December 17, 2019

Mr. Nathan Kragt, P.E.
ZNS Engineering, LC
201 5th Ave Dr E,
Bradenton, FL 34208

Joyland Enterprises, Inc. Traffic Impact Statement Acceptance Letter
Project # Z-19-25  Record # PLN1909-0053

Dear Mr. Kragt,

Traffic study reviews are conducted by two Public Works divisions. The first is the Traffic Design Division, whose staff review design, safety, and operational aspects of access points and intersections in proximity to access points. Traffic Design Division review will be provided under separate cover.

The second is the Transportation Planning Division, whose review of site impact mitigation is the subject of this letter. Manatee County Transportation Planning Division staff have reviewed the Joyland Enterprises, Inc. Traffic Impact Statement (TIS) revised on December 5, 2019. The proposed application is supporting a rezone of the property from RDD-6 (Residential Duplex District - 6 dwelling units per acre) to GC (General Commercial). The proposed development is located west of US 41 just south of Bayshore Gardens Parkway. The TIS was prepared by ZNS Engineering, LC. Based on the data provided in this document, the applicant has addressed the Comprehensive Plan and LDC requirements and provided appropriate traffic-related information to substantiate the findings.

Concurrency may not be granted with a Rezone application; therefore, a Certificate of Level of Service Compliance (CLOS) will not be issued until the FSP application. With a request for a CLOS, a Traffic Study will be required to establish any required mitigation and access improvements, if applicable.

If you have any questions or require further assistance, please contact Nelson Galeano (941.708.7450 x7420, nelson.galeano@mymanatee.org).

Sincerely,

Merih Wahid, P.E.
Multimodal Transportation Planner
Manatee County Public Works Department
Transportation Planning Division

cc: Jamie Schindewolf
    Nelson Galeano
Joyland Enterprises, Inc.

TRAFFIC IMPACT STATEMENT
Submitted September 17, 2019
Revised November 12, 2019, Revised December 5, 2019
Record Number: PLN1909-0053 / Project Number: Z-19-25

Narrative
This project is located at 6416 14th Street West in Bradenton, just south of 63rd Avenue West and west of US 41 in the Urban Corridor in Bradenton, Florida. The property has historically been vacant. The proposed request is to rezone the property from RDD-6 to GC, consistent with the adjacent properties to the south and east. The applicant owns two adjacent parcels directly to the east (6481800206 and 6481800255) and would utilize these parcels together. The rezoning is only for PID 6482210058 for 3.74 acres. Access to the property is through 6406 14th Street West (6481800156), which has an access easement recorded under Sarabay Center a Condominium, Plat Book 22, Page 149. The property is within the Transportation Concurrency Exception Area. Since the application submitted for which this TIS is required is for a straight rezone, and the future property use is not known at this time, we will assume the worst case scenario for the current and proposed zoning categories to arrive at the potential increase in traffic.

Trip Generation
Table 1a below indicates the trips currently occurring under the existing conditions. Table 1b below indicates the estimated trips for the highest allowable use under the existing zoning category. Table 1c below indicates the estimated new trips for the highest allowable use under the proposed zoning category. Both tables are calculated using ITE Trip Generation 9th Edition.

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<tr>
<th>ITE Code</th>
<th>Land Use Type</th>
<th>Size</th>
<th>PM Peak-Hour Trips In</th>
<th>PM Peak-Hour Trip Out</th>
<th>PM Peak-Hour Total Trips</th>
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<td>Shopping Center</td>
<td>150,000 SF</td>
<td>377</td>
<td>409</td>
<td>786</td>
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Based on the trip generation calculations, the proposed zoning worst case scenario traffic would be an increase of 758 PM Peak Hour trips over the worst-case scenario under the current zoning.
category based on a residential worst case use. If compared to a commercial use at the current zoning, the increase in traffic would be 100 trips less, or an increase of 658 trips.

**Impact Area**
The significant impact area includes first-impacted thoroughfares and thoroughfares carrying project traffic equal to or greater than five percent of the pm peak hour service volume ("capacity") at adopted level of service (LOS). US 41 is the first-impacted thoroughfare and is included in the analysis. Table 2 below indicates the impacted roadway links and the project traffic impacts on the impacted links and the capacity of those facilities.

### Table 2. Impact Area

<table>
<thead>
<tr>
<th>Link No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Lanes</th>
<th>Adopted LOS</th>
<th>PM Peak Service Volume</th>
<th>Pk Hour Project Traffic</th>
<th>Project Traffic as % of Svc Vol</th>
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<tbody>
<tr>
<td>3272</td>
<td>US 41</td>
<td>Whitfield Avenue</td>
<td>63rd Avenue</td>
<td>6D</td>
<td>D</td>
<td>5,390</td>
<td>786</td>
<td>14.6%</td>
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</table>

As shown in Table 2, the development’s traffic for the highest use exceeds the five percent threshold, as well as the 100 gross PM Peak hour Trips. At the time of application for Site Plan Approval and Concurrency, when a definite use will be identified, a Traffic Impact Analysis will likely be required.

**Level of Service Analysis**
Table 3 summarizes the generalized level of service analysis on impacted roadways. Based on the analysis, the impacted segment of US 41 is expected to operate at or above the adopted LOS D standard for the commercial and residential use scenarios.

### Table 3. Level of Service Analysis

<table>
<thead>
<tr>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>PM Peak Hour Volume</th>
<th>Peak Hour Reserved</th>
<th>Estimated Project Traffic</th>
<th>Peak Hour Total Traffic</th>
<th>LOS</th>
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<tbody>
<tr>
<td>US 41</td>
<td>Whitfield Avenue</td>
<td>63rd Avenue</td>
<td>4005</td>
<td>113</td>
<td>786</td>
<td>4,904</td>
<td>LOS D</td>
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**Access**
The project has proposed access via a driveway on US 41 through the parcels to the east. Access is dedicated by the Sarabay Center a Condominium recorded as Plat Book 22, Page 149. Under the same ownership are Parcels B and C. Access is granted from US 41 through Parcel A.

**Right of Way**
The property is not immediately adjacent to US 41. The applicant will coordinate with the Florida Department of Transportation (FDOT) regarding right of way needs for US 41 at such time that application for Site Plan approval is made.

**Multi-Modal Transportation**
The project will encourage the use of bicyclists by the installation of bicycle racks. A bike lane does not exist on the transportation link adjacent to the project site. The project will consider pedestrian
mobility when preparing the Final Site Plan. Pedestrians using the site will be connected to existing sidewalks improving walking-connectivity via striping at the driveways and in the parking lot areas. There is a bus stop (Route 99 - US 41 at Bayshore Gardens Parkway) is 175 feet north of the project site on the west side of US 41. Transit riders will be encouraged to access the site via the bicycle and pedestrian connectivity which may be enhanced by site pavement striping, installation of bicycle racks and/or improvement/enhancement of sidewalks.

**Conclusion**
This project is in the Transportation Concurrency Exception Area. With a net new PM Peak hour trips of 786, the proposed rezoning could create adverse transportation impacts on significantly impacted thoroughfare roadways. However, at this time, the use of the property is unknown, both currently and in the future. Since the use is not known, we have evaluated on a worst-case scenario as required. At the time of a request by the applicant for Preliminary Site Plan / Final Site Plan / Concurrency, an assessment will be required for a known use and factual data will be considered according to the Manatee County Standards.

**Site Location**

Nathan Kragt, P.E.
ZNS Engineering, LC
Support Documentation

1. Appropriate Page of Manatee County Link sheet
2. Appropriate ITE Land Use Code Pages
3. Sarabay Center A Condominium, Plat Book 22, Page 149
## Manatee County Planning Department
### Concurrency Transportation Link Sheet

**Report run on:** July 8, 2019 8:16 AM

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<th>U T R</th>
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<th>Nf Min</th>
<th>Cl Gr</th>
<th>La M Mile</th>
<th>% Peak Hour Vol</th>
<th>Peak Hour Loss Std</th>
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<th>% Peak Hour Total Loss Vol</th>
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Single-Family Detached Housing (210)

Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 362
Avg. Number of Dwelling Units: 174
Directional Distribution: 64% entering, 36% exiting

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<tr>
<th>Average Rate</th>
<th>Range of Rates</th>
<th>Standard Deviation</th>
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</thead>
<tbody>
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<td>0.42 - 2.98</td>
<td>1.05</td>
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</tbody>
</table>

Data Plot and Equation:

Fitted Curve Equation: \( \ln(T) = 0.88 \ln(X) + 0.62 \)  
\( R^2 = 0.91 \)
Shopping Center
(820)

- Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
- On a: Weekday,
  Peak Hour of Adjacent Street Traffic,
  One Hour Between 4 and 6 p.m.

Number of Studies: 426
Average 1000 Sq, Feet GLA: 376
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

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<tr>
<th>Average Rate</th>
<th>Range of Rates</th>
<th>Standard Deviation</th>
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<tbody>
<tr>
<td>3.71</td>
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</tbody>
</table>

Data Plot and Equation

Fitted Curve Equation: \( \ln(T) = 0.67 \ln(X) + 3.31 \)
\( R^2 = 0.81 \)
SARABAY CENTER
A CONDOMINIUM
IN SECTION 28, TOWNSHIP 35 SOUTH, RANGE 17 EAST,
COUNTY OF MANATEE, STATE OF FLORIDA
270036

DESCRIPTION:

CONVENE AT THE NORTHEAST CORNER OF THE
SW1/4 OF THE SE1/4 OF THE NW1/4 OF SECTION 28,
TOWNSHIP 35 SOUTH, RANGE 17 EAST, MANATEE
COUNTY, FLORIDA; THENCE 28°00'-00" W. ALONG
THE NORTH LINE OF SAID SW1/4; A DISTANCE OF 76.57
FEET TO THE WEST RIGHT-OF-WAY LINE OF US
HIGHWAY NO. 41 (STATE ROAD NO. 48); THENCE
S0°14'02" E., ALONG SAID WEST RIGHT-OF-WAY,
12.85 FEET TO A POINT OF BEGINNING; THENCE
CONTINUE S0°14'02" E., ALONG SAID WEST RIGHT-
OF-WAY, 100.00 FEET; THENCE S85°51'44" W.,
559.94 FEET; THENCE N0°10'39" W., 100.00 FEET;
THENCE N85°26'54" E., 559.05 FEET TO THE POINT
OF BEGINNING.

UNIT BOUNDARY:

THE UNIT SHALL CONSIST OF ONLY
LAND, THE ONLY BOUNDARY EACH UNIT
SHALL HAVE IS THE PERIMETRAL
BOUNDARY THAT IS SHOWN ON THIS
EXTENT. THE CONDOMINUM
PLOT PLAN: UPPER AND LOWER BOUND-
ARIES OF EACH UNIT SHALL BE DE-
TERMINED IN THE SAME MANNER
AND UNDER THE SAME LAWS WHICH
ESTABLISH THE UPPER AND LOWER
BOUNDARIES OF A PARCEL OF REAL
PROPERTY, TITLE TO WHICH IS HELD
IN FEE SIMPLE.

LEGEND:

- CONCRETE MONUMENTS
- IRON MONUMENTS
- "C" COMMON ELEMENT

NOTES:

1. BOUNDARIES REFER TO PREVIOUS SURVEY BY HANSEN &
ASSOCIATES DONE 1/12/83 FOR HEARTLAND CMI OF
FLORIDA (LOT NO. 2-32224, 2-34322 & 2-10005)

2. NOTES OF SURVEY ADDRESSED HEREIN COMPLY WITH
CHAPTER 25-41'S F.A.C. ENTITLED "MINIMUM TECHNICAL
STANDARDS FOR LAND SURVEYING IN THE STATE
OF FLORIDA"

3. TOTAL DESCRIBED ACRES: 1.262 ACRES, MORE OR LESS.

SURVEYOR'S CERTIFICATE:

I, the undersigned professional land surveyor, hereby certify that
this plat is a true representation of the land shown and described,
and that all bearings and distances are correct to the best of my
knowledge, information and belief.

I further hereby certify that the construction of the land condonimit
is substantially complete so that the material, together with the
provisions of the declaration describing the condominium property,
is an accurate representation of the location and dimensions of any
land condominium elements and so that the identification, location,
and dimensions of the common elements and of each unit can be deter-
mained from these materials.

I further hereby certify that all plans for land condominium elements,
including but not limited to, those required pursuant to Section
716.104(4) as applicable to a land condominium, have been substantially
completed.

DATED: August 8, 1988

LEO MILLER & ASSOCIATES, INC.
100 S. AVENUE WEST
PALMETTO, FLORIDA 34221