Kimley»Horn

August 26, 2025

Mr. Christopher Zeigler
Traffic Operations Manager
Office of the County Engineer
Marion County Board of County Commissioners
412 SE 25th Ave.
Ocala, FL 34471

RE: ***Homestead Villas; Traffic Impact Statement***
Marion County, Florida
Kimley-Horn Project Number 242123002

Dear Mr. Zeigler:

Kimley-Horn has submitted a PUD rezoning application for a new residential development located on the west side of NW 73rd Terrace, north of NW 5th Lane in Marion County, Florida. The site will be occupied by Homestead Villas, which will include 50 single-family attached (duplex) dwelling units. A Comprehensive Plan Amendment (CPA) and rezoning have been submitted to Marion County for parcel ID's 23204-002-00, 23303-002- 00, and 23303-000-04, totaling 12.7 acres for the development.

The existing Future Land Use (FLU) is made up of 5 acres of Medium Residential (MR) which allows up to 4 dwelling units per acre, and 7.7 acres of Low Residential (LR), which allows up to 1 dwelling unit per acre. The proposed FLU includes all 12.7 acres to become Medium Residential (MR).

The proposed development will generate 26 PM peak hour trips; therefore, a Traffic Impact Statement is required per the Marion County Traffic Impact Analysis (TIA) Guidelines. The site access information, existing site information, and trip generation calculations are summarized below.

TRIP GENERATION

The trip generation potential of the site was calculated for the maximum trip impact of the current FLU, the maximum trip impact of the proposed FLU, and for the proposed development program. The maximum trip potential was calculated using Institute of Transportation Engineering (ITE) Trip Generation, 11th Edition.

EXISTING AND PROPOSED FUTURE LAND USE

The current FLU includes 5 acres of Medium Residential, and 7.7 acres of Low Residential, for a maximum development program of up to 27 dwelling units. The trip generation potential for the maximum development program was calculated per ITE land use code (LUC) 215 (Single-Family Attached Dwelling Units) for the Medium Residential FLU and 210 (Single-Family Dwelling Units) for the Low Residential FLU.

The proposed FLU allows up to 51 dwelling units based on all 12.7 acres being amended to the Medium Residential FLU. The trip generation potential of the maximum development program at the proposed FLU was calculated using ITE LUC 215. **Table 1** shows the trip generation potential of the existing FLU and proposed FLU for the maximum allowed development.

Table 1: Existing and Proposed Future Land Use Trip Generation Potential

Parcel #	CPA Acres	Future Land Use	Max Intensity	Max Development Potential (DU)	ITE LUC	Max Allowed Daily Trips	Max Allowed PM Pk Hr Trips
Existing FLU							
23204-002-00	5.00	Medium Residential (MR)	4 DU / Acre	20	215	102	8
23303-000-04, 23303-002-00	7.70	Low Residential (LR)	1 DU / Acre	7	210	87	8
Total	12.70			27	--	189	16
Proposed FLU 23204-002-00, 23303-000-04, & 23303-002-00	12.70	Medium Residential (MR)	4 DU / Acre	51	215	338	27

PROPOSED DEVELOPMENT PROGRAM

The proposed development includes 50 single family attached (duplex) dwelling units. Trip generation for the proposed development was estimated using data found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. The ITE land use code 215 (Single-Family Attached Housing) was applied in the trip generation calculations. No internal capture or pass-by reductions were applied. Relevant excerpts from the ITE Trip Generation Manual are included as an attachment. The trip generation for the proposed development is summarized in **Table 2**.

Table 2: Trip Generation Potential for Proposed Development Program

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development								
Single-Familly Attached Housing	50 DU	331	20	6	14	26	15	11

Note: Trip Generation is calculated using the following data from ITE's Trip Generation, 11th Edition.

Single-Family Attached Housing [ITE 215]

Daily	T = 7.62*(X) - 50.48 (X is # of Dwelling Units)
AM Peak Hour of Adjacent Street	T = 0.52*(X) - 5.70 (X is # of Dwelling Units, 31% in, 69% out)
PM Peak Hour of Adjacent Street	T = 0.60*(X) - 3.93 (X is # of Dwelling Units, 57% in, 43% out)

K:\OCA_Civil\242123002-Homestead Villas\traffic\[homestead villas TG.xlsx]Trip Gen_proposed dev program 8/26/25

SITE ACCESS

The proposed development will have one driveway connection to NW 73rd Terrace, located just north of NW 5th Lane. NW 73rd Terrace is a local Marion County roadway.

A conceptual site plan is provided as an attachment illustrating the proposed development and driveway connection to NW 73rd Terrace.

SUMMARY

Kimley-Horn has prepared this Traffic Impact Statement to support the Comprehensive Plan Amendment and PUD rezoning submittal for the Homestead Villas development. The proposed development program is estimated to generate 20 AM peak hour trips and 26 PM peak hour trips. The proposed development program is less than the maximum development potential of the proposed FLU. The trip generation potential for the site is less than the 50 peak hour trip threshold necessitating a traffic assessment. The minimal trip generation of the site will not have a significant impact on the surrounding transportation network. One new driveway connection is proposed to NW 73rd Terrace, which is a local Marion County roadway.

Please feel free to contact our office if you have any questions.

Sincerely,

KIMLEY-HORN

Amber L. Gartner, PE

ALG/JMC

Attachments: Conceptual PUD Plan
Excerpts from the ITE Trip Generation, 11th Edition

CC: File

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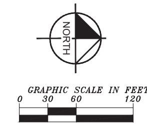
ATTACHMENT D



SITE DATA TABLE	
PROJECT NAME	HOMESTEAD VILLAS
PROJECT LOCATION	550 NW 73RD TERRACE
OWNER	HOMESTEAD VILLAS LLC 6998 N US HWY 27, SUITE 203 OCALA, FL 34482
TOTAL SITE AREA	12.77 ACRES
OPEN SPACE REQUIRED	20% MINIMUM
SPRINGS PROTECTION ZONE	SECONDARY
FLOOD ZONE	X
FEMA PANEL	12083C0503E, EFF. APRIL 19, 2017
EXISTING FUTURE LAND USE	LR AND MR
PROPOSED FUTURE LAND USE	MR
EXISTING ZONING	A-1 AND R-4
PROPOSED ZONING	PUD
BUILDING SETBACK REQUIREMENTS	
MINIMUM FRONT SETBACK	20'
MINIMUM SIDE SETBACK	10'
MINIMUM REAR SETBACK	10'
MAXIMUM BUILDING HEIGHT	35 FEET
ROADS	PRIVATE
POTABLE WATER & SANITARY SEWER	CITY OF OCALA UTILITIES
DRAINAGE	PRIVATE

DEVELOPMENT PROGRAM TABLE

DESIGNATION	ALLOWABLE USES	DENSITY
RES	• ONE & TWO-FAMILY DWELLING UNITS • PUBLIC PARK, PLAYGROUND OR OTHER RECREATIONAL USES.*	MAXIMUM DENSITY OF 50 DWELLING UNITS

*THE PARK ASSOCIATED WITH THIS DEVELOPMENT MAY INCLUDE A DOG PARK, PLAYGROUND STRUCTURES, USABLE OPEN SPACE, WALKING TRAILS, OR OTHER OUTDOOR NEIGHBORHOOD AMENITIES.

BUFFER TABLE	
(N)	20' NATURAL BUFFER - ALL EXISTING TREES AND GROUNDCOVER TO BE PRESERVED.
(P)	20' PLANTED BUFFER - TWO SHADE TREES AND THREE ORNAMENTAL TREES PER 100 LF, 50% OF BUFFER AREA TO INCLUDE SHRUBS OR GROUNDCOVER.

No.	REVISIONS	DATE	BY

Kimley-Horn

1700 SE 17TH STREET, SUITE 200, OCALA, FLORIDA 34471
PHONE: 352-438-3000
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

LICENSED PROFESSIONAL
RICHARD V. BUSCHE, PE
FLORIDA LICENSE NUMBER
58568
DATE:

KHA PROJECT	242123002
DATE	MAY 2025
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	SLS
CHECKED BY	KHA

CONCEPTUAL PUD PLAN

HOMESTEAD VILLAS

PREPARED FOR
HOMESTEAD VILLAS, LLC

MARION COUNTY FLORIDA

SHEET NUMBER
C02

CONCEPTUAL PUD PLAN

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

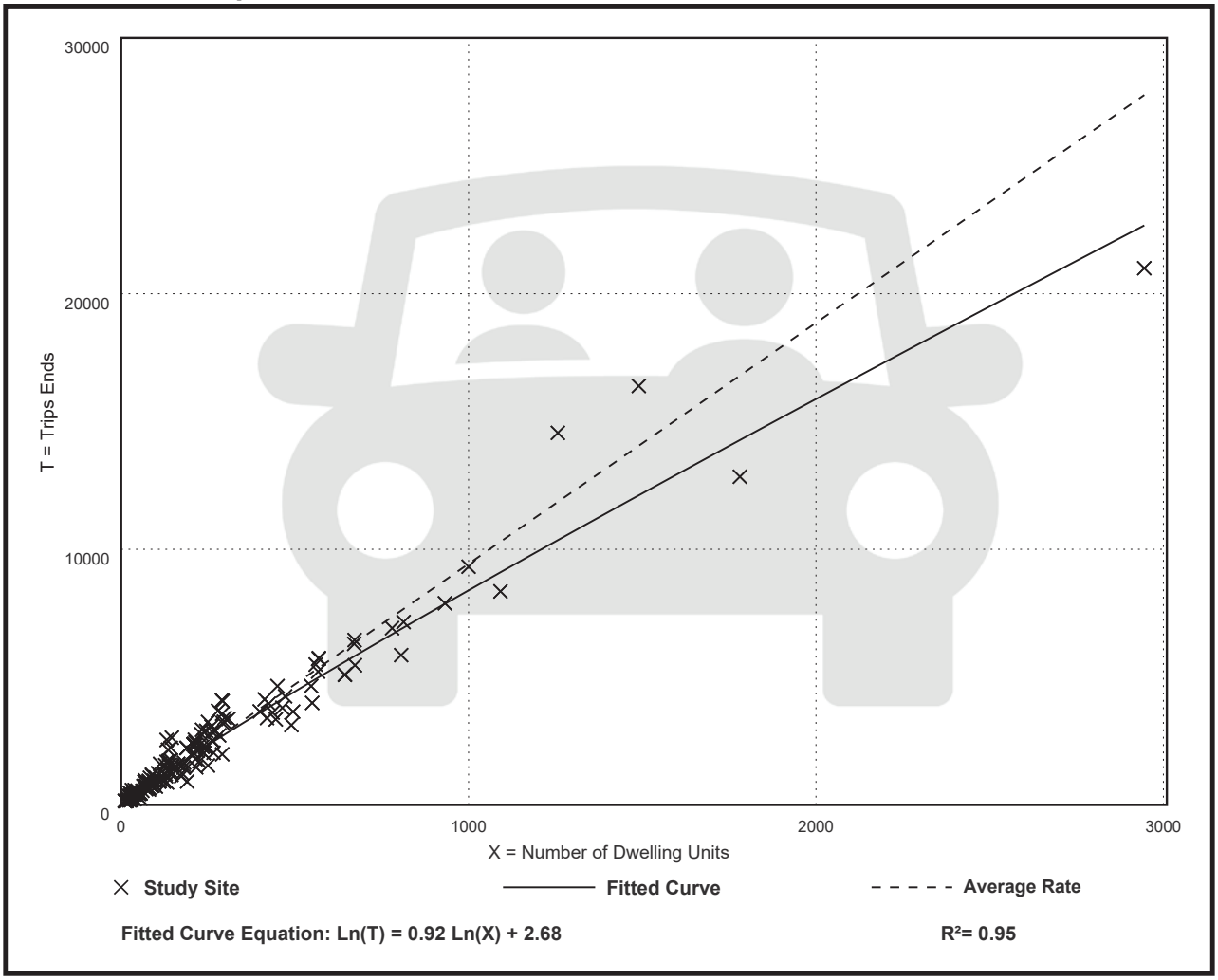
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

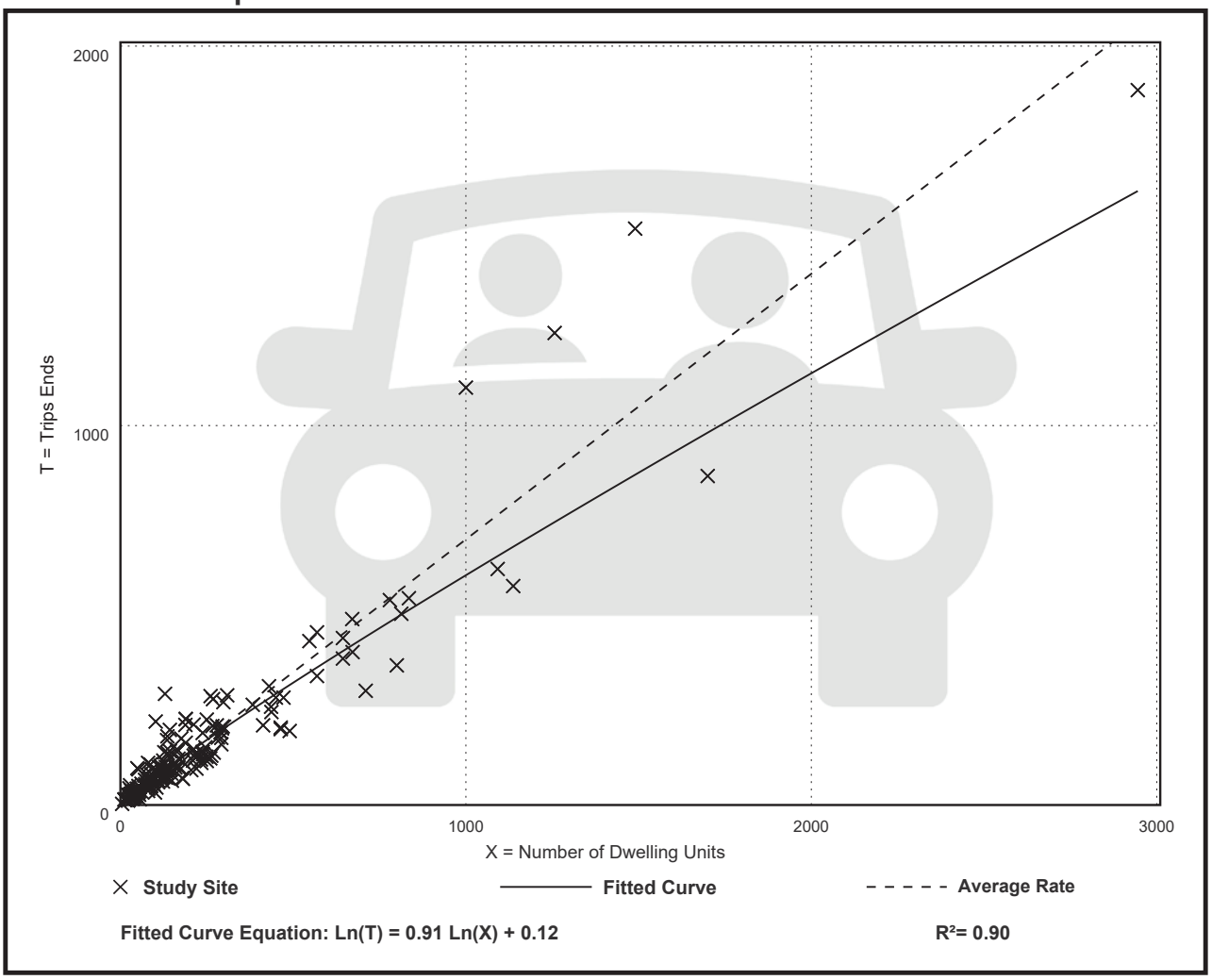
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



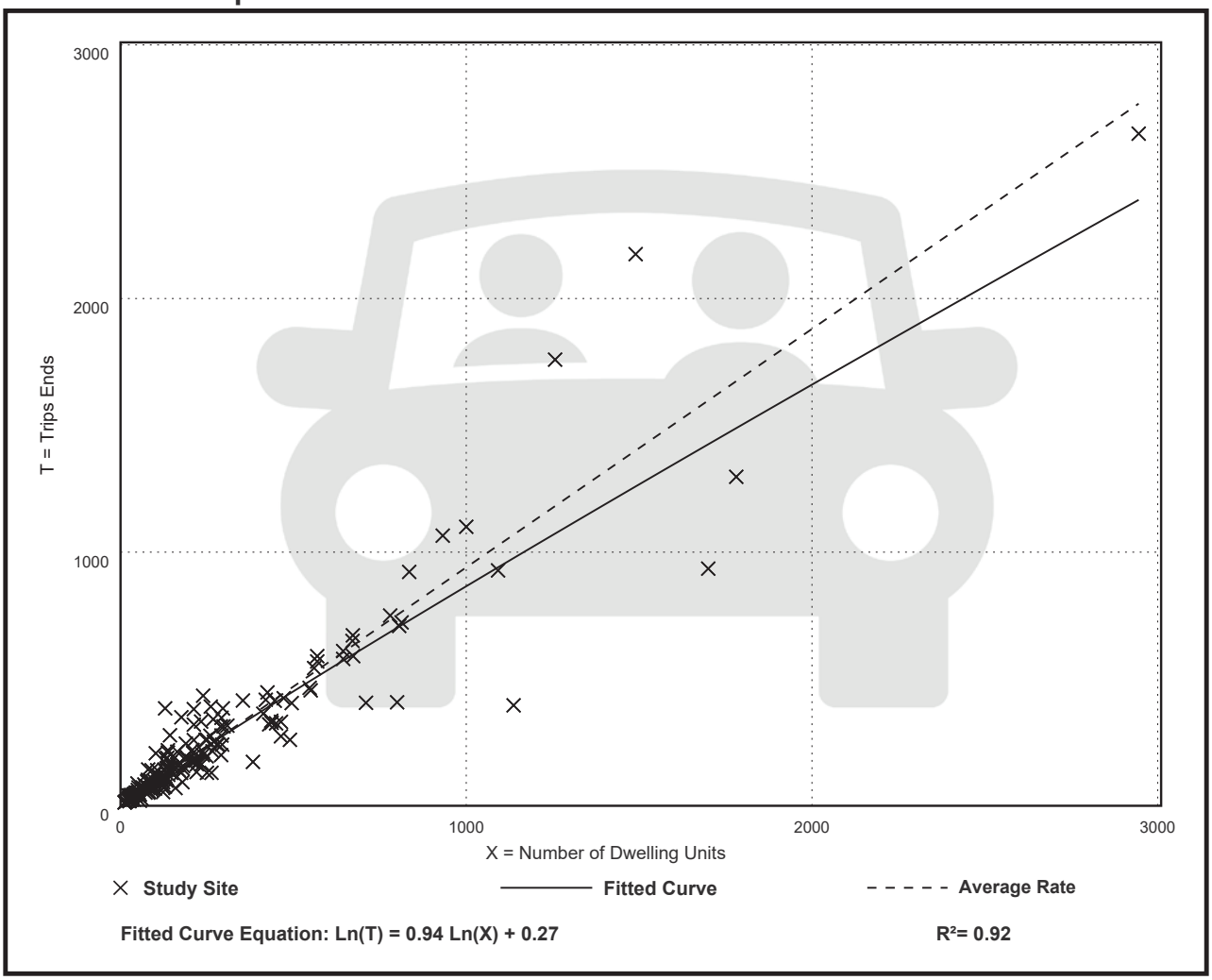
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

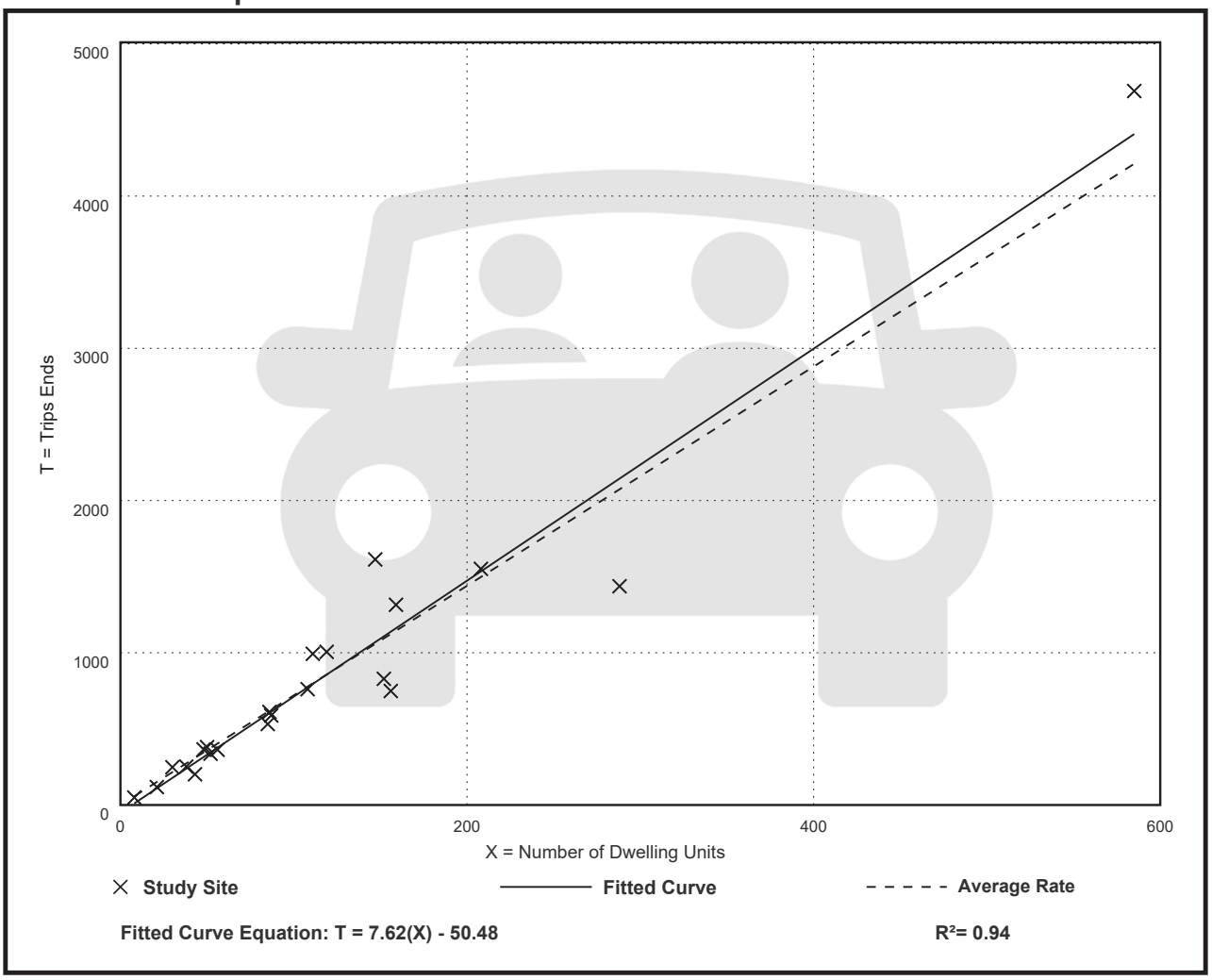
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Fitted Curve Equation: T = 7.62(X) - 50.48

R^2= 0.94

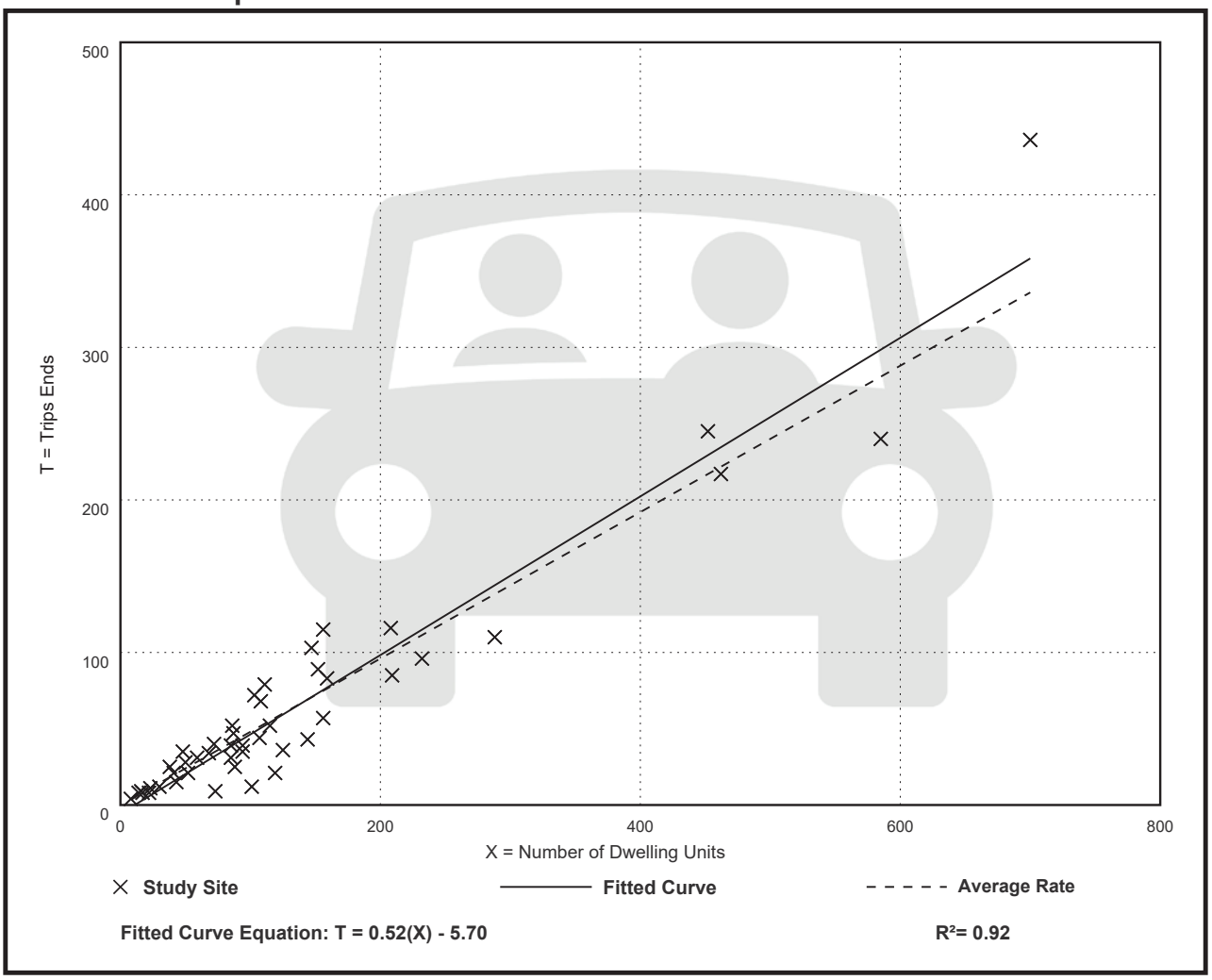
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation