | | | 6.5 | 6.5 | | 6.5 | 6.5 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | 0.85 | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.98 | 1.00 | | 0.99 | 1.00 |
| Satd. Flow (prot) | 1770 | 3523 | | 1770 | 3528 | | | 1823 | 1583 | | 1844 | 1583 |
| Flt Permitted | 0.14 | 1.00 | | 0.27 | 1.00 | | | 0.85 | 1.00 | | 0.91 | 1.00 |
| Satd. Flow (perm) | 258 | 3523 | | 501 | 3528 | | | 1578 | 1583 | | 1703 | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 115 | 916 | 29 | 76 | 1215 | 26 | 22 | 29 | 89 | 6 | 23 | 60 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 79 | 0 | 0 | 54 |
| Lane Group Flow (vph) | 115 | 942 | 0 | 76 | 1239 | 0 | 0 | 51 | 10 | 0 | 29 | 6 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | | | 4 | | | 8 | |
| Permitted Phases | 6 | | | 2 | | | 4 | | 4 | 8 | | 8 |
| Actuated Green, G (s) | 34.2 | 28.9 | | 31.6 | 27.6 | | | 5.9 | 5.9 | | 5.9 | 5.9 |
| Effective Green, g (s) | 34.2 | 28.9 | | 31.6 | 27.6 | | | 5.9 | 5.9 | | 5.9 | 5.9 |
| Actuated g/C Ratio | 0.62 | 0.53 | | 0.58 | 0.50 | | | 0.11 | 0.11 | | 0.11 | 0.11 |
| Clearance Time (s) | 4.0 | 5.5 | | 4.0 | 5.5 | | | 6.5 | 6.5 | | 6.5 | 6.5 |
| Vehicle Extension (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | | 3.0 | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 307 | 1857 | | 381 | 1776 | | | 169 | 170 | | 183 | 170 |
| v/s Ratio Prot | c0.04 | 0.27 | | 0.01 | c0.35 | | | | | | | |
| v/s Ratio Perm | 0.20 | | | 0.10 | | | | c0.03 | 0.01 | | 0.02 | 0.00 |
| v/c Ratio | 0.37 | 0.51 | | 0.20 | 0.70 | | | 0.30 | 0.06 | | 0.16 | 0.04 |
| Uniform Delay, d1 | 5.7 | 8.4 | | 5.2 | 10.4 | | | 22.6 | 22.0 | | 22.2 | 21.9 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.8 | 0.5 | | 0.3 | 1.5 | | | 1.0 | 0.1 | | 0.4 | 0.1 |
| Delay (s) | 6.5 | 8.8 | | 5.5 | 12.0 | | | 23.6 | 22.1 | | 22.6 | 22.0 |
| Level of Service | A | A | | A | B | | | C | C | | C | C |
| Approach Delay (s) | | 8.6 | | | 11.6 | | | 22.6 | | | 22.2 | |
| Approach LOS | | A | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 11.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.59 | | |
| Actuated Cycle Length (s) | 54.8 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 61.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Rec'd by Planning Services
May 29, 2014

# HCM Signalized Intersection Capacity Analysis
## 5720: Sarasota Center & Fruitville

5/16/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1 | 818 | 1 | 0 | 512 | 10 | 8 | 102 | 0 | 65 | 0 | 616 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | 6.0 | 6.0 | | | 6.0 | 4.0 |
| Lane Util. Factor | | 0.95 | | | 0.95 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Frt | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | | 1.00 | | 0.95 | 1.00 | | | 0.95 | 1.00 |
| Satd. Flow (prot) | | 3538 | | | 3529 | | 1770 | 1863 | | | 1770 | 1583 |
| Flt Permitted | | 0.95 | | | 1.00 | | 0.95 | 1.00 | | | 0.95 | 1.00 |
| Satd. Flow (perm) | | 3379 | | | 3529 | | 1770 | 1863 | | | 1770 | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 1 | 861 | 1 | 0 | 539 | 11 | 8 | 107 | 0 | 68 | 0 | 648 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| Lane Group Flow (vph) | 0 | 863 | 0 | 0 | 548 | 0 | 8 | 107 | 0 | 0 | 68 | 439 |
| Turn Type | Prot | NA | | | NA | | Split | NA | | Split | NA | pm+ov |
| Protected Phases | 7 | 4 7 | | | 8 | | 2 | 2 | | 6 | 6 | 7 |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | | 49.9 | | | 20.9 | | 9.7 | 9.7 | | | 15.0 | 40.0 |
| Effective Green, g (s) | | 49.9 | | | 20.9 | | 9.7 | 9.7 | | | 15.0 | 40.0 |
| Actuated g/C Ratio | | 0.54 | | | 0.23 | | 0.10 | 0.10 | | | 0.16 | 0.43 |
| Clearance Time (s) | | | | | 6.0 | | 6.0 | 6.0 | | | 6.0 | 4.0 |
| Vehicle Extension (s) | | | | | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 1863 | | | 796 | | 185 | 195 | | | 286 | 683 |
| v/s Ratio Prot | | 0.12 | | | c0.16 | | 0.00 | c0.06 | | | 0.04 | c0.17 |
| v/s Ratio Perm | | 0.12 | | | | | | | | | | 0.10 |
| v/c Ratio | | 0.46 | | | 0.69 | | 0.04 | 0.55 | | | 0.24 | 0.64 |
| Uniform Delay, d1 | | 13.1 | | | 32.9 | | 37.3 | 39.4 | | | 33.8 | 20.7 |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.2 | | | 2.5 | | 0.1 | 3.1 | | | 0.4 | 2.1 |
| Delay (s) | | 13.3 | | | 35.4 | | 37.4 | 42.5 | | | 34.2 | 22.8 |
| Level of Service | | B | | | D | | D | D | | | C | C |
| Approach Delay (s) | | 13.3 | | | 35.4 | | | 42.2 | | | 23.8 | |
| Approach LOS | | B | | | D | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 23.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 92.6 | Sum of lost time (s) | 22.0 |
| Intersection Capacity Utilization | 74.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

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# HCM Unsignalized Intersection Capacity Analysis
## 4: Fruitville & Lakepark W

5/16/2014

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 146 | 720 | 321 | 4 | 2 | 86 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 154 | 758 | 338 | 4 | 2 | 91 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | 1000 | | | | |
| pX, platoon unblocked | | | | | 0.75 | |
| vC, conflicting volume | 342 | | | | 1405 | 340 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 342 | | | | 1374 | 340 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 87 | | | | 98 | 87 |
| cM capacity (veh/h) | 1217 | | | | 106 | 702 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 154 | 758 | 342 | 2 | 91 |
| Volume Left | 154 | 0 | 0 | 2 | 0 |
| Volume Right | 0 | 0 | 4 | 0 | 91 |
| cSH | 1217 | 1700 | 1700 | 106 | 702 |
| Volume to Capacity | 0.13 | 0.45 | 0.20 | 0.02 | 0.13 |
| Queue Length 95th (ft) | 11 | 0 | 0 | 2 | 11 |
| Control Delay (s) | 8.4 | 0.0 | 0.0 | 39.8 | 10.9 |
| Lane LOS | A | | | E | B |
| Approach Delay (s) | 1.4 | | 0.0 | 11.5 | |
| Approach LOS | | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 47.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

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# HCM Unsignalized Intersection Capacity Analysis
## 7: Fruitville & Lakepark E

5/16/2014

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 73 | 649 | 282 | 8 | 5 | 43 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 77 | 683 | 297 | 8 | 5 | 45 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 305 | | | | 1138 | 301 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 305 | | | | 1138 | 301 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 94 | | | | 97 | 94 |
| cM capacity (veh/h) | 1256 | | | | 209 | 739 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 77 | 683 | 305 | 5 | 45 |
| Volume Left | 77 | 0 | 0 | 5 | 0 |
| Volume Right | 0 | 0 | 8 | 0 | 45 |
| cSH | 1256 | 1700 | 1700 | 209 | 739 |
| Volume to Capacity | 0.06 | 0.40 | 0.18 | 0.03 | 0.06 |
| Queue Length 95th (ft) | 5 | 0 | 0 | 2 | 5 |
| Control Delay (s) | 8.1 | 0.0 | 0.0 | 22.7 | 10.2 |
| Lane LOS | A | | | C | B |
| Approach Delay (s) | 0.8 | | 0.0 | 11.5 | |
| Approach LOS | | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.1 | | |
| Intersection Capacity Utilization | 44.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

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## Arterial Level of Service: EB Fruitville

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| | II | 40 | 36.6 | 25.5 | 62.1 | 0.38 | 22.1 | C |
| I-75 NB | II | 40 | 23.5 | 8.1 | 31.6 | 0.20 | 23.3 | C |
| Coburn | II | 40 | 45.3 | 33.0 | 78.3 | 0.49 | 22.4 | C |
| East | II | 40 | 56.4 | 17.3 | 73.7 | 0.63 | 30.6 | B |
| Tatum | II | 40 | 57.4 | 10.6 | 68.0 | 0.64 | 33.8 | B |
| Sarasota Center | II | 40 | 54.4 | 15.7 | 70.1 | 0.60 | 31.1 | B |
| Total | II | | 273.6 | 110.2 | 383.8 | 2.94 | 27.6 | C |

## Arterial Level of Service: WB Fruitville

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| | II | 40 | 38.7 | 38.8 | 77.5 | 0.40 | 18.7 | D |
| Tatum | II | 40 | 54.4 | 14.8 | 69.2 | 0.60 | 31.5 | B |
| East | II | 40 | 57.4 | 20.3 | 77.7 | 0.64 | 29.6 | B |
| Coburn | II | 40 | 56.4 | 41.9 | 98.3 | 0.63 | 22.9 | C |
| I-75 NB | II | 40 | 45.3 | 15.8 | 61.1 | 0.49 | 28.7 | B |
| I-75 SB | II | 40 | 23.5 | 24.6 | 48.1 | 0.20 | 15.3 | E |
| Total | II | | 275.7 | 156.2 | 431.9 | 2.96 | 24.7 | C |

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# Appendix H

# 2019 Traffic Capacity Analysis Worksheets With "Cures"

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# Analysis from Villages of Lakewood Ranch South DRI

## FULL REPORT

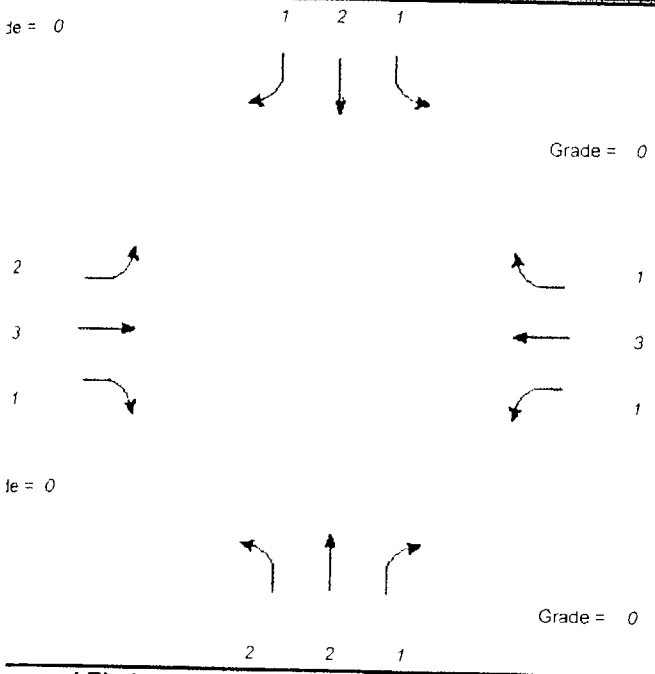
### eral Information

| | |
|---|---|
| yst | *RWM* |
| ncy or Co. | *GCI* |
| Performed | |
| Period | *PM Peak Hour* |

### Site Information

| | |
|---|---|
| Intersection | *Fruitville/Lakewood (Coburn)* |
| Area Type | *All other areas* |
| Jurisdiction | *Sarasota County* |
| Analysis Year | *2027 Total Traffic (all imp)* |

### section Geometry




### ne and Timing Input

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| ie (vph) | 447 | 1615 | 163 | 84 | 1372 | 288 | 307 | 322 | 171 | 452 | 516 | 645 |
| avy Veh | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| ed (P/A) | A | A | A | A | A | A | A | A | A | A | A | A |
| Lost Time | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| ion of Effective Green | 3.5 | 3.5 | 2.0 | 3.5 | 3.5 | 2.0 | 2.5 | 2.5 | 2.0 | 2.5 | 2.5 | 2.5 |
| Type | 4 | 4 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| xtension | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| ke/RTOR Volume | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 194 |
| Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| (Y or N) | N | | N | N | | N | N | | N | N | | N |
| /Hour | | | | | | | | | | | | |
| ops/Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ian Timing | 3.2 | | | 3.2 | | | 3.2 | | | 3.2 | | |

| | Excl. Left | EB Only | Thru & RT | 04 | Excl. Left | SB Only | NS Perm | 08 |
|---|---|---|---|---|---|---|---|---|
| | G = 11.3 | G = 8.6 | G = 47.7 | G = | G = 19.6 | G = 11.2 | G = 23.6 | G = |
| | Y = 7 | Y = 6.5 | Y = 6.5 | Y = | Y = 6 | Y = 6 | Y = 6 | Y = |
| of Analysis (hrs) = 0.25 | | | | | | Cycle Length C = 160.0 | | |

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# Analysis from Villages of Lakewood Ranch South DRI

## VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

### General Information

Project Description *VLRS DRI Prop Share SR1*

### Volume Adjustment

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Volume | 447 | 1615 | 163 | 84 | 1372 | 288 | 307 | 322 | 171 | 452 | 516 | 645 |
| PHF | 0 95 | 0 95 | 0 95 | 0 95 | 0 95 | 0 95 | 0 95 | 0 95 | 0 95 | 0 95 | 0 95 | 0 95 |
| Adjusted Flow Rate | 471 | 1700 | 164 | 88 | 1444 | 303 | 323 | 339 | 143 | 476 | 543 | 475 |
| Lane Group | L | T | R | L | T | R | L | T | R | L | T | R |
| Adjusted Flow Rate | 471 | 1700 | 164 | 88 | 1444 | 303 | 323 | 339 | 143 | 476 | 543 | 475 |
| Proportion of LT or RT | 1 000 | -- | 1 000 | 1 000 | -- | 1 000 | 1 000 | -- | 1 000 | 1 000 | -- | 1 000 |

### Saturation Flow Rate

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Satflow | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Number of Lanes | 2 | 3 | 1 | 1 | 3 | 1 | 2 | 2 | 1 | 1 | 2 | 1 |
| $f_W$ | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 |
| $f_{HV}$ | 0 980 | 0 980 | 0 980 | 0 980 | 0 980 | 0 980 | 0 980 | 0 980 | 0 980 | 0 980 | 0 980 | 0 980 |
| $f_g$ | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 |
| $f_p$ | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 |
| $f_{bb}$ | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 |
| $f_a$ | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 | 1 000 |
| $f_{LU}$ | 0 971 | 0 908 | 1 000 | 1 000 | 1 000 | 1 000 | 0 971 | 0 952 | 1 000 | 1 000 | 0 952 | 1 000 |
| $f_{LT}$ | 0 950 | 1 000 | -- | 0 950 | 1 000 | -- | 0 950 | 1 000 | -- | 0 950 | 1 000 | -- |
| Secondary $f_{LT}$ | | | -- | | | -- | | | -- | 0 272 | 0 272 | -- |
| $f_{RT}$ | -- | 1 000 | 0 850 | -- | 1 000 | 0 850 | -- | 1 000 | 0 850 | -- | 1 000 | 0 850 |
| $f_{Lpb}$ | 1 000 | 1 000 | -- | 1 000 | 1 000 | -- | 1 000 | 1 000 | -- | 1 000 | 1 000 | -- |
| $f_{Rpb}$ | -- | 1 000 | 1 000 | -- | 1 000 | 1 000 | -- | 1 000 | 1 000 | -- | 1 000 | 1 000 |
| Adjusted Satflow | 3437 | 5074 | 1583 | 1770 | 5588 | 1583 | 3437 | 3547 | 1583 | 1770 | 3547 | 1583 |
| Secondary Adjusted Satflow | | | -- | | | -- | | | -- | 506 | 964 | -- |

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# Analysis from Villages of Lakewood Ranch South DRI

## CAPACITY AND LOS WORKSHEET

### l Information

escription *VLRS DRI Prop Share SR1*

### y Analysis

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| up | L | T | R | L | T | R | L | T | R | L | T | R |
| Flow Rate | 471 | 1700 | 164 | 88 | 1444 | 303 | 323 | 339 | 143 | 476 | 543 | 475 |
| ate | 3437 | 5074 | 1583 | 1770 | 5588 | 1583 | 3437 | 3547 | 1583 | 1770 | 3547 | 1583 |
| | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| ıtio | 0.18 | 0.40 | 0.56 | 0.08 | 0.31 | 0.46 | 0.13 | 0.15 | 0.26 | 0.42 | 0.26 | 0.37 |
| up Capacity | 610 | 2039 | 880 | 142 | 1718 | 730 | 432 | 534 | 405 | 507 | 916 | 580 |
| | 0.77 | 0.83 | 0.19 | 0.62 | 0.84 | 0.42 | 0.75 | 0.63 | 0.35 | 0.94 | 0.59 | 0.82 |
| o | 0.14 | 0.34 | 0.10 | 0.05 | 0.26 | 0.19 | 0.09 | 0.10 | 0.09 | 0.23 | 0.15 | 0.30 |
| ıne Group | Y | N | N | N | Y | N | N | N | N | Y | N | N |
| / Ratios | 0.75 | | | | | | | | | | | |
| :/Cycle | 15.50 | | | | | | | | | | | |
| c Ratio | 0.83 | | | | | | | | | | | |

### roup Capacity, Control Delay, and LOS Determination

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| up | L | T | R | L | T | R | L | T | R | L | T | R |
| Flow Rate | 471 | 1700 | 164 | 88 | 1444 | 303 | 323 | 339 | 143 | 476 | 543 | 475 |
| up Capacity | 610 | 2039 | 880 | 142 | 1718 | 730 | 432 | 534 | 405 | 507 | 916 | 580 |
| | 0.77 | 0.83 | 0.19 | 0.62 | 0.84 | 0.42 | 0.75 | 0.63 | 0.35 | 0.94 | 0.59 | 0.82 |
| ıtio | 0.18 | 0.40 | 0.56 | 0.08 | 0.31 | 0.46 | 0.13 | 0.15 | 0.26 | 0.42 | 0.26 | 0.37 |
| )elay $d_1$ | 62.7 | 43.0 | 17.6 | 71.2 | 51.7 | 28.7 | 67.5 | 63.8 | 48.7 | 38.4 | 52.0 | 45.9 |
| :tor k | 0.32 | 0.37 | 0.11 | 0.20 | 0.38 | 0.11 | 0.30 | 0.22 | 0.11 | 0.45 | 0.18 | 0.36 |
| tal Delay $d_2$ | 5.3 | 2.7 | 0.1 | 6.3 | 3.1 | 0.3 | 7.0 | 2.5 | 0.5 | 25.6 | 1.0 | 9.1 |
| - | 1.000 | 0.892 | 1.000 | 1.000 | 0.980 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| elay | 68.0 | 41.1 | 17.7 | 77.5 | 53.8 | 29.0 | 74.6 | 66.3 | 49.3 | 63.9 | 53.0 | 55.0 |
| up LOS | E | D | B | E | D | C | E | E | D | E | D | D |
| Delay | 44.9 | | | 50.8 | | | 66.6 | | | 57.1 | | |
| LOS | D | | | D | | | E | | | E | | |
| on Delay | 52.1 | | | Intersection LOS | | | | | | D | | |

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# Analysis of Existing Intersection w/o VLRS Traffic (or north leg)

## HCM Signalized Intersection Capacity Analysis

5732: Coburn & Fruitville 5/21/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 832 | 142 | 82 | 1057 | 0 | 449 | 0 | 62 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | | 7.0 | 6.5 | | 6.5 | 6.5 | | | | |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | | | |
| Frt | | 0.98 | | 1.00 | 1.00 | | 1.00 | 0.85 | | | | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | | | |
| Satd. Flow (prot) | | 3462 | | 1770 | 3539 | | 1770 | 1583 | | | | |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | | | |
| Satd. Flow (perm) | | 3462 | | 1770 | 3539 | | 1770 | 1583 | | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 876 | 149 | 86 | 1113 | 0 | 473 | 0 | 65 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1008 | 0 | 86 | 1113 | 0 | 473 | 20 | 0 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | Prot | NA | | Split | NA | | | | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 4 | 4 | | | | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | 27.5 | | 5.2 | 40.2 | | 23.1 | 23.1 | | | | |
| Effective Green, g (s) | | 27.5 | | 5.2 | 40.2 | | 23.1 | 23.1 | | | | |
| Actuated g/C Ratio | | 0.36 | | 0.07 | 0.53 | | 0.30 | 0.30 | | | | |
| Clearance Time (s) | | 7.0 | | 7.0 | 6.5 | | 6.5 | 6.5 | | | | |
| Vehicle Extension (s) | | 5.0 | | 3.0 | 5.0 | | 4.0 | 4.0 | | | | |
| Lane Grp Cap (vph) | | 1247 | | 120 | 1864 | | 535 | 479 | | | | |
| v/s Ratio Prot | | c0.29 | | 0.05 | c0.31 | | c0.27 | 0.01 | | | | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | 0.81 | | 0.72 | 0.60 | | 0.88 | 0.04 | | | | |
| Uniform Delay, d1 | | 22.0 | | 34.8 | 12.5 | | 25.3 | 18.8 | | | | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | | | |
| Incremental Delay, d2 | | 4.5 | | 18.4 | 0.8 | | 16.3 | 0.0 | | | | |
| Delay (s) | | 26.5 | | 53.2 | 13.2 | | 41.6 | 18.8 | | | | |
| Level of Service | | C | | D | B | | D | B | | | | |
| Approach Delay (s) | | 26.5 | | | 16.1 | | | 38.9 | | | 0.0 | |
| Approach LOS | | C | | | B | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 24.4 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.87 | | |
| Actuated Cycle Length (s) | 76.3 | Sum of lost time (s) | 20.5 |
| Intersection Capacity Utilization | 76.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

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May 29, 2014

# Analysis of Existing Intersection w/o VLRS Traffic (or north leg)

## HCM Signalized Intersection Capacity Analysis

5732: Coburn & Fruitville 5/21/2014

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 1034 | 142 | 84 | 1176 | 0 | 449 | 0 | 65 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | | 7.0 | 6.5 | | 6.5 | | 6.5 | | | |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.95 | | 1.00 | | 1.00 | | | |
| Frt | | 0.98 | | 1.00 | 1.00 | | 1.00 | | 0.85 | | | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | | 3475 | | 1770 | 3539 | | 1770 | | 1583 | | | |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | | 3475 | | 1770 | 3539 | | 1770 | | 1583 | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1088 | 149 | 88 | 1238 | 0 | 473 | 0 | 68 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1226 | 0 | 88 | 1238 | 0 | 473 | 0 | 37 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | Prot | NA | | Prot | | custom | | | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 4 | | | | | |
| Permitted Phases | | | | | | | | | 2 | | | |
| Actuated Green, G (s) | | 34.4 | | 5.3 | 47.2 | | 25.8 | | 47.2 | | | |
| Effective Green, g (s) | | 34.4 | | 5.3 | 47.2 | | 25.8 | | 47.2 | | | |
| Actuated g/C Ratio | | 0.40 | | 0.06 | 0.55 | | 0.30 | | 0.55 | | | |
| Clearance Time (s) | | 7.0 | | 7.0 | 6.5 | | 6.5 | | 6.5 | | | |
| Vehicle Extension (s) | | 5.0 | | 3.0 | 5.0 | | 4.0 | | 5.0 | | | |
| Lane Grp Cap (vph) | | 1390 | | 109 | 1942 | | 531 | | 868 | | | |
| v/s Ratio Prot | | c0.35 | | 0.05 | c0.35 | | c0.27 | | | | | |
| v/s Ratio Perm | | | | | | | | | 0.02 | | | |
| v/c Ratio | | 0.88 | | 0.81 | 0.64 | | 0.89 | | 0.04 | | | |
| Uniform Delay, d1 | | 23.9 | | 39.8 | 13.5 | | 28.8 | | 9.0 | | | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | | 7.4 | | 33.8 | 1.0 | | 17.3 | | 0.0 | | | |
| Delay (s) | | 31.3 | | 73.7 | 14.4 | | 46.1 | | 9.0 | | | |
| Level of Service | | C | | E | B | | D | | A | | | |
| Approach Delay (s) | | 31.3 | | | 18.4 | | | 41.4 | | | 0.0 | |
| Approach LOS | | C | | | B | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 27.5 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.91 | | |
| Actuated Cycle Length (s) | 86.0 | Sum of lost time (s) | 20.5 |
| Intersection Capacity Utilization | 78.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

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May 29, 2014

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 2004001847 14 PGS
2004 JAN 06 09:14 AM
KAREN E. RUSHING
CLERK OF THE CIRCUIT COURT
SARASOTA COUNTY, FLORIDA
TFERNANDEZ Receipt#419704

Doc Stamp-Deed: 0.70

2004001847

PREPARED BY AND RETURN TO:
DAVID K. DEITRICH, ESQ.
Dye, Deitrich, Prather, Petruff & St. Paul, P.L.
1111 3rd Avenue West, Suite 300
Bradenton, Florida 34205
(941)748-4411

# EASEMENT AGREEMENT

**THIS EASEMENT AGREEMENT** (the "Agreement") is made and entered into as of the 5th day of January, 2004, by, between, and among **MYAKKA RANCH, LLC,** a Florida limited liability company ("Myakka"), **SMR/MYAKKA, LLC,** a Florida limited liability company ("SMR"), and **HERITAGE RANCH, LLC,** a Florida limited liability company ("Heritage").

**WITNESSETH:**

**WHEREAS,** contemporaneously with the execution and delivery of this Agreement, Myakka has sold and conveyed to SMR those lands in Sarasota County, Florida, described on Exhibit A, attached hereto and made a part hereof (the "SMR Parcel"); and

**WHEREAS,** contemporaneously with the execution and delivery of this Agreement, Myakka has sold and conveyed to Heritage those lands in Sarasota County, Florida, described as Section 12, Township 36 South, Range 19 East (the "Heritage Parcel"), the SMR Parcel and the Heritage Parcel being known collectively as the "North Ranch;" and

**WHEREAS,** Myakka owns those lands in Sarasota County, Florida, described on Exhibit B, attached hereto and made a part hereof (the "South Ranch"); and

**WHEREAS,** the parties wish to create, grant and establish certain perpetual, non-exclusive easements over, across, under and through the South Ranch and the SMR Parcel, which easements together shall benefit both the North Ranch and the South Ranch; and

**WHEREAS,** the parties wish to set forth their agreement with respect thereto;

**NOW, THEREFORE,** in consideration of the premises, and the mutual benefits to be realized by the parties, and for other good and valuable considerations, receipt and sufficiency of which are hereby acknowledged by each party, the parties agree as follows:

1. **Recitals and Definitions.** The recitals contained hereinabove are true and correct and are incorporated herein by reference. Capitalized terms used in this Agreement shall have the meanings given them unless the context shall otherwise clearly require.

2. **Grant of Easements.**

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May 29, 2014
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14 PGS

2.1 **North Easement.** SMR hereby grants unto Myakka and Heritage, and their respective successors and assigns, a permanent, non-exclusive easement over, across, under and through those parts of the SMR Parcel described on Exhibit C-1, attached hereto and made a part hereof (the "North Easement").

2.2 **South Easement.** Myakka hereby grants unto SMR and Heritage, and their respective successors and assigns, a permanent, non-exclusive easement over, across, under and through those parts of the South Ranch described on Exhibit C-2, attached hereto and made a part hereof (the "South Easement").

2.3 **Appurtenance.** The North Easement shall be appurtenant to the South Ranch, and all parts thereof. The South Easement shall be appurtenant to the North Ranch, and all parts thereof. To the extent either easement is appurtenant to any land described herein, such easement shall pass as an appurtenance to such land in any conveyance or other transfer of title to such land, whether or not specifically mentioned in the instrument of conveyance or transfer.

**3. Purpose.** The North Easement and the South Easement (together the "Access Easements," and individually an "Access Easement"), shall be for the purposes of access, ingress to and egress from the North Ranch or South Ranch to the public roads identified herein, as applicable, and for the further purpose of underground utilities of every kind and nature, not only those types presently in existence, but also those which may in the future come into existence, as necessary for the full use and enjoyment of the properties to be benefited thereby.

**4. Restrictions on Use.** No part of the Access Easements may be used or improved unless and until hard surface roadway improvements are constructed therein in accordance with all requirements of Sarasota County with respect to public streets or private streets. If only a portion of an Access Easement is so improved, then only that portion may be used, it being the intent hereof that the Access Easements may not be used as an unpaved, dirt, or shell road. Provided, however, that this Section shall not prohibit use of portions of the South Easement that constitute part of the Farm Road (hereinafter defined), pursuant to the temporary license granted to SMR and Heritage in Section 10 below.

**5. Construction of Improvements.** Any one or more of Myakka, SMR, or Heritage may construct improvements within an Access Easement area. All construction of road improvements within an Access Easement area shall be in accordance with all applicable laws, codes, ordinances and regulations, for private streets or public streets in Sarasota County. The party constructing improvements within an Access Easement area shall indemnify and hold the other parties (and any then-current owner(s) of any property encumbered by any such Access Easement) harmless from any loss, claim, liability or cost caused or associated with such construction of improvements. The party effecting the construction will not create or permit to be created or to remain, and will promptly discharge, any lien, encumbrance or charge upon the servient estate of the Access Easement, or any part thereof.

**6. Right to Relocate.** Prior to the construction of improvements within either the North Easement or the South Easement, the person(s) owning the servient estate underlying either the South Easement (the "South Owner") or the North Easement (the "North Owner") may

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relocate and reconfigure the South Easement and the North Easement, respectively, provided (a) the South Easement and North Easement, respectively, as either or both may have been relocated, will continue to provide a continuous, 100 foot wide, Access Easement from Fruitville Road on the south to University Parkway, as it may be extended, on the north; (b) the Access Easement as so relocated shall not carry with it practical developmental or use impediments, such as but not limited to, crossing jurisdictional wetlands, ponds, swales, drainage ditches, or other physical land features that would render construction of improvements therein significantly more costly or difficult to permit; (c) the Access Easements as so relocated shall not be subordinate to any title matters other than those to which the Access Easements were subordinate prior to relocation; (d) the person(s) effecting such relocation shall pay all costs associated with obtaining a survey of the Access Easements as so relocated, a legal description thereof, and preparing and recording in the Public Records of Sarasota County, Florida, an instrument effecting such relocation; and (e) the person(s) effecting such relocation shall, upon the request of any owner(s) of any of the North Ranch or South Ranch, as applicable, to which such relocated Access Easement is appurtenant, furnish title insurance to such owner(s) covering the Access Easement as so relocated. If all of the foregoing conditions are complied with, then all owners of any part of the North Ranch and the South Ranch shall execute such instruments as may be reasonably requested in order to effect and confirm the relocation of such Access Easement.

7. **Right to Dedicate.** Either Myakka, SMR, or Heritage, or their successors or assigns, may dedicate to the public all or any part of the Access Easements in connection with the construction of improvements therein, without the necessity of further consent or joinder by any other owner(s) or any part of the North Ranch and South Ranch. For example, SMR may construct improvements within the South Easement, and dedicate the South Easement to the public without the necessity of the joinder therein or consent thereto by Heritage, Myakka, or any other South Owner or North Owner. Notwithstanding the foregoing, all parties hererto and their respective successors and assigns, as applicable, will agree to join in any such dedication if requested.

8. **Maintenance.** Any improvements to an Access Easement shall be maintained by the person constructing same, or their successors, unless there is a dedication to the public and acceptance of same by public authority for maintenance. Obligation to maintain shall terminate during the time the responsibility for such maintenance is assigned to a property owner's association pursuant to a recorded declaration of covenants, which provides, among other things, for the right of assessment, lien rights, and an obligation so to maintain.

9. **Utility Easements.** In conjunction with the construction of improvements within any such Access Easement, any person, or their successors or assigns, may assign the nonexclusive right to use such Access Easement to providers of utilities without the consent of any other party.

10. **Limited License.** Myakka hereby grants to SMR and to Heritage a license for their use of an existing farm access road across the South Ranch, connecting Fruitville Road with the SMR Parcel (the "Farm Road"), as such Farm Road is outlined on Exhibit D, attached hereto and made a part hereof. The license to use the Farm Road shall be for the term, and on the conditions hereinafter set forth:

- The Farm Road may be used only with respect to operations of SMR or Heritage that occur on the North Ranch, and the Farm Road may not serve operations on property of either SMR or Heritage other than on the North Ranch.

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May 29, 2014
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- SMR and Heritage will be solely responsible for the maintenance of the Farm Road during its period of use by Heritage and SMR, and will maintain same in a good and serviceable condition.
- The license for use of the Farm Road will terminate on the earlier of (i) December 31, 2004, or (ii) on not less than sixty (60) days prior written notice from Myakka, or its successor owner of the South Ranch, to Heritage and SMR, confirming that Myakka, or such successor, has obtained development approvals for the South Ranch.

To the extent the Farm Road may lie within the South Easement, the restrictions on use contained in Section 10 above shall not prohibit the use of the Farm Road pursuant to the license hereby granted.

**11. Attorney's Fees.** Should it become necessary for any party hereto to resort to litigation to enforce or construe the provisions of this Agreement, then the prevailing party in such litigation shall be entitled to recover all costs thereof, including reasonable attorney's fees and paralegal fees, for all trial, appellate and bankruptcy proceedings.

**12. Devolution.** The terms and provisions contained in this Agreement are covenants running with the land, shall be binding upon and the benefits hereof inure to, the respective successors and assigns of the parties hereto.

**13. Miscellaneous.** This Agreement constitutes the entire agreement of the parties with respect to the subject matter hereof. This Agreement shall be construed under the laws of Florida, and shall not be construed more strongly against any party, regardless of the extent to which such party may have participated in the drafting of this Agreement. The singular shall included the plural, and the plural the singular, as the context may require, and any one gender shall include all genders, as the context may require. This Agreement may be executed in counterparts, which may be combined to constitute a single instrument.

**IN WITNESS WHEREOF,** the parties have caused this instrument to be executed in their names as of the day and year first above written.

Signed, sealed and delivered
in the presence of:

Print Name David W. Dittrich

Print Name Candace E. Noll

**MYAKKA RANCH, LLC,** a Florida limited liability company

BY: _____
James Clarke, its President
12851 Fruitville Road
Sarasota, Florida 34278

Rec'd by Planning Services
May 29, 2014
INSTRUMENT # 2004001847
14 PGS

**STATE OF FLORIDA**
**COUNTY OF MANATEE**

The foregoing instrument was acknowledged to me this 5th day of January, 2004, by James Clarke, as President of Myakka Ranch, LLC, a Florida limited liability company, on behalf of the company, (6) who is personally known to me or (___) who has produced _____ as identification.

Candace E Noll
My Commission DD116775
Expires January 22, 2004

Notary Public
My Commission Expires:_____
Name of Notary:_____

Irene Jewitt
Print Name Irene Jewitt

Karen L. Dickerson
Print Name Karen L. Dickerson

**SMR/MYAKKA, LLC,** a Florida limited liability company

**By: Schroeder-Manatee Ranch, Inc.**, a Delaware corporation, its sole and managing member

By:_____
Rex. E. Jensen, its President
6215 Lorraine Road
Bradenton, FL 34202

Irene Jewitt
Print Name Irene Jewitt

Karen L. Dickerson
Print Name Karen L. Dickerson

**HERITAGE RANCH, LLC,** a Florida limited liability company

**By: Schroeder-Manatee Ranch, Inc.**, a Delaware corporation, its sole and managing member

By:_____
Rex. E. Jensen, its President
6215 Lorraine Road
Bradenton, FL 34202

Rec'd by Planning Services
May 29, 2014

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14 PGS

**STATE OF FLORIDA**
**COUNTY OF MANATEE**

The foregoing instrument was acknowledged to me this 5 day of January, 2004, by Rex E. Jensen, as President of Schroeder-Manatee Ranch, Inc., a Delaware corporation, on behalf of the corporation, as the sole and managing member of SMR/Myakka, LLC, a Florida limited liability company, and as the sole and managing member of Heritage Ranch, LLC, a Florida limited liability company, on behalf of the companies, (✓) who is personally known to me or (____) who has produced _____ as identification.

Notary Public
My Commission Expires: _____
Name of Notary: _____

KAREN DICKERSON
MY COMMISSION # DD 132494
EXPIRES: July 14, 2005
Bonded Thru Notary Public Underwriters

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May 29, 2014
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# Exhibit A
## SMR Parcel Legal Description

**PARCEL A**

Section 6, Township 36 S, Range 20 E, Sarasota County, Florida

**PARCEL B**

All of Section 7, Township 36 S, Range 20 E, less the SW ¼ of the NW ¼ of said Section 7, Sarasota County, Florida

**PARCEL J**

The S ½ of Section 5, Township 36 S, Range 20 East, Sarasota County, Florida, less lands described in O.R. Book 1837, Page 1808, Public Records of Sarasota County, Florida.

**PARCEL K**

Section 8, Township 36 S, Range 20 E, Sarasota County, Florida, less lands described in O.R. Book 1837, Page 1808, Public Records of Sarasota County, Florida.

Less The Following Described Parcel:

A strip of land 50 feet wide, described as beginning at the southwest corner of Section 8, Township 36 South, Range 20 East, thence South 87°10'13" East, 511.24 feet for Point of Beginning; thence North 42°59'05" West to a point lying 50 feet North of the south line of Section 8; thence easterly along a line parallel to, and 50 feet north of, the south line of Section 8 to a point lying 529.3 feet West of the East line of said Section 8; thence Southwesterly 70.7 feet to point on south line of Section 8, lying 600 feet westerly of the southeast corner of Section 8; thence westerly along the south section line of said Section 8 to the Point of Beginning, lying and being in Section 8, Township 36 South, Range 20 East, Sarasota County, Florida.

**SUPPLEMENTAL PARCELS**

Parcel 1: Begin at the S.E. corner of Section 5, Township 36 South, Range 20 East, and run North along the East line of said Section 5, a distance of 2640.00 feet; thence West parallel with the South line of said Section 5, a distance of 2060.00 feet; thence South parallel with the East line of said Section 5, a distance of 2640.00 feet; thence East along the South line of said Section 5, a distance of 2060.00 feet to the point of beginning. Lying and being in Section 5, Township 36 South, Range 20 East, Sarasota County, Florida.

Parcel 2: Begin at the N.E. corner of Section 8, Township 36 South, Range 20 East, and run South along the East line of said Section 8, a distance of 2640.00 feet; thence West parallel with the North line of said Section 8, a distance of 2060.00 feet; thence North parallel with the East line of said Section 8, a distance of 2640.00 feet; thence East along the North line of said

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May 29, 2014

INSTRUMENT # 200400184?
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Section 8, a distance of 2060.00 feet to the point of beginning. Lying and being in Section 8, Township 36 South, Range 20 East, Sarasota County, Florida.

Parcel 3: The S.W. quarter of the N. W. quarter of Section 7, Township 36 South, Range 20 East, Sarasota County, Florida.

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May 29, 2014
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## Exhibit B

### South Ranch Legal Description

**PARCEL C**

All of Section 17, Township 36 S, Range 20 E, Sarasota County, Florida

**PARCEL D**

The N ½ of Section 20, lying N of Fruitville-Myakka Hard Road, Township 36 S, Range 20 E, Sarasota County, Florida, less lands described in O.R. Book 1837, Page 1811, Public Records of Sarasota County, Florida, and less lands conveyed to Sarasota County in O.R. Book 3014, Page 540, Public Records of Sarasota County, Florida.

**PARCEL E**

Part of the W ½ of Section 20, Township 36 S, Range 20 E, Sarasota County, Florida, as more fully described in O.R. Book 798, Page 577, Public Records of Sarasota County, Florida.

**PARCEL F**

Property in Section 20, Township 36 S, Range 20 E, Sarasota County, Florida, described in O.R. Book 826, Page 558, Public Records of Sarasota County, Florida.

**PARCEL H**

The N ½ of the NW ¼ and the N ½ of the NE ¼ of Section 19, Township 36 S, Range 20 E, Sarasota County, Florida.

**PARCEL I**

The N ½ of the NE ¼ of Section 24, lying N of Myakka Road, in Township 36 S, Range 19 E, Sarasota County, Florida.

**ROAD PARCEL**

A portion of old Fruitville-Myakka Hard Road described in O.R. Book 3014, Page 540, Public Records of Sarasota County, Florida.

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May 29, 2014
INSTRUMENT # 2004001847
14 PGS

**EXHIBIT B**
**Page 2**

**PIONEER PARCEL**

Begin at the intersection of the East line of Section 20, Township 36 South, Range 20 East, with the Northerly right of way line of Fruitville Road as it now exists, and run North along the East line of said Section 20, a distance of 1330.00 feet; thence West perpendicular to said East line; a distance of 550.00 feet; thence run South parallel with the East line of said Section 20, to the aforesaid Northerly right of way line; thence Southeasterly along said right of way line to the point of beginning. Lying and being in Section 20, Township 36 South, Range 20 East, Sarasota County, Florida.

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May 29, 2014

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Zoller, Najjar & Shroyer, L.C.

201 5th Avenue Drive East
Post Office Box 9448
Bradenton, Florida 34206

(941) 748-8080
Fax (941) 748-3316
Survey Fax (941) 748-3747
E-mail: zns@manatee-cc.com
Web Page: www.manatee-cc.com/zns/

EXHIBIT
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C-1

AUGUST 28, 2003

MYAKKA RANCH

DESCRIPTION: NORTH 100 FT. WIDE INGRESS/EGRESS EASEMENT

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 8, TOWNSHIP 36 SOUTH, RANGE 20 EAST; THENCE S 88°01'40" E ALONG THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 181.65 FEET TO THE POINT OF BEGINNING; THENCE N 35°15'00" W, A DISTANCE OF 310.84 FEET; THENCE N 00°29'40" E, A DISTANCE OF 3920.69 FEET; THENCE N 26°12'00" W, A DISTANCE OF 222.60 FEET; THENCE N 00°29'40" E, A DISTANCE OF 311.20 FEET; THENCE N 19°40'00" W, A DISTANCE OF 421.52 FEET; THENCE N 30°25'00" E, A DISTANCE OF 365.50 FEET; THENCE N 01°32'06" W, A DISTANCE OF 1799.66 FEET; THENCE N 34°55'00" W, A DISTANCE OF 481.71 FEET; THENCE N 33°35'00" E, A DISTANCE OF 341.57 FEET; THENCE N 22°39'00" W, A DISTANCE OF 824.02 FEET; THENCE N 08°45'00" W, A DISTANCE OF 623.74 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 425.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 411.68 FEET THROUGH A CENTRAL ANGLE OF 55°30'00" TO THE POINT OF TANGENCY; THENCE N 46°45'00" E, A DISTANCE OF 197.17 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 175.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 123.24 FEET THROUGH A CENTRAL ANGLE OF 40°21'00" TO THE POINT OF TANGENCY; THENCE N 06°24'00" E, A DISTANCE OF 368.37 FEET; THENCE N 01°32'06" W, A DISTANCE OF 349.39 FEET; THENCE N 89°59'49" E ALONG THE NORTH LINE OF SECTION 6, TOWNSHIP 36 SOUTH, RANGE 20 EAST, A DISTANCE OF 100.04 FEET TO THE NORTHEAST CORNER OF SAID SECTION 6; THENCE S 01°32'06" E ALONG THE EAST LINE OF SAID SECTION 6, A DISTANCE OF 353.65 FEET; THENCE S 06°24'00" W, A DISTANCE OF 375.30 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 275.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 193.67 FEET THROUGH A CENTRAL ANGLE OF 40°21'00" TO THE POINT OF TANGENCY; THENCE S 46°45'00" W, A DISTANCE OF 197.17 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 325.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 314.81 FEET THROUGH A CENTRAL ANGLE OF 55°30'00" TO THE POINT OF TANGENCY; THENCE S 08°45'00" E, A DISTANCE OF 611.55 FEET; THENCE S 22°39'00" E, A DISTANCE OF 865.26 FEET; THENCE S 33°35'00" W, A DISTANCE OF 326.91 FEET; THENCE S 34°55'00" E, A DISTANCE OF 443.60 FEET; THENCE S 01°32'06" E, A DISTANCE OF 1858.28 FEET; THENCE S 30°25'00" W, A DISTANCE OF 347.41 FEET; THENCE S 19°40'00" E, A DISTANCE OF 392.58 FEET; THENCE S 00°29'40" W, A DISTANCE OF 305.07 FEET; THENCE S 26°12'00" E, A DISTANCE OF 222.60 FEET; THENCE S 00°29'40" W, A DISTANCE OF 3912.17 FEET; THENCE S 35°15'00" E, A DISTANCE OF 354.56 FEET; THENCE N 88°01'40" W ALONG THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 125.58 FEET TO THE POINT OF BEGINNING.

LYING AND BEING IN SECTIONS 5, 6, 7 AND 8, TOWNSHIP 36 SOUTH, RANGE 20 EAST, SARASOTA COUNTY, FLORIDA.

CONTAINING 25.42 ACRES.

K:\LEGALS 2003\IND LEGS-2003\MYAKKA RANCH-NORTH ING-EGRESS ESMT

Rec'd by Planning Services
May 29, 2014

Zoller, Najjar & Shroyer, L.C.

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Survey Fax (941) 748-3747
E-mail: zns@manatee-cc.com
Web Page: www.manatee-cc.com/zns/

EXHIBIT
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C-2

INSTRUMENT # 2004001847
14 PGS

SEPTEMBER 12, 2003

MYAKKA RANCH

DESCRIPTION: SOUTH 100 FT. WIDE INGRESS/EGRESS EASEMENT

COMMENCING AT THE NORTHWEST CORNER OF SECTION 17, TOWNSHIP 36 SOUTH, RANGE 20 EAST ALSO BEING THE SOUTHWEST CORNER OF SECTION 8, TOWNSHIP 36 SOUTH, RANGE 20 EAST; THENCE RUN S 88°01'40" E ALONG THE NORTH LINE OF SAID SECTION 17, A DISTANCE OF 181.65 FEET TO THE POINT OF BEGINNING; THENCE S 88°01'40" E CONTINUING ALONG SAID NORTH LINE A DISTANCE OF 125.58 FEET; THENCE SOUTH 35°15'00" E, A DISTANCE OF 237.08 FEET; THENCE S 00°19'03" W, A DISTANCE OF 704.73 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1000.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 520.98 FEET THROUGH A CENTRAL ANGLE OF 29°51'00" TO THE POINT OF TANGENCY; THENCE S 30°10'04" W, A DISTANCE OF 186.70 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 900.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 468.88 FEET THROUGH A CENTRAL ANGLE OF 29°51'00" TO THE POINT OF TANGENCY; THENCE S 00°19'03" W, A DISTANCE OF 697.61 FEET; THENCE S 00°19'18" W, A DISTANCE OF 50.37 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 171.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 120.66 FEET THROUGH A CENTRAL ANGLE OF 40°25'40" TO A POINT OF REVERSE CURVATURE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 262.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 344.56 FEET THROUGH A CENTRAL ANGLE OF 75°21'00" TO THE PONT OF TANGENCY; THENCE S 36°30'00" W, A DISTANCE OF 79.21 FEET; THENCE S 00°19'18" W, A DISTANCE OF 2165.64 FEET; THENCE S 00°24'24" W, A DISTANCE OF 1234.95 FEET; THENCE S 89°44'04" W ALONG THE NORTHERLY RIGHT OF WAY LINE OF FRUITVILLE ROAD PER O.R. BOOK 3014, PAGE 543, A DISTANCE OF 100.01 FEET; THENCE N 00°24'24" E ALONG THE WEST LINE OF SECTION 20, TOWNSHIP 36 SOUTH, RANGE 20 EAST A DISTANCE OF 1236.05 FEET TO THE NORTHWEST CORNER OF SAID SECTION 20; THENCE N 00°19'18" E ALONG THE WEST LINE OF SECTION 17, TOWNSHIP 36 SOUTH, RANGE 20 EAST, A DISTANCE OF 2198.23 FEET; THENCE N 36°30'00" E, A DISTANCE OF 111.87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 162.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 213.05 FEET THROUGH A CENTRAL ANGLE OF 75°21'00" TO THE POINT OF REVERSE CURVATURE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 271.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 190.00 FEET THROUGH A CENTRAL ANGLE OF 40°10'10" TO THE POINT OF TANGENCY; THENCE N 00°19'18" E ALONG THE SAID WEST LINE OF SECTION 17, A DISTANCE OF 49.40 FEET; THENCE N 00°19'03" E CONTINUING ALONG SAID WEST LINE, A DISTANCE OF 697.60 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1000.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT A DISTANCE OF 520.98 FEET THROUGH A CENTRAL ANGLE OF 29°51'00" TO THE POINT OF TANGENCY; THENCE N 30°10'04" E, A DISTANCE OF 186.70 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A