



TO: Scott Ashley
Planning Manager

DATE: August 10, 2015

FROM: Melissa Winsett *mw*
Transportation Planner

FILE: s-15-042.doc

SUBJECT: Luznar Special Exception Case #S-15-042

LOCATION: On the SE corner of the Tomoka Farms Road (County arterial) intersection with Pioneer Trail (County collector)

SITE INFORMATION

The proposed 10-year special exception is to allow 150 Temporary Campsites (TC) for five days before, during, and three days after any regularly scheduled event at the Daytona Beach International Speedway to include Bike Week, Speed Weeks and Biketoberfest. The site is approximately 5-acres with an existing zoning of Prime Agriculture (A-1). The existing A-1 zoning could produce one Single-Family Residential Dwelling Unit (SFRDU) based upon a maximum density of 0.1 SFRDU per acre.

Transportation Analysis

The transportation impact of the existing and proposed special exception trip generation was computed for the maximum case scenario using ITE Trip Generation, 9th Edition. Please note that the ITE Trip Generation Manual does not provide a total weekday trip generation rate for a campsite; however, the PM Peak Hour weekday rate of 0.27 is provided. Since the PM Peak Hour weekday rate is normally 10% of the total weekday rate, we estimate that each campsite will generate 2.7 trips on a weekday.

Table 1

<i>Existing Zoning:</i>				
<i>Existing Zoning</i>	<i>Land Use or Acreage</i>	<i>Density</i>	<i>Trip Generation Rate</i>	<i>Net Daily Trips</i>
A-1	Rural	1 SFRDU	9.52/SFRDU	10
<i>Proposed Special Exception:</i>				
<i>Proposed Special Exception</i>	<i>Land Use or Acreage</i>	<i>Density</i>	<i>Trip Generation Rate</i>	<i>Net Daily Trips</i>
TC	Rural	150 TC	2.7/TC	405
Potential Additional Daily Trips:				+395

Roadway Analysis

The 2014 Volusia County Traffic Counts were used to determine the Average Annual Daily Traffic (AADT) and the Level of Service (LOS). The Volusia County Comprehensive Adopted Level of Service capacity was used to determine the potential LOS after addition of the anticipated project trips to the 2014 AADT for each thoroughfare roadway.

Table 2

<i>Tomoka Farms Road (from Taylor Road to Pioneer Trail)</i> <i>This roadway is a paved, two-lane, County maintained, arterial</i>				
<i>2014 AADT</i>	<i>2014 LOS</i>	<i>Comprehensive Plan Maximum Capacity</i>	<i>Comprehensive Plan Allowable LOS</i>	<i>Potential LOS</i>
9,950	C	24,975	E	C
<i>Pioneer Trail (from Tomoka Farms Road to Airport Road)</i> <i>This roadway is a paved, two-lane, County maintained, collector</i>				
<i>2014 AADT</i>	<i>2014 LOS</i>	<i>Comprehensive Plan Maximum Capacity</i>	<i>Comprehensive Plan Allowable LOS</i>	<i>Potential LOS</i>
3,640	C	13,640	E	C

The addition of the 395 trips will not cause LOS problems for the thoroughfares near the development.

CONCLUSIONS AND RECOMMENDATIONS

The applicant has requested to allow RV camping in addition to tent camping as previously approved; however, the existing driveway on Pioneer Trail is constrained and does not have adequate width and/or turning radius for RV type vehicles. Currently only standard passenger vehicles (i.e., car, pick-up truck w/out trailer) can safely enter the driveway on Pioneer Trail. As such, if the request is approved we suggest that the following conditions be added:

1. Limiting the vehicle length to a maximum of 30 feet.
2. Reversing the traffic circulation such that ingress is on CR-415 and egress is on Pioneer Trail.
3. Proper signage at the driveways to support the one-way traffic flow:
 - a. 36" Stop Sign at the intersection of Pioneer Trail in the outbound direction.
 - b. DO NOT ENTER sign at the intersection of CR-415 in the outbound direction
 - c. DO NOT ENTER sign at the intersection of Pioneer Trail in the inbound direction.

If the applicant limits the special exception by not allowing RV type vehicles or vehicles in excess of 30 feet on site, the three conditions listed above should be disregarded. However, 36" Stop signs will still need to be installed at both driveways in the outbound direction.

Additional comments may be provided at the Final Site Plan stage of this development.

MW/

C: Stephanie McClain, Engineer Assistant