Planning Commission	Charles Grey, Chairman Jaime Girardi, P.E., Vice Chairman Christopher B. Poole, CPG Jon Moody, P.E. Matthew Munz, P.E. Derek Pontlitz, CRPC
School Board Representative	Chris Williams
Legal Counsel	David A. Goldstein, County Attorney
Staff	David Allen, Assistant County Administrator, Development Services David Engel, MCRP, AICP, Director Planning, Development and Economic Growth Nectarios Pittos, AICP, Director Planning Services Patricia Crist Yingling, Planning Commission Agenda Coordinator Nick Uhren, P.E., County Engineer

Pasco County
Planning Commission Addendum Agenda
Thursday, August 6, 2026
1:30 PM

PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.

Historic Pasco County Courthouse
Historic Board Room, 2nd Floor
37918 Meridian Avenue
Dade City, FL 33525

This meeting will be broadcast live on Pasco TV, YouTube Live, Frontier Channel 42 and Spectrum Channel 643 (only for residents living in Pasco County).

All electronic devices must be turned off while in the Board Room.

The Planning Commission has final decision-making authority for Special Exceptions. Any person desiring to appeal a special exception to the Board of County Commissioners will need a record of the proceedings and may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is based. All other decisions by the Planning commission are in the form of a recommendation to the Board of County Commissioners and are therefore not appeal able. Appeals of special exceptions are limited to the testimony and evidence in the record, which means that new testimony and evidence outside the record cannot be considered during the appeal proceeding.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact the County's Human Resources Department, Internal Services Building, 7536 State Street, New Port Richey, FL 34654, (727) 847-8030 (V) at least 7 days before the public hearing, or immediately upon receiving this notification if the time before the public hearing is less than 7 days; if you are hearing or voice impaired, call 711.

Call To Order

Moment of Silence

Pledge of Allegiance

Roll Call

Swearing In

Proof of Publication

Public Comment

Citizens are given an opportunity to comment on items listed on the agenda by participating via WebEx during the meeting or attending in person. A WebEx pre-registration process can be found on the Public Comment Options page and must be completed to participate. Citizens may also comment on items listed on the agenda in person inside the Board Room. Attendees are given an opportunity to comment on listed agenda items, as well as non-agenda items during Public Comment.

Consent

C1 Annotated Minutes - Planning Commission Meeting - January 22, 2026
File Number PDE26-1012
Comm. Dist. All
Recommendation Approve

C2 Annotated Minutes - Planning Commission Workshop - April 9, 2026
File Number PDE26-1013
Comm. Dist. All
Recommendation Approve

C3 Annotated Minutes - Planning Commission Meeting - May 7, 2026
File Number PDE26-1014
Comm. Dist. All
Recommendation Approve

C4 Annotated Minutes - Planning Commission Workshop - May 21, 2026
File Number PDE26-1015
Comm. Dist. All
Recommendation Approve

C5 Annotated Minutes - Planning Commission Meeting - June 11, 2026
File Number PDE26-1016
Comm. Dist. All
Recommendation Approve

Public Hearings

PC6 Conditional Use Request (Continuance) – Steel Residential Helicopter Landing Pad/Jacob & Malia Steel – Conditional Use for a Private Residential Helicopter Pad in an A-C Agricultural District – Northeast Pasco County – East Side of Bower Road, Approximately .3 miles South of the Intersection of Main Line Road and Bower Road – Containing Approximately 16.79 Acres
File Number PDE26-CU15
Comm. Dist. 1
Recommendation Continuance Requested

PC7 Zoning Amendment (Consent) - CA Properties Inc./US-41 Townhomes MPUD Master Planned Unit Development - A Rezoning Request From an MPUD Master Planned Unit Development District and C-2 General Commercial District to an MPUD Master Planned Unit Development District to Allow for the Development of 171 Townhome Units and Associated Infrastructure - Central Pasco County - Located Approximately 450 feet south-east of the Land O Lakes Boulevard and Wisteria Loop Intersection - Containing Approximately 23.67 Acres

File Number PDE26-7933
Comm. Dist. 2
Recommendation Approval with Conditions

PC8 Zoning Amendment (Consent) - Chanzep LLC - Chanzep MPUD Master Planned Unit Development - A Rezoning Petition Request From an A-R Agricultural Residential District to an MPUD Master Planned Unit Development District to Allow for the Development of 96 Platted Townhome Units and Associated Infrastructure - Southeast Pasco County - Located South of Chancey Road Approximately 777 Feet East of the Chancey Road and Gall Boulevard Intersection - Containing Approximately 20.42 Acres

File Number PDE26-7866
Comm. Dist. 1
Recommendation Approval with Conditions

Addendum

APC9 Zoning Amendment (Consent) – Emmaus Commons/11637 Emmaus Cemetery Road – Change in Zoning from an A-R Agricultural-Residential District to a C-2 General Commercial District – East Pasco County – North of County Road 52, Approximately 280 feet Northwest of the Intersection of Mc Cabe Road and State Road 52 – Containing Approximately 1.52 Acres.

File Number PDE26-7922
Comm. Dist. 1
Recommendation Approve

AP10 An Ordinance By The Pasco County Board Of County Commissioners Amending The Pasco County Land Development Code; Amending Section 403.5 Construction Plans; Section 403.7 Mass Grading; Section 901.6 Street Design and Dedication Requirements; Section 905.2 Landscaping and Buffering; And Other Sections, As Necessary, For Internal Consistency; Providing For Applicability; Repealer; Providing For Severability; Inclusion Into The Land Development Code, And An Effective Date.

File Number PDE26-0949
Comm. Dist. All
Recommendation Approve

Walk-Ons

Adjourn

PASCO COUNTY PLANNING COMMISSION
REGULAR MEETING

ANNOTATED MINUTES

JANUARY 22, 2026

PREPARED IN THE OFFICE OF
NIKKI ALVAREZ-SOWLES, Esq., CLERK & COMPTROLLER

THE MINUTES WERE PREPARED IN AGENDA ORDER
AS PUBLISHED AND NOT IN THE ORDER
IN WHICH THE ITEMS WERE HEARD

1:30 P.M.

WEST PASCO GOVERNMENT CENTER, BOARD ROOM, 1ST FLOOR
8731 CITIZENS DRIVE, NEW PORT RICHEY, FL 34654

Members:

Mr. Charles Grey, Chairman
Mr. Jaime Girardi, P.E., Vice-Chairman
Mr. Derek Pontlitz, C.R.P.C
Mr. Jonathan Moody, P.E.
Mr. Christopher Poole, CPG
Mr. Matthew Munz, P.E. **– Absent**

School Board Representative – Mr. Chris Williams

Legal Counsel:

David Goldstein, Chief Assistant County Attorney

Call To Order

Chairman Grey called the meeting to order at 1:35 p.m.

Moment of Silence

A moment of silence was held.

Pledge of Allegiance

Chairman Grey led the Pledge of Allegiance to the Flag.

Roll Call

Ms. Nevaeh Wilkes, Deputy Clerk, called the roll. All members were present with the exception of Mr. Munz who was absent.

Swearing In

Ms. Wilkes swore in those who planned to present testimony.

Proof of Publication

Ms. Wilkes noted the proof of publication.

Public Comment

Citizens are given an opportunity to comment on items listed on the agenda by participating via WebEx during the meeting or attending in person. A WebEx pre-registration process can be found on the Public Comment Options page and must be completed to participate. Citizens may also comment on items listed on the agenda in person inside the Board Room. Attendees are given an opportunity to comment on listed agenda items, as well as non-agenda items during Public Comment.

Chairman Grey reviewed the procedures to be followed and called for public comment.

There was none.

Consent

MR. GIRARDI MOVED approval of the Consent Agenda which included Agenda Items C1, C2, C3, C4, C5, and C6; **MR. MOODY SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

C1 Annotated Minutes - Planning Commission Meeting - March 6, 2025
File Number PDE26-0313
Comm. Dist. All
Recommendation Approve

The item was approved as part of the Consent Agenda.

C2 Annotated Minutes - Planning Commission Meeting - March 20, 2025
File Number PDE26-0314
Comm. Dist. All
Recommendation Approve

The item was approved as part of the Consent Agenda.

C3 Annotated Minutes - Planning Commission Meeting - April 3, 2025
File Number PDE26-0315
Comm. Dist. All
Recommendation Approve

The item was approved as part of the Consent Agenda.

C4 Annotated Minutes - Planning Commission Meeting - April 17, 2025
File Number PDE26-0316
Comm. Dist. All
Recommendation Approve

The item was approved as part of the Consent Agenda.

C5 Annotated Minutes - Planning Commission Meeting - May 1, 2025
File Number PDE26-0317
Comm. Dist. All
Recommendation Approve

The item was approved as part of the Consent Agenda.

C6 Annotated Minutes - Planning Commission Meeting - May 15, 2025
File Number PDE26-0318
Comm. Dist. All
Recommendation Approve

The item was approved as part of the Consent Agenda.

Public Hearings

MR. POOLE MOVED approval to continue Agenda Items PC8, PC10, and PC11 to their respective continuance dates and, sitting as the Local Planning Agency, continued Agenda Items PC7 and PC9 to their respective continuance dates; **MR. PONTLITZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

MR. GIRARDI MOVED approval of the Public Hearing Consent Agenda which included Agenda Item PC12; **MR. PONTLITZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

PC7 Comprehensive Plan Amendment (Continuance) – CPAS25(09) SR 52 Heasley – Providing for a Comprehensive Plan Amendment to the Future Land Use Maps (2-15 and Sheet 12) Changing from RES-3 (Residential-3 du/ga) to PD (Planned Development) on Approximately 18.99 Acres of Real Property Located on the North Side of State Road 52, Approximately 620 Feet West of North Sunlake Boulevard. And a Text Amendment Creating Subarea Policy FLU 7.1.89 – SR 52 Heasley; And a Map Amendment To The Future Land Use Map 2-9 Adding Subarea Map 2-9(89) SR 52 Heasley.

File Number PDE26-0011
Comm. Dist. 5
Recommendation Continuance Requested

The Commission was sitting as the Local Planning Agency.

Ms. Gianna German, Planning, Development and Economic Growth, read the item into the record and spoke regarding the continuance request.

There was no public comment.

The item was continued to the February 19, 2026 Planning Commission meeting at 1:30 p.m. in New Port Richey.

PC8 Zoning Amendment (Continuance) - SR 52 Heasley, LLC./SR 52 Heasley MPUD Master Planned Unit Development - A Rezoning Request From an A-C Agricultural District to an MPUD Master Planned Unit Development to Allow for the Development of 100 Townhome Units and 15,000 Square Feet of Commercial/Office Uses and Associated Infrastructure -West Central Pasco County - North of State Road 52, Approximately 200 feet West of the North Sunlake Blvd and State Road 52 Intersection - Containing Approximately 18.98 Acres.

File Number PDE26-7890
Comm. Dist. 5
Recommendation Continuance Requested

Ms. Gianna German, Planning, Development and Economic Growth, read the item into the record and spoke regarding the continuance request and a correction on the companion item.

There was no public comment.

The item was continued to the February 19, 2026 Planning Commission meeting at 1:30 p.m. in New Port Richey.

PC9 Comprehensive Plan Amendment (Continuance) - CPAS25(03) Old Dixie RV Resort PD – Providing for a Comprehensive Plan Amendment to the Future Land Use Maps (2-15 and Sheet 03) Changing From RES-6 (Residential-6 du/ga) to PD (Planned Development) on Approximately 12.56 Acres of Real Property Located on the West Side of Old Dixie Highway Approximately .25 Miles South of the Intersection of Gulf Way and Old Dixie Highway; and a Text Amendment Creating Subarea Policy FLU 7.1.87 – Old Dixie RV Resort PD; and a Map Amendment to the Future Land Use Map 2-9 Adding Subarea Map 2-9(87) Old Dixie RV Resort PD.

File Number PDE26-0286
Comm. Dist. 5
Recommendation Continuance Requested

The Commission was sitting as the Local Planning Agency.

Ms. Gianna German, Planning, Development and Economic Growth, read the item into the record and spoke regarding the continuance request.

There was no public comment.

The item was continued to the March 19, 2026 Planning Commission meeting at 1:30 p.m. in New Port Richey.

PC10 Zoning Amendment (Continuance) - Ground Floor Storage, LLC./Old Dixie RV Resort MPUD Master Planned Unit Development - A Rezoning Request From an R-4 High Density Residential District to an MPUD Master Planned Unit Development to Allow for the Maximum Development of a 52 RV Space Resort and Associated Infrastructure - North West Pasco County - Abutting Old Dixie Highway on the East Side, Approximately 0.56 miles North of the New York Avenue and Old Dixie Highway Intersection - Containing Approximately 12.56 Acres.

File Number PDE26-7895
Comm. Dist. 5
Recommendation Continuance Requested

Ms. Gianna German, Planning, Development and Economic Growth, read the item into the record and spoke regarding the continuance request.

There was no public comment.

The item was continued to the March 19, 2026 Planning Commission meeting at 1:30 p.m. in New Port Richey.

PC11 Variance Request (Continuance) – LCP Stone Road, LLC. Requests a Reduction of the Required Minimum Open Yard Requirement of Not Less Than 150 Feet to 10 Feet for Existing Buildings, and 30 Feet for New Construction in an I-1 Light Industrial Park District as Required by LDC Section 528.9.D – I-1 Light Industrial Park District, Yard Regulations – West Central Pasco County – Located on Stone Road, Approximately 450 Feet East from US Hwy 19 – Containing Approximately 4.184 Acres

File Number PDE26-2112
Comm. Dist. 5
Recommendation Continuance Requested

Ms. Gianna German, Planning, Development and Economic Growth, read the item into the record and spoke regarding the continuance request.

There was no public comment.

The item was continued to a date uncertain.

PC12 Zoning Amendment (Consent) – Daniel De Pasquale and Kevin Singletary/ Massachusetts Avenue – Change in Zoning from a C-1 Neighborhood Commercial District to a C-2 General Commercial District – West Pasco County – Southwest Corner of the Intersection of Massachusetts Avenue and Keena Street – Containing Approximately 1.03 acres.

File Number PDE26-7899
Comm. Dist. 4
Recommendation Approve

Ms. Gianna German, Planning, Development and Economic Growth, read the item into the record.

There was no public comment.

The item was approved as part of the Public Hearing Consent Agenda.

P13 Conditional Use Request (Regular) – Bear Creek Group Home/Elevated Youth Services – Conditional Use for a Residential Treatment and Care Facility in an R-4 High Density Residential District – West Market Pasco County – East of Nature Trail Road 990 feet South of the Intersection of SR-52 and Nature Trail – Containing Approximately .16 Acre

File Number PDE26-CU09
Comm. Dist. 5
Recommendation Approval with Conditions

Ms. Gianna German, Planning, Development and Economic Growth, read the item into the record and spoke regarding the revision that was provided to the Clerk's Office.

Mr. Brian Yunker, Planning, Development and Economic Growth, used a PowerPoint presentation to review the item and spoke regarding the Code Enforcement Violations for the Wesley Chapel location.

Mr. Robert Castro, Mr. Syler James Gronert, Ms. Tara Castro, The Honorable Commissioner Seth Weightman, Mr. Terry Tidwell, Ms. Angeli Rodriguez, Mr. Kemwell Fortez, Ms. Christie Zimmer, Ms. Dayna Meyers, and Pastor Jen Kerouac spoke regarding the offer to have a seat on a governing board for the residents of the neighborhood; the ongoing violation under Condition Six; the violations on Lawrence Avenue; the awareness of Code Enforcement; that Mr. Castro had repaved the road; parking; who enforced the Conditions of Approval; the information that was on the Elevated Youth Services' home page; the switch to a profit organization; problematic behavior; studies that were done by colleges; a request to deny the conditional use; the clinical population; Sheriff responses in the last year; incidents that had occurred with individuals from the facility; the Lawrence House conditions; the Bear Creek conditions;

concerns with assaults that would stim from the facilities; that they did not oppose help for vulnerable children; family that they had in the area; the definition of problem sexual behavior; that Lawrence Avenue was a private road; the traffic on Lawrence Avenue; the effect on the resident's livestock; the supervision specified in the Conditions of Approval; that it was not an appropriate location; that Commissioner Weightman stood with the residents on this issue; the court trials that Mr. Tidwell attended; that the neighbors were scared; the conditions that were violated; the group home in Lake Padgett Estates; the employees; the work that Pastor Jen Kerouac had done in foster care; and church members that lived in Bear Creek.

Ms. Amy Tull, Planning, Development and Economic Growth, Ms. Nicole Gladding, the applicant, Chief Chase Daniels, Undersheriff of Community Outreach Operations for the Sheriff's Office, and Mr. Dave Hramika, Pasco Code Compliance, spoke during the discussion.

Discussion was held regarding errors that were found with the proof of publication signage; sign generation; public notice regulation; the standardized sign process; the applicant; whether the applicant wanted to build a duplex; a recommendation to scratch Finding of Fact 14; the number of bedrooms; the police calls that were made; police involvement; the welfare checks; the conditions per the alternative relief; the human trafficking presence; those who were served at the facilities; the clinical program; the partnerships with Elevated Youth Services; the three big stings that had occurred in the last year; the Home for the Holidays operation; occupancy; the need for these services; the work with Bridging Freedom; arrests from the facility; the data that was provided to Staff; the definitions of phone call terms; the comparison to other group homes in Pasco; the violations found in the Conditions of Approval; the enforcement of the rules; the involvement of Code Enforcement; the conversations Mr. Castro had with the County and Code Compliance; the incidents that had occurred with the individuals in the facility; the police reports on Lawrence Avenue; the sources of data quoted by Mr. Gronert; Pastor Jen Kerouac's opinion on the appropriate location for group homes; the driveway; the applicant's awareness of the community's concerns; the paving of the road; the foundation in Sunbiz; the college studies; licensing; the DCF requirements; neighborhood disgruntlement with other Elevated Youth Services' homes; the applicant's relationship with the community; members on the advisory board; the diagnoses within the facility; the elopements; the measures that were taken; fire doors; when the applicant bought the home; whether there was a building permit check; the history of the home; the case history for the Bear Creek Group Home; the complaints that Mr. Hramika had received; appreciation for those who attended; the location of the house; personal experiences of the board members; the revocation and enforcement procedure; the frequency of the advisory meetings; and the law clerk who was in the audience.

MR. MOODY MOVED approval to receive and file documents submitted by Mr. Robert Castro; **MR. PONTLITZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

MR. MOODY MOVED approval to receive and file documents submitted by Mr. Syler James Gronert; **MR. PONTLITZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

MR. MOODY MOVED approval to receive and file documents submitted by Ms. Tara Castro; **MR. PONTLITZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

MR. MOODY MOVED denial of Staff's recommendation; **MR. POOLE SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

Walk-Ons

There was none.

Adjourn

THE BOARD RECESSED AT 2:18 P.M. AND RECONVENED AT 2:32 P.M.

MR. GIRARDI MOVED approval to adjourn; **MR. PONTLITZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

The meeting adjourned at 4:14 p.m.

PLANNING COMMISSION
REGULAR MEETING
JANUARY 22, 2026

Office of Nikki Alvarez-Sowles, Esq., Clerk & Comptroller

Prepared by: Nevaeh Wilkes

Nevaeh Wilkes, Records Clerk II
Board Records Division

PASCO COUNTY PLANNING COMMISSION
WORKSHOP

ANNOTATED MINUTES

APRIL 9, 2026

PREPARED IN THE OFFICE OF
NIKKI ALVAREZ-SOWLES, Esq., CLERK & COMPTROLLER

THE MINUTES WERE PREPARED IN AGENDA ORDER
AS PUBLISHED AND NOT IN THE ORDER
IN WHICH THE ITEMS WERE HEARD

1:30 P.M.

HISTORIC PASCO COUNTY COURTHOUSE, BOARD ROOM, 2ND FLOOR
37918 MERIDIAN AVENUE, DADE CITY, FL 33525

Members:

Mr. Charles Grey, Chairman
Mr. Jaime Girardi, P.E., Vice-Chairman
Mr. Derek Pontlitz, C.R.P.C.
Mr. Jonathan Moody, P.E.
Mr. Christopher Poole, CPG **- Absent**
Mr. Matthew Munz, P.E.

School Board Representative – Mr. Chris Williams

Legal Counsel:

David Goldstein, Chief Assistant County Attorney

Call To Order

Chairman Grey called the meeting to order at 2:38 p.m.

Moment of Silence

A moment of silence was held.

Pledge of Allegiance

Chairman Grey led the Pledge of Allegiance to the Flag.

Roll Call

Ms. Jessica Faircloth, Deputy Clerk, called the roll. All members were present with the exception of Mr. Poole who was absent.

Topics for Discussion

PC1 Planning Commission Workshop: Pasco 2050 Comprehensive Plan Update - Pasco MOVES (Transportation Element)
File Number PDE26-0622
Comm. Dist. All
Recommendation Presentation Only

Ms. Hayat Mazili, Planning, Development and Economic Growth Department, and Mr. Nick Uhren, County Engineer, used a PowerPoint presentation to review the item.

Discussion was held regarding the documents that had been provided; that the chapter had been divided into two sessions; how State cost shares worked; the proposed interchange at Shady Hills/Caldwell Lane at Suncoast Parkway; land that had been protected and not protected; supporting industrial development; regional connectivity; placeholders that suggested a desired future vision; that the vision could change; feasibility studies; parameters and criteria a property owner who wanted to develop would follow; what would be said to the applicants; how the areas would be identified; center lines drawn on maps; identified widths; the deletions from the map; what would happen when the next County Engineer came in; what would happen if they didn't develop; whether they would be paid for the lost use of their land; mobility fee credits; whether notices would be sent out; narrow corridors; property rights; understanding the need to plan for future transportation; specific projects; needing to think about how they protected lands; the School Board; the legislature; land the School Board owned; realignments; past mistakes that had been made; that there were mechanisms to address the many hypothetical situations; approvals that had been granted; trying to find where they would meet in the middle; trying to reflect and being consistent with approvals already rendered by the County Commission; alternative standard requests; examples of what right-of-way was used for; roads that did not previously exist; looking at things on a case by case basis; moving in the right direction; whether they are willing to give the right-of-way back if it wasn't truly needed; whether other counties did the same thing; fast growing areas; roadway networks; State Legislature; being flexible; personal histories and experience; viewing development as a partnership; creating a thriving community; a map pertaining to a proposed roadway segment in the PowerPoint presentation that was different than the one in their packet; roadway intersections of the proposed segments; the Pinellas County water parcels; Tampa Bay Water; concerns received; existing ranches and country roads; mitigation; interchanges in the area; wetlands; that it was conceptual; feasibility and alignment; obstacles to be overcome; the Caldwell connection; the Bowman connection; a connection at the

Suncoast; concerns with the curvature; potential well contaminants; similar issues with the extension of Ridge Road; going north of the wellfield; land controlled by Tampa Bay Water; following boundaries; development occurring at 52; a regional planning model; a DOT feasibility study; hurricane evacuation routes; planning transportation around current modes of transportation; air taxies; whether planning was taking place; public transportation; policies that would be coming back at the next workshop; urban areas; concerns with empty buses; looking to the future; technology; the FAA; and maps that would revised.

The item was for information only.

Adjourn

Chairman Grey left the meeting at 3:14 p.m. and returned at 3:17 p.m.

MR. MOODY MOVED approval to adjourn; **MR. MUNZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

The meeting adjourned at 3:46 p.m.

PLANNING COMMISSION
WORKSHOP
APRIL 9, 2026

Office of Nikki Alvarez-Sowles, Esq., Clerk & Comptroller

Prepared by: Jessica L Faircloth

Jessica L Faircloth, Records Clerk III
Board Records Division

PASCO COUNTY PLANNING COMMISSION
REGULAR MEETING

ANNOTATED MINUTES

MAY 7, 2026

PREPARED IN THE OFFICE OF
NIKKI ALVAREZ-SOWLES, Esq., CLERK & COMPTROLLER

THE MINUTES WERE PREPARED IN AGENDA ORDER
AS PUBLISHED AND NOT IN THE ORDER
IN WHICH THE ITEMS WERE HEARD

1:30 P.M.

HISTORIC PASCO COUNTY COURTHOUSE, BOARD ROOM, 2ND FLOOR
37918 MERIDIAN AVENUE, DADE CITY, FL 33525

Members:

Mr. Charles Grey, Chairman
Mr. Jaime Girardi, P.E., Vice-Chairman
Mr. Derek Pontlitz, C.R.P.C.
Mr. Jonathan Moody, P.E.
Mr. Christopher Poole, CPG
Mr. Matthew Munz, P.E.

School Board Representative – Mr. Chris Williams
Rep. by Liam Devine

Legal Counsel:

David Goldstein, Chief Assistant County Attorney

Call To Order

Chairman Grey called the meeting to order at 1:32 p.m.

Moment of Silence

A moment of silence was held.

Pledge of Allegiance

Chairman Grey led the Pledge of Allegiance to the Flag.

Roll Call

Ms. Jessica Faircloth, Deputy Clerk, called the roll. All members were present. Mr. Williams was represented by Mr. Devine. Mr. Munz arrived to the meeting at 1:35 p.m.

Swearing In

Ms. Faircloth swore in those who planned to present testimony.

Proof of Publication

Ms. Faircloth noted the proof of publication.

Public Comment

Citizens are given an opportunity to comment on items listed on the agenda by participating via WebEx during the meeting or attending in person. A WebEx pre-registration process can be found on the Public Comment Options page and must be completed to participate. Citizens may also comment on items listed on the agenda in person inside the Board Room. Attendees are given an opportunity to comment on listed agenda items, as well as non-agenda items during Public Comment.

Chairman Grey reviewed the procedures to be followed and called for public comment.

Ms. Nancy Hazelwood spoke regarding appreciation to the Planning Commission and Staff for their efforts pertaining to a St. Joe Road project at the last meeting and keeping the Northeast Rural area rural.

Consent

There was none.

Public Hearings

MR. PONTLITZ MOVED approval to continue Agenda Item PC2 to its respective continuance date and, sitting as the Local Planning Agency, continued Agenda Item PC1 to its respective continuance date; **MR. MUNZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

MR. POOLE MOVED approval of the Public Hearing Consent Agenda which included Agenda Item APC7 and, sitting as the Local Planning Agency, approved Agenda Items PC3, PC4, and PC5; **MR. DEVINE SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

PC1 Comprehensive Plan Amendment (Continuance) — CPA24(07) CPAL Two Rivers- Providing for a Comprehensive Plan Text Amendment to Subarea Policy FLU 7.1.11- Two Rivers PD.
File Number PDE26-0437
Comm. Dist. 1
Recommendation Continuance Requested

The Commission was sitting as the Local Planning Agency.

Ms. Gianna German, Planning, Development and Economic Growth Department, read the item into the record and spoke regarding the companion item and the continuance request.

The item was continued to the June 11, 2026 Planning Commission meeting at 1:30 p.m. in Dade City.

PC2 Zoning Amendment- Substantial Modification (Continuance)- Two Rivers MPUD Master Planned Unit Development Substantial Modification- EPG Two Rivers Development LLC et al.- A Rezoning Petition from MPUD Master Planned Unit Development District to MPUD Master Planned Unit Development to Allow for the Maximum Development of 4,047 Single-Family Detached Units, 2,500 Multi-Family Units, 1,335,000 Square Feet of Office/Target Industry, 1,335,000 Square Feet of Industrial, 1,335,000 Square Feet of Retail, 300 beds for an Assisted Living Facility, 480 Hotel Rooms, and a 35-Acre Recreational Water Park on 3,396.5 Acres, Located in South East Pasco County, on the North and South Side of State Road 56 from Morris Bridge Road to Gall Boulevard

File Number PDE26-7856
Comm. Dist. 1
Recommendation Continuance Requested

Ms. Gianna German, Planning, Development and Economic Growth Department, read the item into the record and spoke regarding the continuance request.

The item was continued to the June 11, 2026 Planning Commission meeting at 1:30 p.m. in Dade City.

PC3 Comprehensive Plan Amendment (Consent) – CPAS25(13) Revilo Ranch – Providing for a Comprehensive Plan Text Amendment to Goal FLU 6 Pasadena Hills to Amend Tables PH-2: VOPH Residential Conversion Chart and PH-3: VOPH Residential Conversion Chart; and a Text Amendment to Goal FLU 6, Land Use Classifications: Village Mixed Use – 2.

File Number PDE26-0356
Comm. Dist. 1
Recommendation Approve

The Commission was sitting as the Local Planning Agency.

Ms. Gianna German, Planning, Development and Economic Growth Department, read the item into the record.

There was no public comment.

The item was approved as part of the Public Hearing Consent Agenda.

PC4 Comprehensive Plan Amendment (Consent) - CPA25(01) Palmetto Ridge PD - Providing for a Comprehensive Plan Text Amendment to Subarea Policy FLU 7.1.34 - Palmetto Ridge PD.
File Number PDE26-0033
Comm. Dist. 1
Recommendation Approve

The Commission was sitting as the Local Planning Agency.

Ms. Gianna German, Planning, Development and Economic Growth Department, read the item into the record and spoke regarding the companion item and the ex partes submitted to the Clerk's Office.

There was no public comment.

The item was approved as part of the Public Hearing Consent Agenda.

PC5 Development Agreement (Consent) – Highland Homes, Clayton Properties Group Inc - To Design, Permit, and Construct a Portion of Hidden Creek Boulevard in Exchange for Transportation Development Fee Credits in the Villages of Pasadena Hills
File Number PDE25-0193
Comm. Dist. 1
Recommendation Approve

The Commission was sitting as the Local Planning Agency.

Ms. Gianna German, Planning, Development and Economic Growth Department, read the item into the record.

There was no public comment.

The item was approved as part of the Public Hearing Consent Agenda.

P6 An Ordinance By The Pasco County Board Of County Commissioners Amending The Pasco County Land Development Code; Section 304 Public Notice Requirements; Section 402.3 Conditional Uses; Section 407.2 Zoning Variances; Section 407.4 Alternative Relief; Section 407.5 Alternative Standards; Section 503 A-C Agricultural District; Section 504 AC-1 Agricultural District; Section 505 A-R Agricultural-Residential District; Section 506 AR-1 Agricultural-Residential District; Section 507 AR-5 Agricultural-Residential District; Section 508 AR-5MH Agricultural Mobile Home District; Section 509 E-R Estate-Residential District; Section 510 ER-2 Estate-Residential District; Section 511 R-MH Mobile Home District; Section 512 R-1MH Single-Family/Mobile Home District; Section 513 R-2MH Rural Density Mobile Home District; Section 514 R-1 Rural Density Residential District; Section 515 R-2 Low Density Residential District; Section 516 R-3 Medium Density Residential District; Section 517 R-4 High Density Residential District; Section 518 MF-1 Multiple-Family Medium Density District; Section 519 MF-2 Multiple-Family High Density District; Section 520 MF-3 Multiple-Family High Density District; Creating Section 408 Reasonable Accommodations; Section 530.26 Standards For Community Residential Homes (Large); Appendix A Definitions; And Other Sections, As Necessary, For Internal Consistency; Providing For Applicability; Repealer; Providing For Severability; Inclusion Into The Land Development Code, And An Effective Date

File Number PDE26-0025
Comm. Dist. ALL
Recommendation Approve

The Commission was sitting as the Local Planning Agency.

Ms. Gianna German, Planning, Development and Economic Growth Department, read the item into the record.

Mr. Vasilios Savapoulos, Planning, Development and Economic Growth Department, used a PowerPoint presentation to review the item.

There was no public comment.

Ms. Elizabeth Blair, County Attorney's Office, and Mr. Nectarios Pittos, Director of Planning Services, spoke during the discussion.

Discussion was held regarding the reasonable accommodations; variances and alternative standards; the proposed and existing zoning districts table; FHA requirements; support and service animals and whether there was a distinction between them; disabilities; how determinations would be made; that it would be on a case by case basis; that the burden of proof would be on the local government; concerns with the burden of proof; what would happen if they said no; grounds for denial; the Code; whether it would be administrative; whether they could require a public hearing;

confidentiality; that it would be appealable to the Planning Commission; the noticing requirements; that the neighbors could also appeal it; concerns with the potential abuse of accommodations; complying with requirements; hypothetical questions; potential examples; litigation; that they wouldn't automatically be entitled to an accommodation; concerns with the decision power lying with one person; a past application for a llama; whether it should be subjected to review by an elected body; wanting to have the public be represented in the process; ADA requirements; frequency of the requests; alternative relief requests; things that should require a variance; wondering who would be the decision maker; how other jurisdictions were processing the requests; when the ADA came into effect; the list of disabilities; who the public would go to if they objected; that objections before the Planning Commission were easier than the appeal process; how would they maintain confidentiality if it went to a public hearing; whether it would be subject to public records requests; that medical information would not have to be uploaded into CivicClerk; that they could summarize the disability they were claiming in the Agenda Memo; medical provider certification; that certain information could be seen by the County Administrator and the rest to be seen by the Planning Commission; wanting to know further details on how the decisions would be made; whether conditions could be attached to the reasonable accommodations; that some questions might be answered by reading certain paragraphs; limitations; whether mailed noticing would be required; a question on what items they would want to come before the Commission; concerns with having no legal definitions; wondering how they were currently dealing with certain cases; things covered by the Code; statutory deadlines; language for the motion; what Staff would need to make clear to the applicants; and potential public records exemptions.

MR. MOODY MOVED approval to amend Section 408 so that the reasonable accommodations decision be made by the Planning Commission with the exception of the disability determination which would be the County Administrator or designee and that the notice of the decision to be changed to both mailed notice and sign notice; **MR. POOLE SECONDED.**

The motion was not called.

MR. MOODY MOVED to amend his previous motion of approval to approval of Staff's recommendation including to amend Section 408 so that the reasonable accommodations decision be made by the Planning Commission with the exception of the disability determination which would be the County Administrator or designee and that the notice of the decision to be changed to both mailed notice and sign notice; **MR. POOLE SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

Addendum

APC7 Zoning Amendment Substantial Modification (Consent) - Palmetto Ridge MPUD – Palmetto Ridge Cattle Company LLC, EPG Palmetto Ridge Holding LLC, – Rezoning Request from an MPUD Master Planned Unit Development District to MPUD Master Planned Unit Development District to Allow for the Development of 2,800 Residential Dwelling Units and 100,0000 Square Feet of Commercial Uses and Associated Infrastructure on Approximately 3,536 Acres Located in North Central Pasco County on the North Side of State Road 52 approximately .5 miles East of the Intersection of State Road 52 and Ehren Cutoff

File Number PDE26-7877
Comm. Dist. 1
Recommendation Approval with Conditions

Ms. Gianna German, Planning, Development and Economic Growth Department, read the item into the record and spoke regarding the companion item and the ex partes submitted to the Clerk's Office.

There was no public comment.

Discussion was held regarding the School District collaborating with the County and developer on the project; the Conditions; looking forward to future discussions; having schools located within residential developments; and an objection that had been received.

The item was approved as part of the Public Hearing Consent Agenda.

Walk-Ons

There were none.

Adjourn

Mr. Munz left the meeting at 2:22 p.m. and returned at 2:23 p.m.

MR. PONTLITZ MOVED approval to adjourn; **MR. DEVINE SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

The meeting adjourned at 2:57 p.m.

PLANNING COMMISSION
REGULAR MEETING
MAY 7, 2026

Office of Nikki Alvarez-Sowles, Esq., Clerk & Comptroller

Prepared by: Jessica L Faircloth

Jessica L Faircloth, Records Clerk III
Board Records Division

PASCO COUNTY PLANNING COMMISSION
WORKSHOP

ANNOTATED MINUTES

MAY 21, 2026

PREPARED IN THE OFFICE OF
NIKKI ALVAREZ-SOWLES, Esq., CLERK & COMPTROLLER

THE MINUTES WERE PREPARED IN AGENDA ORDER
AS PUBLISHED AND NOT IN THE ORDER
IN WHICH THE ITEMS WERE HEARD

10:00 A.M.

WEST PASCO GOVERNMENT CENTER, BOARD ROOM, 1ST FLOOR
8731 CITIZENS DRIVE, NEW PORT RICHEY, FL 34654

Members:

Mr. Charles Grey, Chairman
Mr. Jaime Girardi, P.E., Vice-Chairman
Mr. Derek Pontlitz, C.R.P.C - **Absent**
Mr. Jonathan Moody, P.E.
Mr. Christopher Poole, CPG - **Absent**
Mr. Matthew Munz, P.E.

School Board Representative – Mr. Chris Williams

Legal Counsel:

David Goldstein, Chief Assistant County Attorney

Call To Order

Chairman Grey called the meeting to order at 10:04 a.m.

Moment of Silence

A moment of silence was held.

Pledge of Allegiance

Chairman Grey led the Pledge of Allegiance to the Flag.

Roll Call

Ms. Amanda Dobson, Deputy Clerk, called the roll. All members were present with the exception of Mr. Poole and Mr. Pontlitz who were absent.

Topics for Discussion

1 Planning Commission Workshop: Pasco 2050 Comprehensive Plan Update - Pasco INVESTS
File Number PDE26-0758
Comm. Dist. All
Recommendation Presentation Only

Ms. Hayat Mazelli, Planning, Development and Economic Growth Department, used a PowerPoint presentation to review the item.

Mr. Nectarios Pittos, Director of Planning Services, spoke during the discussion.

Discussion was held regarding level of service standards; Fire Rescue and Libraries; impact fees; the Comp Plan; the Impact Fee Study; adoptions; language concerns and updates; flexibility adjustments; State mandates; the Comp Plan Amendment process; State review involvement; a potential Senate Bill 180 scenario; concurrency standard labeling; the Land Development Code; Policies 1.1.4 and 1.1.6; the Pasco County Stormwater Management Practices Manual; previous revision discussions; the stormwater management rules; over-duplicate review issues; drainage standard requirements; the County Strategic Plan regarding updates; retrofits and redevelopment issues; change of use; INVEST-2 table concerns; emergency shelter site requirements; the accommodation meaning; and the suggestion to continue the workshop.

MR. MOODY MOVED approval to continue the item to July 9, 2026; **MR. DEVINE SECONDED.**

Chairman Grey called on the motion; the motion was unanimous, and the motion carried.

The item was for information only.

2 Planning Commission Workshop: Pasco 2050 Comprehensive Plan Update - Pasco PARTNERS (Second Portion).
File Number PDE26-0759
Comm. Dist. All
Recommendation Presentation Only

Ms. Hayat Mazeli, Planning, Development and Economic Growth Department, used a PowerPoint presentation to review the item.

Mr. David Engel, Director of Planning, Development and Economic Growth, Ms. Amy Tull, Planning, Development and Economic Growth, and Ms. Morgan Dean, County Attorney's Office, spoke during the discussion.

Discussion was held regarding language updates; whether priority consideration had been done before; what the School Board had done; why the provision might have been crafted; the issues with Two Rivers; Palmetto Ridge adjustments; the Legislature looking at School Board properties; language concerns; commitment to buying the property; developers charging the higher rate; approvals; what priority consideration would look like; site sales; pre-and-post development consideration; the intent of expedited reviews; negotiations; offerings; the potential difference between an expedited and standard review; a Land Development Code permitting provision; the expedited process; potentially submitting to prescribed deadlines; a tangibility request; clarification on the policies moved; the consolidated policies; where schools sites would be permitted; the Energy and Marine Center; CON; eliminating educational opportunities; Sea Camp; current and potential zonings; SWFWMD; Kirkland Ranch; conservation; potential partnerships and educational opportunities; a lifelong experience; the AG language; a new CON district proposal; a potential classroom or laboratory for educational purposes; land impacts; the unique ecosystem opportunity; the travel to EMC; areas to explore; replicating EMC; the recommendation; working on criteria; clarification on whether the School Board was governed by the LDC; the Interlocal Agreement; sidewalk connections; school sites; Commissioner Starkey's concerns; connections to existing paved roads; commitment to connections; adjacency; Marlowe's sidewalks; older schools; Cypress Creek High School's sidewalks; roadway improvement; requirements; and the preference for the Interlocal.

Mr. Williams used a PowerPoint presentation to review the Enrollment, New Schools, and Construction Projects from Pasco County Schools.

Discussion was held regarding how and where vouchers could be used; student generation decline; the potential reasons for the decline; net growth changes; growth rate; more choice opportunities; charter schools; the money staying in or leaving the County; and what was done with closed schools.

The item was for information only.

Adjourn

THE COMISSION RECESSED AT 11:32 A.M. AND RECONVENED AT 5:55 P.M. MR. LIAM DEVINE REPRESENTED MR. WILLIAMS.

The meeting adjourned at 6:35 p.m.

PLANNING COMMISSION
WORKSHOP
MAY 21, 2026

COUNTY COMMISSIONERS ORGANIZED JUNE 2nd 1887 PASCO COUNTY FLORIDA

Office of Nikki Alvarez-Sowles, Esq., Clerk & Comptroller

Prepared by: _____
Amanda Dobson, Records Clerk III
Board Records Division

PASCO COUNTY PLANNING COMMISSION
REGULAR MEETING

ANNOTATED MINUTES

JUNE 11, 2026

PREPARED IN THE OFFICE OF
NIKKI ALVAREZ-SOWLES, Esq., CLERK & COMPTROLLER

THE MINUTES WERE PREPARED IN AGENDA ORDER
AS PUBLISHED AND NOT IN THE ORDER
IN WHICH THE ITEMS WERE HEARD

1:30 P.M.

HISTORIC PASCO COUNTY COURTHOUSE, BOARD ROOM, 2ND FLOOR
37918 MERIDIAN AVENUE, DADE CITY, FL 33525

Members:

Mr. Charles Grey, Chairman
Mr. Jaime Girardi, P.E., Vice-Chairman
Mr. Derek Pontlitz, C.R.P.C.
Mr. Jon Moody, P.E.
Mr. Christopher Poole, CPG
Mr. Matthew Munz, P.E.

School Board Representative – Mr. Chris Williams
Rep. by Mr. Liam Devine

Legal Counsel:

David Goldstein, Chief Assistant County Attorney

Call To Order

Chairman Grey called the meeting to order at 1:38 p.m.

Moment of Silence

A moment of silence was held.

Pledge of Allegiance

Chairman Grey led the Pledge of Allegiance to the Flag.

Roll Call

Ms. Meaghan Legnini, Deputy Clerk, called the roll. All members were present. Mr. Williams was represented by Mr. Liam Devine.

Swearing In

Ms. Legnini swore in those who planned to present testimony.

Proof of Publication

Ms. Legnini noted the proof of publication.

Public Comment

Citizens are given an opportunity to comment on items listed on the agenda by participating via WebEx during the meeting or attending in person. A WebEx pre-registration process can be found on the Public Comment Options page and must be completed to participate. Citizens may also comment on items listed on the agenda in person inside the Board Room. Attendees are given an opportunity to comment on listed agenda items, as well as non-agenda items during Public Comment.

Chairman Grey reviewed the procedures to be followed and called for public comment.

Ms. Nancy Hazelwood displayed a picture and spoke regarding night meetings, the number of developments, legal ads, water problems, and her appreciation for the Commission and Staff.

Consent

MR. GIRARDI MOVED approval of the Consent Agenda; **MR. POOLE SECONDED**.

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

C1 Annotated Minutes - Planning Commission Meeting and Workshop - August 7, 2025
File Number PDE26-0834
Comm. Dist. All
Recommendation Approve

The item was approved as part of the Consent Agenda.

C2 Annotated Minutes - Planning Commission Meeting - August 21, 2025
File Number PDE26-0828
Comm. Dist. All
Recommendation Approve

The item was approved as part of the Consent Agenda.

C3 Annotated Minutes - Planning Commission Workhop - August 21, 2025
File Number PDE26-0829
Comm. Dist. All
Recommendation Approve

The item was approved as part of the Consent Agenda.

C4 Annotated Minutes - Planning Commission Meeting - November 6, 2025
File Number PDE26-0835
Comm. Dist. All
Recommendation Approve

The item was approved as part of the Consent Agenda.

C5 Annotated Minutes - Planning Commission Workshop - November 6, 2025
File Number PDE26-0830
Comm. Dist. All
Recommendation Approve

The item was approved as part of the Consent Agenda.

Public Hearings

MR. PONTLITZ MOVED approval to continue Agenda Items PC7 to its respective continuance date, and sitting as the Local Planning Agency, continued Agenda Item PC6 to its respective continuance date; **MR. MUNZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

MR. PONTLITZ MOVED approval of the Public Hearing Consent Agenda which included Agenda Item PC9; **MR. POOLE SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

PC6 Comprehensive Plan Amendment (Continuance) - CPA24(07) CPAL Two Rivers- Providing for a Comprehensive Plan Text Amendment to Subarea Policy FLU 7.1.11- Two Rivers PD.
File Number PDE26-0437
Comm. Dist. 1
Recommendation Continuance Requested

The Commission was sitting as the Local Planning Agency.

Mr. Kurt Siverson, Planning, Development and Economic Growth, read the item into the record and spoke regarding the continuance request and the companion item.

Discussion was held regarding the date of continuance and that there was no obligation to take public comment.

There was no public comment.

The item was continued to the July 9, 2026 Planning Commission meeting at 1:30 p.m. in Dade City.

PC7 Zoning Amendment- Substantial Modification (Continuance) - Two Rivers MPUD Master Planned Unit Development Substantial Modification- EPG Two Rivers Development LLC et al.- A Rezoning Petition from MPUD Master Planned Unit Development District to MPUD Master Planned Unit Development to Allow for the Maximum Development of 4,047 Single-Family Detached Units, 2,500 Multi-Family Units, 1,335,000 Square Feet of Office/Target Industry, 1,335,000 Square Feet of Industrial, 1,335,000 Square Feet of Retail, 300 beds for an Assisted Living Facility, 480 Hotel Rooms, and a 35-Acre Recreational Water Park on 3,396.5 Acres, Located in South East Pasco County, on the North and South Side of State Road 56 from Morris Bridge Road to Gall Boulevard
File Number PDE26-7856
Comm. Dist. 1
Recommendation Continuance Requested

Mr. Kurt Siverson, Planning, Development and Economic Growth, read the item into the record and spoke regarding the continuance request and the companion item.

There was no public comment.

The item was continued to the July 9, 2026 Planning Commission meeting at 1:30 p.m. in Dade City.

PC8 Zoning Amendment (Consent) – Mitras Family Extended LLC/Mitras Project – Change in Zoning from an A-R Agricultural-Residential District to an R-4 High Density Residential District – West Central Pasco County – West side of Kent Grove Drive, approximately one mile north of State Road 52 – Containing Approximately 40.96 Acres
File Number PDE26-7901
Comm. Dist. 5
Recommendation Approve

Mr. Kurt Siverson, Planning, Development and Economic Growth, read the item into the record.

Mr. Joseph Reinhold, Planning, Development and Economic Growth, used a PowerPoint presentation to review the item.

Mr. Clarke Hobby, Hobby & Hobby P.A., spoke regarding the passing and legacy of Mr. Chris Williams' father, market areas, a ULI study, a low density project, Future Land Use, landscaping, buffers, rural areas, and Kenton Road problems.

Mr. Cody McBride, Mr. Timmy Helwick, Ms. Julia Bartunek, Ms. Jan Brown, Ms. Christie Zimmer, Ms. Mckala Krauss, and Ms. Nancy Hazelwood spoke regarding environmental impacts; Ryals Branch; drainage; wildlife; surrounding communities; infrastructure; Kent Grove Drive, community meetings; flooding; dirt roads; rural communities; Florida State Statutes; high density zoning; impacts of concrete development; wetlands; stormwater treatment; Cotee River; watersheds; flood plains; and emotional connections to the environment.

Mr. David Engel, Director of Planning, Development and Economic Development, Mr. Jordan Schrader, Engineer for the applicant, and Mr. Barret Doe, Public Works Department, spoke during the discussion.

Discussion was held regarding meeting start times; waived statutes; site plans; a Euclidean Zoning request; the Land Development Code; Native American land; high density; putting trust in developers; property rights; Talavera lots; Future Land Use density; road improvements; Kent Grove Drive; right-of-way versus easement; utilities; road access; pressure issues in Talavera; wetlands; Ryals Branch; Cotee River; watersheds; flood plains; dirt roads; emotional connections; other projects in the area; continuing the project; R-4 zoning; and Public Works.

MR. MOODY MOVED approval to continue the item.

The motion died due to a lack of a second.

MR. GIRARDI MOVED approval of Staff's recommendation; **MR. PONTLITZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried with Mr. Devine absent from the vote.

PC9 Zoning Amendment (Consent) – 52 & BELLAMY INVESTMENT GROUP LLC / Bellamy Parcel Rezoning – Change in Zoning from a I-1 Light Industrial Park District to a C-2 General Commercial District – Central Pasco County – Southeast Corner of the Intersection of State Road 52 and Bellamy Brothers Boulevard – Containing Approximately 1.51 Acres
File Number PDE26-7927
Comm. Dist. 2
Recommendation Approve

Mr. Kurt Siverson, Planning, Development and Economic Growth, read the item into the record.

There was no public comment.

The item was approved as part of the Public Hearing Consent Agenda.

PC10 Conditional Use Request (Consent) – Saint Joe Ranch LLC & BB Agritourism LLC – Conditional Use Permit to Combine Two Previously Approved Conditional Use Permits (CU12-07 & CU19-01) Into One Unified Conditional Use Permit for an Amusement Park in an A-C Agricultural District – North Central Pasco County – Approximately 840 Feet East of the Intersection of St. Joe Road and Bellamy Brothers Boulevard - Containing Approximately 118 acres.
File Number PDE26-CU01
Comm. Dist. 1
Recommendation Approval with Conditions

Mr. Kurt Siverson, Planning, Development and Economic Growth, read the item into the record.

Mr. Girardi spoke regarding his abstention from the item due to a conflict of interest.

Later in the meeting the Commission returned to the item.

Mr. Joseph Reinhold, Planning, Development and Economic Growth, used a PowerPoint presentation to review the item and spoke regarding ex parte for Agenda Items PC8, PC10, and PC11; a cell tower; and a 2COP alcoholic beverage permit associated with an amusement park.

Mr. Clarke Hobby, representative for the applicant, spoke regarding the amusement park project, the properties, the events, a zipline area, complications with the east and the west side of the property, traffic patterns, the nature of the site, parking, hours of operation, that it was good for the community, the employees, and rooms booked.

Ms. Christie Zimmer and Ms. Nancy Hazelwood spoke regarding the combination of Agenda Items PC10 and PC11; the light show; and the Northeast Rural Plan.

Ms. Amy Tull, Planning, Development and Economic Growth, spoke during the discussion.

Discussion was held regarding the hours of operation and why Agenda Items PC10 and PC11 were two separate applications.

MR. PONTLITZ MOVED approval of Staff's recommendation; **MR. POOLE SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried with Mr. Girardi abstaining from the vote due to a conflict of interest.

PC11 Conditional Use Request (Consent) – Saint Joe Ranch LLC & BB Agritourism LLC – Conditional Use Permit for the Sale and Consumption of Alcoholic Beverages (4COP): Beer, Wine, and Liquor for On Premises Consumption Only in Conjunction with an Amusement Park in an A-C Agricultural District – North Central Pasco County – Approximately 840ft East of the intersection of St. Joe Road & Bellamy Brothers Boulevard - Containing Approximately 118 acres.

File Number PDE26-CU13
Comm. Dist. 1
Recommendation Approval with Conditions

Mr. Kurt Siverson, Planning, Development and Economic Growth, read the item into the record.

Mr. Girardi spoke regarding his abstention from the item due to a conflict of interest.

Mr. Joseph Reinhold, Planning, Development and Economic Growth, used a PowerPoint presentation to review the item.

Mr. Clarke Hobby, representative for the applicant, displayed a map and spoke regarding alcohol permits, that they had been operating for 12 years, that there were no driving offenses, liability issues, distributors, liquor, and Florida Cracker Kitchen.

Ms. Christie Zimmer and Ms. Nancy Hazelwood spoke regarding alcohol sale and consumption across both parcels; that this was an intensification of alcohol authorization; liquor licensing; the Agricultural-Residential area; the Staff report; safety concerns; impacts; the need for a family friendly environment; the hours of alcohol sales in other amusement parks; Northeast rural skies; a policy; a certification process for those who serve alcohol; Busch Gardens; Disney World; and signage.

Mr. Benjamin Nagengast, the Applicant, and Mr. Hobby spoke during the discussion.

Discussion was held regarding whether the hours of sales are the same; the hours for sales at Busch Gardens; Disney World; transportation for intoxicated individuals; the Staff report; traffic; neighbors in the area; letters of no objection; and Universal.

MR. PONTLITZ MOVED approval of Staff's recommendation; **MR. POOLE SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried with Mr. Girardi abstaining from the vote due to a conflict of interest.

P12 Conditional Use (Regular) – Raymond R. Bohannon, Jr. and Patricia A. Bohannon/Two Rivers Preserve Communication Tower/ Verizon – 125-Foot Above-Ground-Level (AGL), Close-Mount Monopole Wireless Communications Tower (WCF) in an A-R Agricultural-Residential District – South East Pasco County – On the West Side of Lanier Road Approximately 1,300 Feet South of Chancey Road
File Number PDE26-CU03
Comm. Dist. 1
Recommendation Approval with Conditions

Ms. Amy Tull, Planning, Development and Economic Growth, read the item into the record and used a PowerPoint presentation to review the item.

Mr. James Johnston, representative for the applicant, spoke regarding oak trees.

Discussion was held regarding the oak trees; the number of antennae arrays on the tower; and the piece of the parcel that was controlled.

MR. POOLE MOVED approval of Staff's recommendation; **MR. MUNZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

P13 An Ordinance by the Pasco County Board of County Commissioners Establishing a Temporary Moratorium on the Submission and Acceptance of Applications for Building Permits, Site Plans, Development Orders, Development Agreements, Special Exception Uses, Conditional Uses, Rezonings, and Comprehensive Plan Amendments Related to Data Centers, Large-Scale Data Centers and Other Large Load Customers Within Unincorporated Pasco County; Providing for Authority; Legislative Findings of Fact; Temporary Moratorium Imposed; Duration of Temporary Moratorium; Severability; and an Effective Date.

File Number PDE26-0777
Comm. Dist. ALL
Recommendation Approve

The Commission was sitting as the Local Planning Agency.

Mr. Vasilios Savopoulos, Planning, Development and Economic Growth, used a PowerPoint presentation to review the item and spoke regarding the additional public comments that were submitted to the Clerk.

Mr. Ryan Broome, Ms. Jamie Thornton, Ms. Marilyn Holleran, President of the Pasco Chapter of the Democratic Environmental Caucus of Florida, Ms. Doris Carroll, Vice-President of the Pasco Chapter of the Democratic Environmental Caucus of Florida, Mr. David Hammond, Mr. Walter McBride, Ms. Christie Zimmer, Ms. Chris Shaver, Mr. David Applin, Ms. Cindy Skarda, Ms. Judith Johnson, Ms. Anita Stewart, Mr. Michael Pultorak, Ms. Julia Bartunek, Mr. Richard Smith, Ms. Stephanie Vazquez, Ms. Dawn Hinrichs, Mr. Richard Sommerville, Mr. Darrell Pennington, Ms. Ava Larkin, Mr. Timothy Hellwig, Ms. Robin Gibson, Ms. Christine Rowland, Mr. Matt Grimes, Ms. Magdalene Zapp, Ms. Cindi Buckel, and Ms. Katie Wood spoke regarding opposition to data centers; land use; infrastructure; economic impacts; noise; environmental impacts; taxes; the moratorium; other Countries; studies; developers; consequences; energy sources; development; impacts to water, the aquifer, the Gulf of America, and wells; impacted communities; property values; conditions of approval; managing their growth; regulations that limit their impact; AI; research needed; the drought; sinkholes; health impacts; impacts to wildlife and livestock; the tourist industry; the need for data centers; the language in the moratorium; technology; the Shady Hills incinerator; public hearings; the Florida Building Code; impact fees; benefits to residents; impacts to rural areas; limit on kilowatts; mass extinction; grow house raids; permitting; variances; enforcement; SIMD chips; 52; NDAs; warehouses; data center facilities; referendums; effects on other businesses; consumer protections; natural gas; noise impacts; and the research and data collection process.

Mr. David Miltenberger spoke regarding his vacant site in the Double Branch Complex, his proposed data center, the zoning, inventions and technologies, his family, other data centers, water, tax revenue, the moratorium, substations, and restrictions.

Mr. David Engel, Planning, Development and Economic Growth Director, Mr. Nectarios Pittos, Planning Services Director, and Ms. Amandla Hill, Planning, Development and Economic Growth, spoke during the discussion

Discussion was held regarding language in the Florida Statutes; definition of a data center; difference between a data center and a large-scale data center; water; the request by Staff to endorse the temporary moratorium; language in a recent Senate Bill; exceptions; the statement of necessity; the Speros Moffit project; data processing centers; conversations that were held with utilities and potential users; megawatts; the process that would be used to acquire data to regulate data centers; the Land Development Code and the Comprehensive Plan; stakeholders; the number of data centers currently in Pasco County; that there were no active applications for data centers; potential impacts to the School District; that the moratorium would exclude server rooms; the distinction; PM-35; that existing server rooms would not be affected; power; burdens on citizens; the intent to minimize unintended consequences; the qualifier that it be located internal to a building; AI; excess power; noise; emissions; the intent to create regulations; potential modifications to the language; the model of data centers; statement of necessity in the body of the moratorium in the policy memorandum; the process by which they could allow things which could be beneficial to the community; the intent of the exclusion; that the Legislation allows you to permanently ban them; that case law suggests you could not do a moratorium longer than 12 months; that it was on permits as well; existing warehouses; electrical service; a cap on incidental uses; the Zoning Code; incidental and accessory uses; the State's study; excessive usages; the intent; Mr. David Miltenberger's proposed project; water use; the documents received and filed by Mr. David Miltenberger; power use; uses for his site; the State's definition; impacts of capped megawatt percents; WREC; fiber companies; tax revenue; that data centers were not permitted in Pasco County and Mr. David Miltenberger did not have the zoning; a meeting with Mr. David Miltenberger and the Pasco Economic Development Council; employees; that this was not a de facto zoning hearing for Mr. David Miltenberger's project; that Mr. David Miltenberger's understanding that it was zoned correctly; light-industrial zoning classification; cooling architecture; technology being developed; enforcement; SIMD chips; nondisclosure language in the Statute; confidentiality requests through the Pasco EDC; that they did not have any NDAs on file with anyone; the length of the moratorium; that they are needed; impacts; what needed to be considered; mitigation for when they became outdated; whether the language would be changed; industrial; the recommendation that the Board look at performance standards and that Staff needs to do research before getting to the Board; manufacturing facilities; advertising issues; the Ordinance before the Commission; effectiveness of the moratorium; that it gave them the opportunity to do the research necessary so that they could quantify these items; and the language that would be amended.

MR. MOODY MOVED approval to receive and file documents submitted by Mr. David Miltenberger; **MR. PONTLITZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

MR. POOLE MOVED approval of Staff's recommendation with removing the phrase located internal to a building; **MR. MUNZ SECONDED.**

Chairman Grey called on the motion; the vote was unanimous, and the motion carried.

Addendum

APC14 Development Agreement (Consent) – Kenton Road Commercial Development Agreement — Kenton Road Commercial LLC - A Development Agreement For the Kenton Road Commercial MPUD to Design, Permit, and Construct Kenton Road from Elam Road to Overpass Road as a Two-Lane Road Inclusive of Intersection Improvements in Exchange for Cash Reimbursement Within Connected City Located in Central Pasco County
File Number PDE26-0706
Comm. Dist. 1
Recommendation Approve

Mr. Kurt Siverson, Planning, Development and Economic Growth, read the item into the record.

Later in the meeting, the Commission returned to the item.

Mr. Nectarios Pittos, Planning Services Director, used a PowerPoint presentation to review the item.

Ms. Barbara Wilhite, representative for the applicant, spoke regarding that the County asked her client to develop, construct, and do the development agreement.

There was no public comment.

Discussion was held regarding the development agreement that constructed the improvements; the Kenton Commercial MPUD and the Kenton MPUD projects; a development agreement for a different segment of the same road; the backup obligation to build this segment; and an exhibit presented.

MR. PONTLITZ MOVED approval of Staff's recommendation; **MR. POOLE SECONDED**.

Chairman Grey called on the motion; the vote was unanimous, and the motion carried with Mr. Devine absent from the vote.

Walk-Ons

There was none.

Adjourn

THE COMMISSION RECESSED AT 4:50 P.M. AND RECONVENED AT 4:59 P.M. MR. MOODY ARRIVED TO THE MEETING AT 5:01 P.M.

Chairman Grey left the meeting at 3:38 p.m. and returned to the meeting at 3:41 p.m.

Mr. Devine left the meeting at 4:19 p.m. and returned to the meeting at 4:23 p.m.

Mr. Devine left the meeting at 5:07 p.m. and returned at 5:17 p.m.

Mr. Devine left the meeting at 5:21 p.m. and did not return.

Chairman Grey left the meeting at 5:55 p.m. and returned to the meeting at 6:03 p.m.

Mr. Poole left the meeting at 6:32 p.m. and returned to the meeting at 6:34 p.m.

The meeting adjourned at 6:42 p.m.

PLANNING COMMISSION
REGULAR MEETING
JUNE 11, 2026

COUNTY COMMISSIONERS ORGANIZED JUNE 2nd 1887 PASCO COUNTY FLORIDA

Office of Nikki Alvarez-Sowles, Esq., Clerk & Comptroller

Prepared by: _____
Sierra Lemay, Records Clerk I
Board Records Division

Prepared by: _____
Dragan Danny Pomorisac, Records Clerk I
Board Records Division

Prepared by: _____
Meaghan Legnini, Operations Lead
Board Records Division

PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.

PLANNING COMMISSION AGENDA MEMORANDUM

COMMISSION DISTRICT: 1 **FILE NO.:** PDE26-CU15 **DATE:** 8/6/2026

SUBJECT: Conditional Use Request (Continuance) – Steel Residential Helicopter Landing Pad/Jacob & Malia Steel – Conditional Use for a Private Residential Helicopter Pad in an A-C Agricultural District – Northeast Pasco County – East Side of Bower Road, Approximately .3 miles South of the Intersection of Main Line Road and Bower Road – Containing Approximately 16.79 Acres

REFERENCES: All Board of County Commissioners BCC and Planning Commission PC public hearings at 1:30 p.m. in New Port Richey (NPR) or Dade City (DC): PC at DC 08/06/2026 - BCC at DC 09/9/2026

THRU: David Allen, Assistant County Administrator

FROM: David Engel, Director Planning, Development and Economic Growth

RECOMMENDED COMMITTEE ACTION:
Continue the item to the 9/3/2026 Planning Commission Meeting at 1:30 pm or soon thereafter, as the same may be heard in Dade City.

BACKGROUND:
Petition No. CU26-15, in the name of Steel Residential Helicopter Landing Pad, a Conditional Use for a personal residential helicopter pad in an A-C Agricultural District in accordance with Land Development Code (LDC) Section 505.3.D. The parcel of land is located in northeast Pasco County on the east side of Bower Road, approximately .3 miles south of the intersection of Main Line Road and Bower Road (Parcel I.D. No.: 35 23 21 0000 00200 0010) containing approximately 16.79 acres.

The subject site is located in the North Market Area within Pasco County Rural Area (Rural Area 1).

The lead planner for this project and author of this memo is: Gianna German.

The surrounding zoning districts and land uses are as follows:

	ZONING DISTRICT	FUTURE LAND USE	EXISTING USE
NORTH	A-C Agricultural District	AG/R (Agricultural Residential)	Single Family Residential
EAST	A-C Agricultural District	CON (Conservation)	Conservation Lands/ SWFMD Owned
SOUTH	A-C Agricultural District	AG/R (Agricultural Residential)	Single Family Residential
WEST	A-C Agricultural District	AG/R (Agricultural Residential)	Single Family Residential

FISCAL IMPACT/COST/REVENUE STATEMENT:
Funding is not required for this action.

REQUEST:
Not Applicable.

ATTACHMENT(S):
1. PDE26-CU15 Public Notice
2. PDE26-CU15 Applicant Affidavit

Not Applicable.

97165

Tampa Bay Times

Published Daily

STATE OF FLORIDA} ss
COUNTY OF PASCO County

Before the undersigned authority personally appeared Deirdre Bonett who on oath says that he/she is a Legal Advertising Representative of the Tampa Bay Times a daily newspaper printed in St. Petersburg, in Pasco County, Florida that the attached copy of advertisement being a Legal Notice in the matter PDE26-050 was published in said newspaper by print in the issues of 07/22/26 or by publication on the newspaper's website, if authorized.

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes. Affiant further says the said Tampa Bay Times is a newspaper published in Pasco County, Florida and that the said newspaper has heretofore been continuously published in said Pasco County, Florida each day and has been entered as a second class mail matter at the post office in said Pasco County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he/she neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Signature of Affiant _____
Sworn to and subscribed before me this **07/22/2026**

Signature of Notary of Public
Personally known **X** or produced identification.
Type of identification produced _____

JEAN M MITOTES
Notary Public - State of FLORIDA
Commission # HH 577686
My Commission Expires July 31, 2028

NOTICE OF PUBLIC HEARING ON REZONINGS FOR PROPERTIES LOCATED IN PASCO COUNTY

PUBLIC NOTICE is hereby given that the Pasco County Planning Commission will hold a public hearing **on Thursday, August 6, 2026, at the Historic Pasco County Courthouse, Board Room, 2nd Floor, 37918 Meridian Avenue, Dade City, Florida, at 1:30 p.m.**, and that the Pasco County Board of County Commissioners will hold a public hearing **on Wednesday, September 9, 2026, at the Historic Pasco County Courthouse, Board Room, 2nd Floor, 37918 Meridian Avenue, Dade City, at 1:30 p.m.**, to consider applications for rezoning and/or conditional use pursuant to the provisions of the Pasco County Land Development Code, Chapter 400. All hearings will be conducted at the stated time or as soon thereafter as is practical on the following application(s):

1. Thunder Developments LLC/Emmaus Commons (RZ-7922) petition for a rezoning from an A-R Agricultural-Residential District to a C-2 General Commercial District for a parcel located on the northwest corner of intersection of Emmaus Cemetery Road and County Road 52, (aka 10-25-20-0000-01500-0000).

2. CA Properties Inc/US-41 Townhomes MPUD (RZ-7933) a petition for a rezoning from a MPUD Master Planned Unit Development District to a MPUD Master Planned Unit Development District for a parcel located east of Land O Lakes Boulevard, approximately 450 feet southeast of the Land O Lakes Boulevard and Wisteria Loop intersection, (aka 02-26-18-0050-00000-0130 and 02-26-18-0050-00000-0060).

3. Jacob P Steel & Malia Ingrao/Steel Residential Helicopter Pad (CU26-15) petition for a conditional use for a helicopter landing pad in an A-C Agricultural District. The parcel of land is located on the east side of Bower Road, approximately .3 miles southof the intersection of Main Line Road and Bower Road (aka 35-23-21-0000-00200-0010).

Information concerning these matters will be on file and available for examination by appointment only in the office of the Pasco County Planning, Development and Economic Growth Department, West Pasco Government Center, 8731 Citizens Drive, Suite 200, New Port Richey, Florida 34654, or anytime on our website: www.pascocountyfl.net. To make an appointment or for further information, you may call 727-847-8140. All interested parties may participate in the public hearing and be heard. To learn how to participate in this hearing virtually, which requires advance registration, please visit http://mypasco.net/meetingagendas.

Any person desiring to appeal any decision made by the Planning Commission or the Pasco County Board of County Commissioners with respect to any matter considered at any hearing will need a record of the proceedings and may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based. Persons may obtain a verbatim record of the proceeding by contacting the Clerk and Comptroller's Office, East Pasco Government Center, 14236 6th Street, Suite 201, Dade City, Florida 33523-3414; or at (727) 847-2411 ext. 4345.

For questions or inquiries about this meeting, members of the public can reach out to the County's Customer Service Center (727) 847-2411 or County Administration (727) 847-8115 or visit www.mypasco.net. To view the Local Planning Agency and Board of County Commissioners Agendas, please visit http://mypasco.net/meetingagendas.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact the County's Human Resources Department, Internal Services Building, 7536 State Street, New Port Richey, Florida 34654, (727) 847-8030 (V) at least 7 days before the public hearing, or immediately upon receiving this notification if the time before the public hearing is less than 7 days; if you are hearing or voice impaired, call 711.

PASCO COUNTY PLANNING COMMISSION
PASCO COUNTY BOARD OF COUNTY COMMISSIONERS

July 22, 2026 97165

July 10th 2026

Dear Neighbor

This letter is to inform you that our application for a **Conditional Use Permit** (CU26-06) to allow a private helicopter landing pad on our property has advanced to the next stage of the Pasco County review process. As part of this process, the County will consider our application at two public hearings, which you are welcome to attend should you wish to learn more about the proposal or provide comments.

Jake & Malia Steel, 19708 Bower Rd, Dade City Florida 33523
Parcel ID: **35-23-21-0000-00200-0010**

The proposed Conditional Use would allow the occasional operation of a privately owned helicopter from our property for personal transportation. The landing area is proposed on our approximately 17-acre agricultural property and has been designed to maximize separation from neighboring residences while meeting applicable county and FAA requirements.

Public hearings regarding this application will be held as follows:

Planning Commission

Date: August 6, 2026
Time: 1:30 p.m.
Location:
Historic Pasco County Courthouse
2nd Floor, Board Room
37918 Meridian Avenue
Dade City, FL 33525

Board of County Commissioners

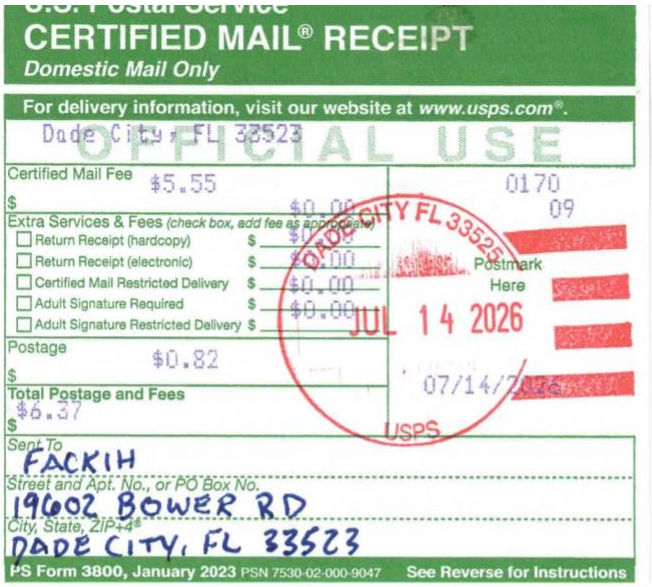
Date: September 9, 2026
Time: 1:30 p.m.
Location:
Historic Pasco County Courthouse
2nd Floor, Board Room
37918 Meridian Avenue
Dade City, FL 33525

These public hearings provide an opportunity for anyone wishing to learn more about the proposal or offer comments regarding the application.
If you would like to review the application materials or have questions regarding the project, please contact:

Gianna German
Pasco County Planning & Development Department
Phone: 727-380-3512
Email: ggerman@pascocountyfl.net

Sincerely,

Jacob & Malia Steel



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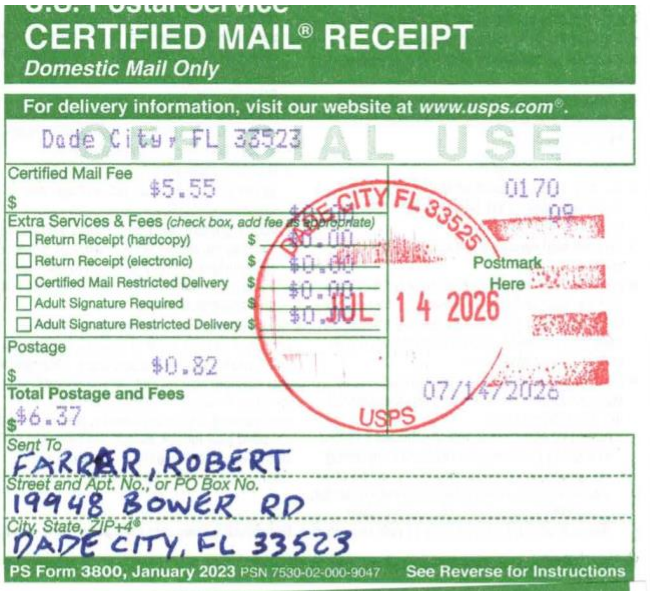

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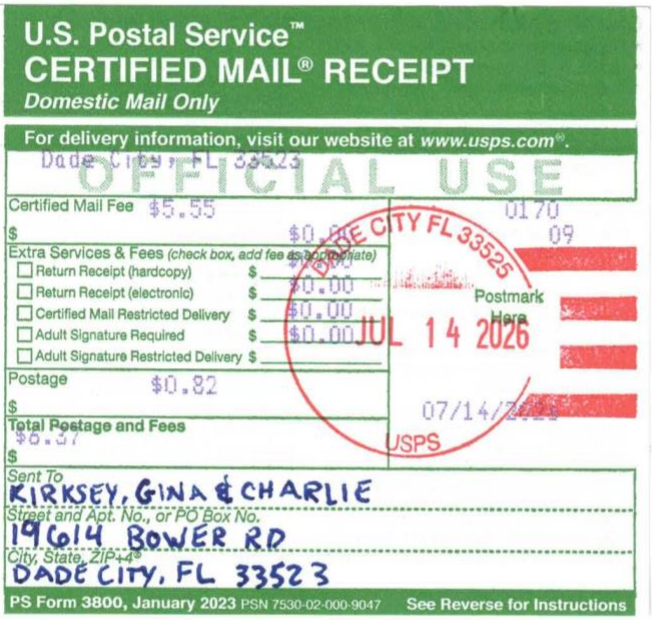

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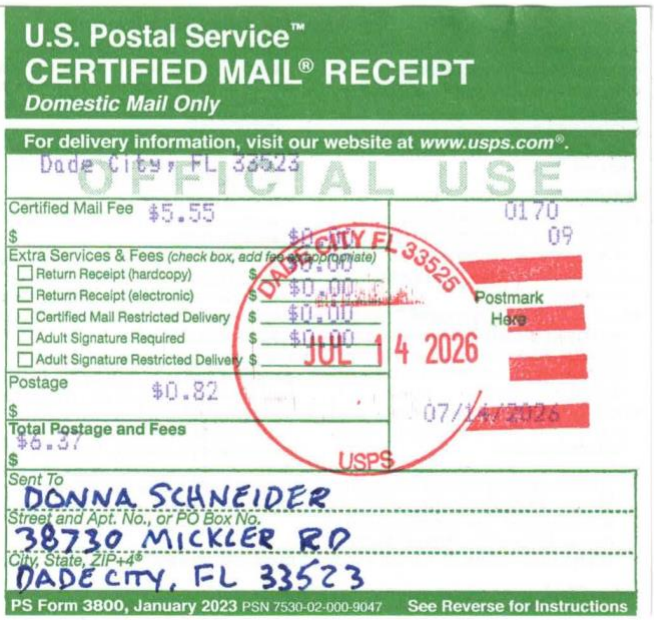

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$	

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PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.

Planning, Development & Economic Growth
8731 Citizens Drive, Suite 200, New Port Richey 34654 | (727) 847-8140

AFFIDAVIT ATTESTING TO PROVIDING PUBLIC NOTICE

Jacob & Malia Steel

Owner and Record Title Holder(s) or Authorized Representative Name(s)

That I am (we are) the owner(s) and record title holder(s) or the authorized representative for same of the following described property:

Parcel Identification Number(s) (List All): 35-23-21-0000-00200-0010

That this property constitutes the property for which an approval is requested according to project name (or owner name) and project number (if associated with a site plan) and variance(s) if listed below:

Project Name: Private Helicopter Landing Area

Project Number: CU26-06

Request: Conditional Use approval for a private helicopter landing area.

That attached is the following:

_____ Proof of publication from the _____ *(newspaper name, if applicable).*

7 Certificate of mailing for the notices, which were mailed on 07/14/2026 *(date)*.

1 Photos showing the placement of and language on the signage, which was posted on 07/16/2026 *(date)*.

STATE OF FLORIDA
COUNTY OF PASCO

Stamp and Seal

CECILIA MCDOUGALD
Notary Public - State of Florida
Commission # HH 765281
My Comm. Expires Feb 8, 2030
Bonded through National Notary Assn.

The foregoing instrument was acknowledged before me by means of X physical presence or _____ online notarization, this July 24, 2026, by Jacob Steel and Malia Steel who is personally known to me or who has produced FL Driver license as identification.

Notary Signature: Cecilia McDougald

Name Printed: Cecilia McDougald

/2

PUBLIC HEARINGS
PASCO
COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.
App. No. CU26-06
Project Type: CONDITIONAL USE
Proposal for a private helicopter landing pad for occasional/recreational use
Planning Commission
08/06/26 1:30 p.m.
Historic Courthouse, 37918 Meridian Avenue, Dade City
Board of County Commissioners
09/09/26 1:30 p.m.
Historic Courthouse, 37918 Meridian Avenue, Dade City
Planning@MyPasco.net / 727-847-8140
Hearing/Voice Impaired Call 711
MyPasco.net/MeetingAgendas

PLANNING COMMISSION
AGENDA MEMORANDUM

COMMISSION DISTRICT: 2 **FILE NO.:** PDE26-7933 **DATE:** 8/6/2026

SUBJECT: Zoning Amendment (Consent) - CA Properties Inc./US-41 Townhomes MPUD Master Planned Unit Development - A Rezoning Request From an MPUD Master Planned Unit Development District and C-2 General Commercial District to an MPUD Master Planned Unit Development District to Allow for the Development of 171 Townhome Units and Associated Infrastructure - Central Pasco County - Located Approximately 450 feet south-east of the Land O Lakes Boulevard and Wisteria Loop Intersection - Containing Approximately 23.67 Acres

REFERENCES: All Planning Commission (PC) and Board of County Commissioners (BCC) Public Hearings at 1:30 p.m. in New Port Richey (NPR) or Dade City (DC): PC at DC 8/6/2026 - BCC at DC 9/9/2026

THRU: David Allen, Assistant County Administrator

FROM: David Engel, Director Planning, Development and Economic Growth

RECOMMENDED COMMITTEE ACTION:

Recommend approval to the Board of County Commissioners (BCC) of the proposed Zoning Amendment request with conditions.

BACKGROUND:

PROJECT OVERVIEW

Land Development Code (LDC) Section 402.2, Zoning Amendment - MPUD Master Planned Unit Development; Section 522 - MPUD Zoning District

Proposed is a zoning amendment in the name of the US-41 Townhomes MPUD, which is a rezoning request from an MPUD Master Planned Unit Development District to an MPUD Master Planned Unit Development District to allow for the maximum development of 171 platted townhomes units on approximately 23.67 acres, equating to a gross density of 7.2 units per acre. The subject parcel where residences are proposed retains a RES-9 (Residential-9 du/ga) Future Land Use designation which enables the proposed density.

This site was originally within the Caliente Resorts MPUD, labeled as Phases V & VI, entitled for 387 single-family and multiple-family dwelling units. However, PDP/PSP submittals were not submitted prior to the expiration of Phases V & VI of the Caliente Resorts MPUD therefore necessitating a rezoning action of the subject property.

As directed by the MPUD Master Plan and Binding Concept Plan exhibits, development of the proposed 171 platted townhome units will conform to a blend of front-loaded and rear-loaded townhome product types. The Binding Concept Plan illustrates a blend of townhome product types showing 52 front-loaded townhome units and 119 rear-loaded townhome units. Further, the orientation of the townhome units provides access to the central recreation/open space for residents.

The pedestrian network contemplated by development of this site will facilitate internal mobility of residents in addition to connecting to the existing, external, pedestrian facilities along Land O Lakes Boulevard (US-41).

The US-41 Townhomes MPUD proposes one parcel. The proposed uses for said parcel are as follows:

Parcel 1: 171 Platted Townhome Units.

The applicant is also seeking the following variation from the LDC:
Variation No. 1 - **LDC Section 901.6.D.11** - *Continuation of Existing Street Pattern and Street Access to Adjoining Property,* from **LDC Section 901,** *Infrastructure Standards,* and any other applicable section of the LDC.

Variation No. 1 - Applicant requests a variation from LDC section 901, *Infrastructure Standards,* specifically 901.6.D.11, *Continuation of Existing Street Pattern and Street Access to Adjoining Property,* so as to not provide a vehicular connection north, south, or east of the subject property as part of the proposed development. The northern-most onsite acreage of the project is an extensive Category 1 wetland system, which prevents a vehicular connection. The immediate southern acreages contain existing residences, wherein an emergency access is proposed on Absher Drive. Lastly, the eastern acreages contain existing residences, namely, the gated Caliente Resorts MPUD.

Given these constraints, PDE is amenable to the request as it accomplishes the intent of LDC Section 901.6.D.11 as vehicular connections north, south, or east are not feasible.

This agenda memo was prepared by Kurt Siverson, Planner II.

SITE DETAILS

The project is located in the Central Market Area within Central Pasco County, abutting east of Land O Lakes Boulevard, situated approximately 450 feet south-east of the Land O Lakes Boulevard and Wisteria Loop intersection (Parcel ID No's 02-26-18-0050-00000-0130, 02-26-18-0050-00000-0060).

Commission District:	The Honorable Commissioner Seth Weightman
Project Name:	US 41 Townhomes MPUD
Applicants' Name(s):	CA Properties Inc.
Current Zoning District:	MPUD Master Planned Unit Development (Caliente Resorts MPUD)
Proposed Zoning District:	MPUD Master Planned Unit Development
Future Land Use (FLU) Classification:	RES-9 (Residential-9 du/ga), RES-3 (Residential-3 du/ga) for the access way only
Water/Sewage	Pasco/Pasco
Flood Zone:	A, AE, X
Requested Entitlements:	171 Platted Townhome Units

Road/Access:	Land O Lakes Boulevard (FDOT, Arterial)

MPUD SURROUNDING CONDITIONS ANALYSIS

The proposed MPUD rezoning is compatible with the immediate development pattern of the surrounding area, characterized by residential communities of Townhome and single-family detached units, adjacent to non-residential development patterns along Land O Lakes Boulevard.

Within a 1-mile radius of the US-41 Townhomes MPUD, multiple MPUD approvals characterize the area, most notably:

- Wilderness Lake Preserve MPUD: (North) Approved by the BCC on 12/16/03 (RZ-6124) for a maximum development of 987 single-family detached and multi-family dwelling units,157,240 square feet of retail, and 26,000 square feet of office.
- Groves MPUD: (North) Approved by the BCC on 10/26/04 (RZ-6250) for a maximum development of 755 single-family detached/attached dwelling units.
- Little Lake Thomas MPUD: (South) Approved by the BCC on 12/29/21 (PDD22-0154), for a maximum development of 218 single-family attached (townhome) units.
- Caliente Resorts MPUD: (East) Approved by the BCC 9/9/09 (RZ-6877), for a maximum entitlement of 728 single-family detached units, multi-family units, recreational vehicle subdivision, and 130,000 square-feet of commercial uses.
- Hagman MPUD: (West) Approved by the BCC on 1/22/19 (PDD19-7337) for a maximum development of 130 Single-Family detached units.
- Clarke Property MPUD: (West) Approved by the BCC on 12/7/21 (PDD22-7570) for a maximum development of 410 single-family detached/attached dwelling units.

SURROUNDING ZONING AND LAND USES

	Zoning District	Future Land Use (FLU)	Existing Use
North	MPUD Master Planned Unit Development District (Wilderness Lake Preserve MPUD aka Bay Lake)	RES-3 (Residential-3 du/ga)	Wetlands, residences.
South	C-1 Neighborhood Commercial District, C-2 General Commercial District, C-3 Commercial/Light Manufacturing District, R-MH Mobile Home District	RES-3 (Residential-3 du/ga)	Non-residential users, residences.
East	MPUD Master Planned Unit Development District (Caliente Resorts MPUD)	RES-9 (Residential-9 du/ga)	Residences.
West	C-1 Neighborhood Commercial District, C-2 General Commercial District, C-3 Commercial/Light Manufacturing District, R-MH Mobile Home District	COM (Commercial), RES-3 (Residential-3 du/ga)	Non-residential users.

PREVIOUS ZONING ACTION(S) AND BACKGROUND DETAILS

The subject site was included within the Caliente Resorts MPUD acreage on September 9th, 2009 by Rezoning Petition RZ-6877. The Caliente Resorts MPUD was approved for a total entitlement of 728 single-family detached units, multi-family units, recreational vehicle subdivision, and 130,000 square-feet of Commercial uses.

The subject site currently maintains the Caliente MPUD zoning district, labeled as Phases V & VI, entitled for 387 single-family and multiple-family dwelling units. The Caliente MPUD entitlements for this site, however, have since expired. As such, the expiration necessitates the rezoning of the site

into a standalone MPUD for the proposed development.

FINDINGS OF FACT

1. Proposed is a zoning amendment seeking the maximum development of 171 platted townhome units. Development shall substantially conform to Exhibit 1: "Binding Concept Plan."

2. The US-41 Townhomes MPUD is located within the Central Market Area, Central Pasco County, Commission District 2.

3. The subject site is primarily undeveloped aside from a single residence on one parcel.

4. A voluntary prohibition of Live Local developmental incentives has been incorporated within the Conditions of Approval.

5. LDC Section 402.2.C.8 specifies that variations from this Code may be reviewed and approved by the PC and BCC during the public hearing held on any application for an MPUD zoning amendment and the BCC finds, in the particular case, that the proposed variation meets or exceeds the intent of the Code. The Planning, Development, & Economic Growth Department (PDE) has reviewed the requested variation and finds it meets the intent of the LDC as noted.

6. The proposed request is consistent with the Pasco County LDC, Chapter 400, Subsection 402.2 Zoning Amendment - MPUD Master Planned Unit Development, and with the applicable provisions of the Pasco County Comprehensive Plan.

PRELIMINARY FEASIBILITY ANALYSIS

1. Timing and Phasing (T&P) and/or Substandard Road Analysis (SSRRA): The roadway segments impacted by this project operate within the Land Development Code's acceptable levels of service. Site access improvements will be required at the time of site plan submittal after coordination with FDOT. US-41 is a state-maintained standard roadway.
2. Pasco County Utilities (PCU): The Utilities Department had no objection to the proposal.
3. Pasco Sheriff's Office (PSO): The Sheriff's Office did not provide comments.
4. Fire: The Fire Services Department had no objection to the proposal.
5. Emergency Management: The Emergency Management Department had no objection to the proposal.
6. School Board: All schools that are impacted by the estimated 69 students generated by this development will have sufficient capacity.
7. Parks, Recreation, and Natural Resources (PRNR): The Parks, Recreation, and Natural Resources Department provided comments which have been incorporated within the Conditions of Approval.

FISCAL IMPACT/COST/REVENUE STATEMENT:

Funding is not required of this action.

REQUEST:

ATTACHMENT(S):

1. PDE26-7933: Visuals
2. PDE26-7933: Exhibits A, B, C

3. PDE26-7933: Exhibit 1: Binding Concept Plan
4. PDE26-7933: Timing & Phasing Analysis
5. PDE26-7933: School Impact Analysis
6. PDE26-7933: Proof of Notification
7. PDE26-7933: Proof of Publication

cc:

RZ-7933
EXPIRED MPUD TO MPUD

02-26-18-0050-00000-0130
02-26-18-0050-00000-0060
(PORTION OF)

CA PROPERTIES INC/ US 41 TOWNHOMES MPUD
16332 EMERALD COVE DR
LUTZ, FL 33549

PHYSICAL ADDRESS:
EAST OF LAND O LAKES BLVD, APPROX. 890' NW OF THE INTERSECTION OF CARRIKER RD

TAZ-225
COMMISSION DISTRICT: 2

SUBJECT PROPERTY

0 460 920
Feet

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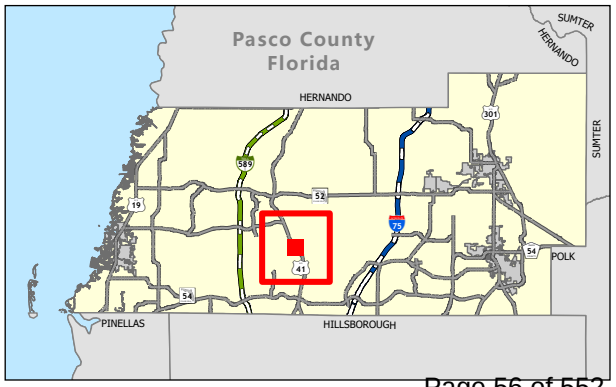

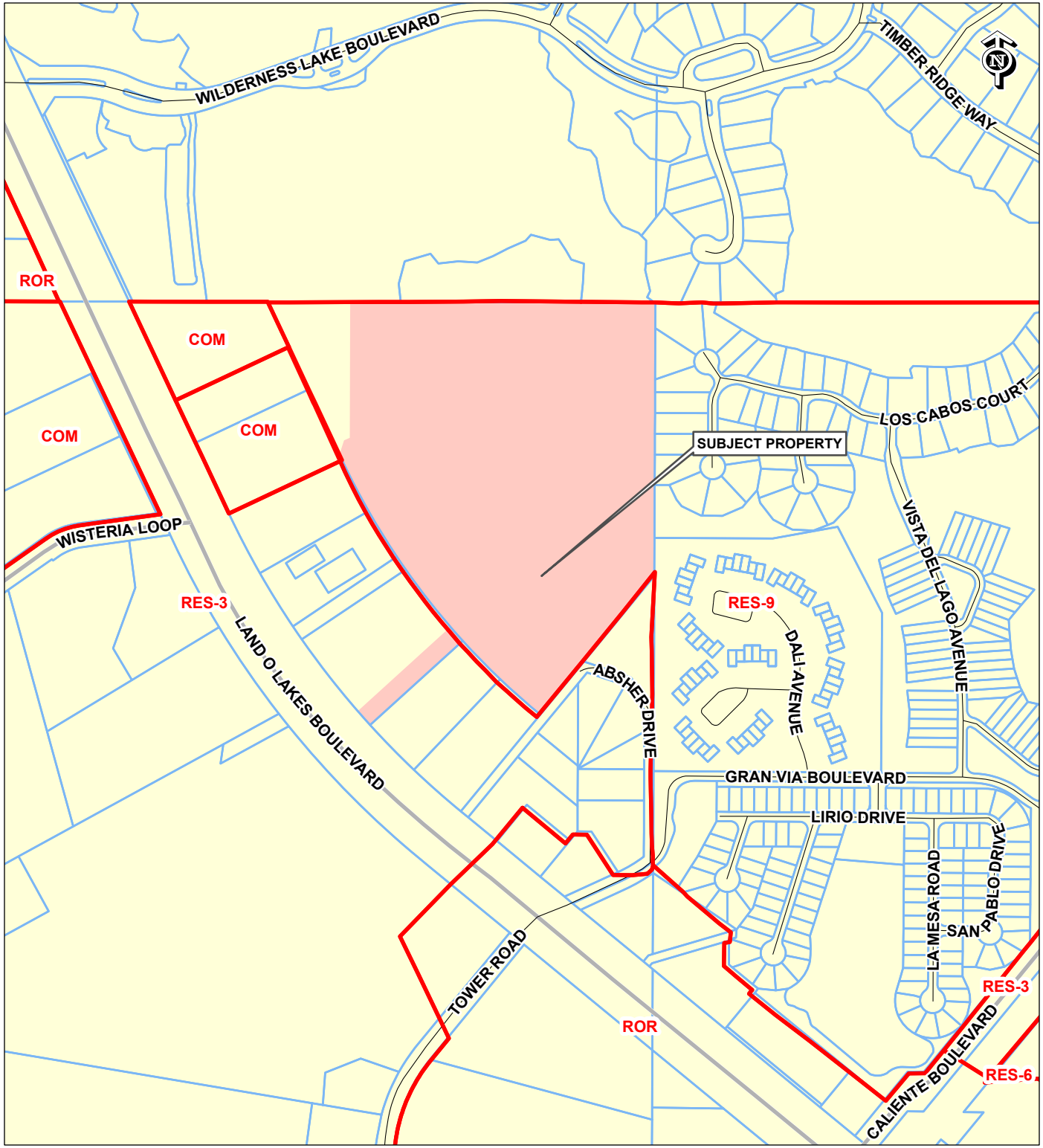

RZ-7933
EXPIRED MPUD TO MPUD

02-26-18-0050-00000-0130
02-26-18-0050-00000-0060
(PORTION OF)

CA PROPERTIES INC/ US 41 TOWNHOMES MPUD
16332 EMERALD COVE DR
LUTZ, FL 33549

PHYSICAL ADDRESS:
EAST OF LAND O LAKES BLVD, APPROX. 890' NW OF THE INTERSECTION OF CARRIKER RD

TAZ-225
COMMISSION DISTRICT: 2

SUBJECT PROPERTY
FUTURE LAND USE 2025

0 460 920
Feet

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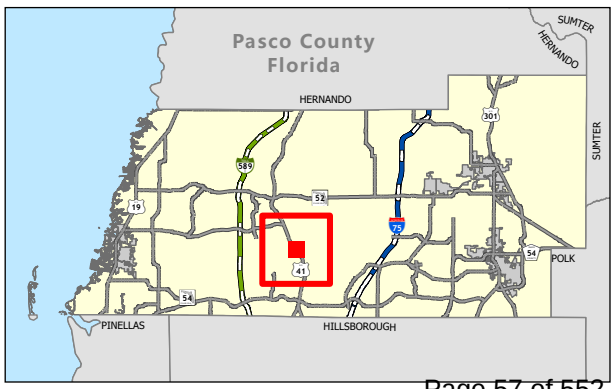

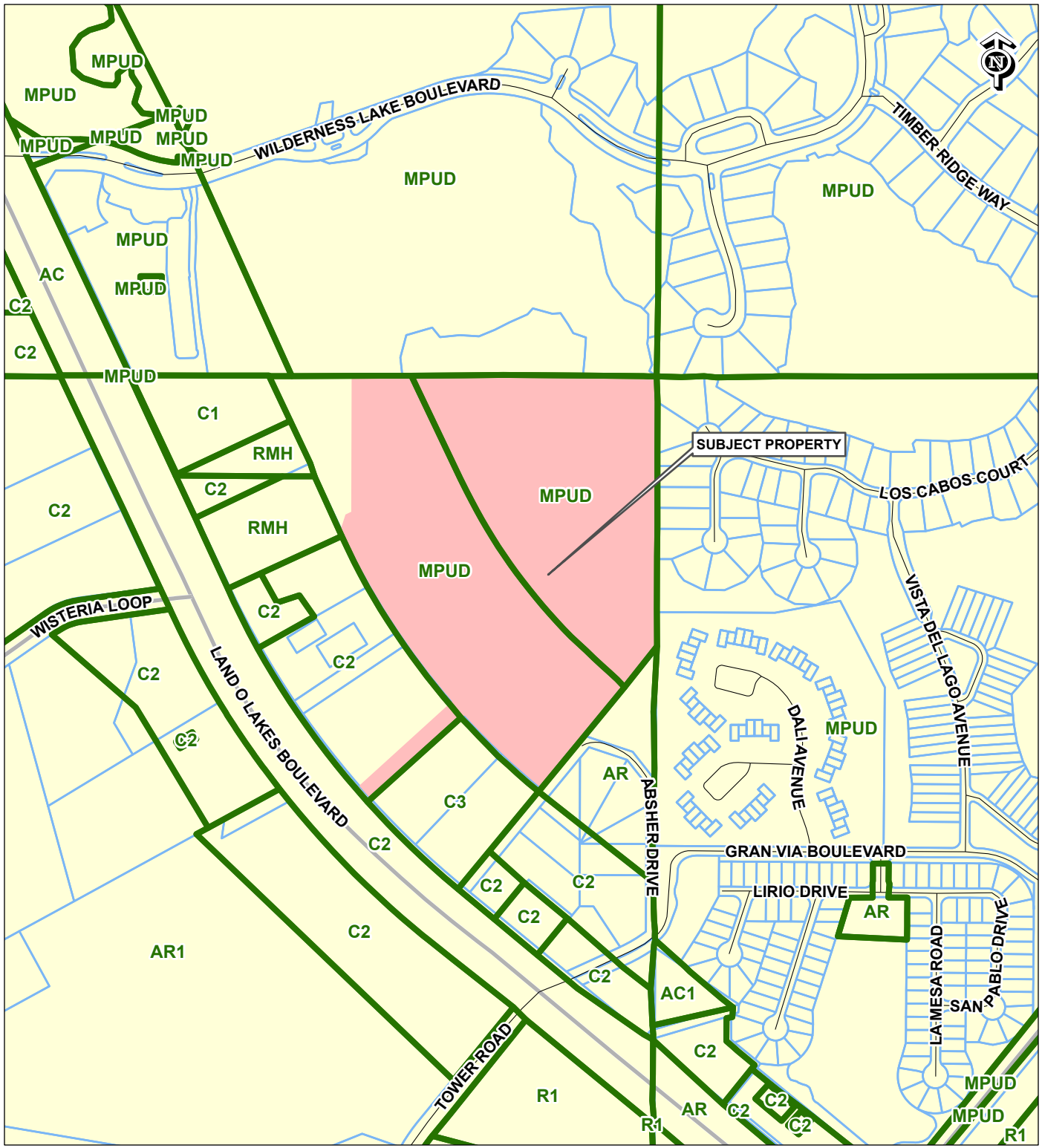

RZ-7933
EXPIRED MPUD TO MPUD

02-26-18-0050-00000-0130
02-26-18-0050-00000-0060
(PORTION OF)

CA PROPERTIES INC/ US 41 TOWNHOMES MPUD
16332 EMERALD COVE DR
LUTZ, FL 33549

PHYSICAL ADDRESS:
EAST OF LAND O LAKES BLVD, APPROX. 890' NW OF THE INTERSECTION OF CARRIKER RD

TAZ-225
COMMISSION DISTRICT: 2

SUBJECT PROPERTY
EXISTING ZONING

0 460 920
Feet

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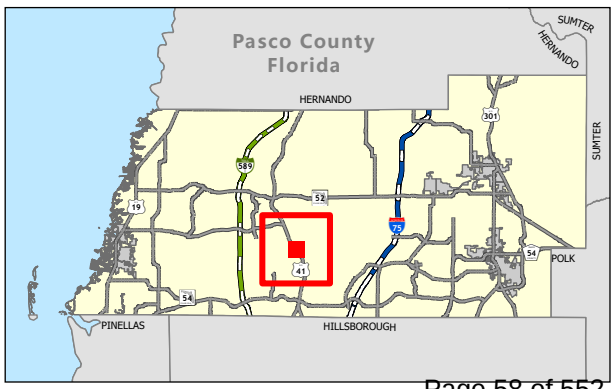

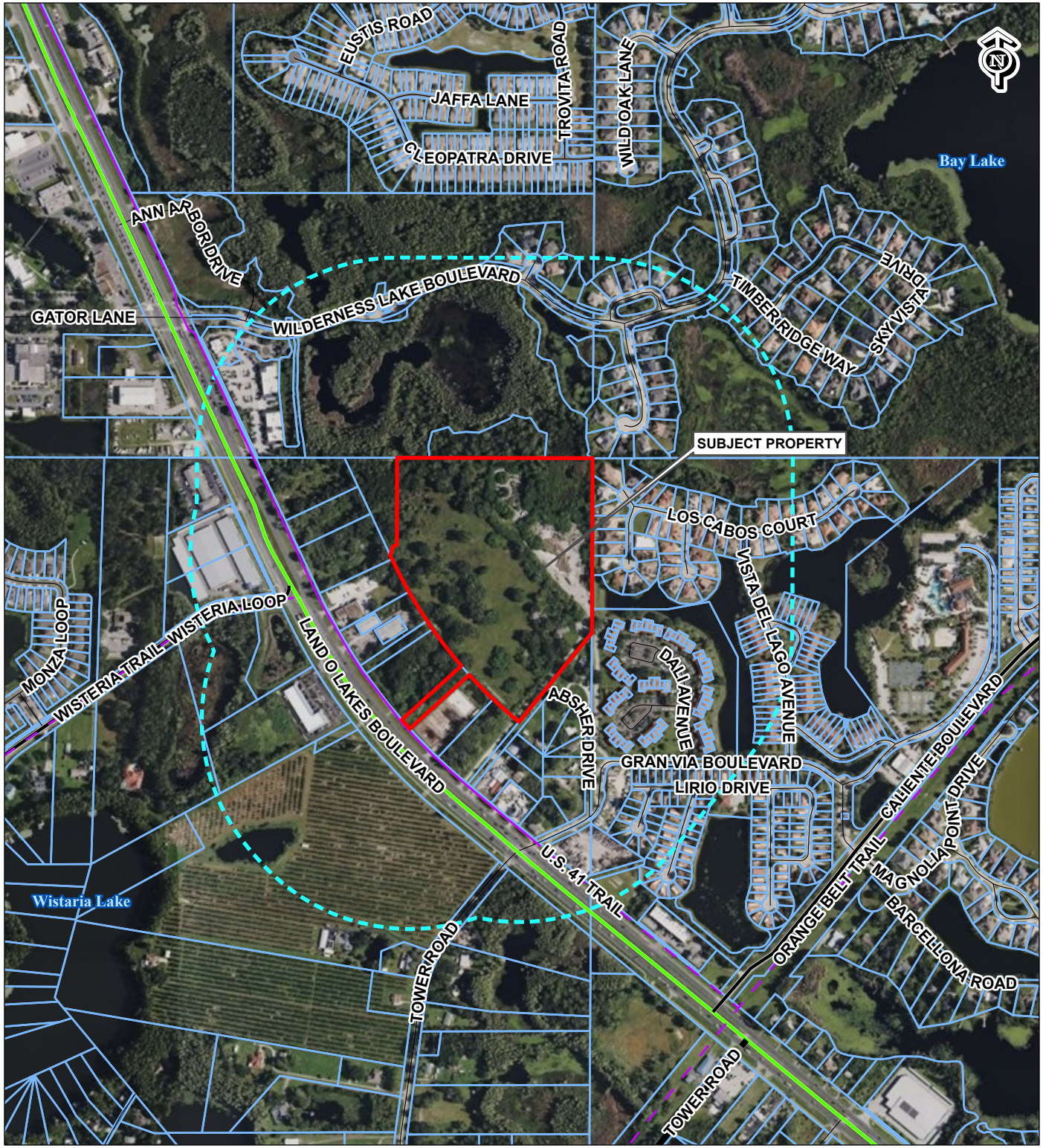

RZ-7933
EXPIRED MPUD TO MPUD

02-26-18-0050-00000-0130
02-26-18-0050-00000-0060
(PORTION OF)

CA PROPERTIES INC/ US 41 TOWNHOMES MPUD
16332 EMERALD COVE DR
LUTZ, FL 33549

PHYSICAL ADDRESS:
EAST OF LAND O LAKES BLVD, APPROX. 890' NW OF THE INTERSECTION OF CARRIKER RD

TAZ-225
COMMISSION DISTRICT: 2

- 1000ft Buffer
- Conceptual Trails / Planned
- Existing Trails
- Exisiting Arterial
- Existing Collector
- Vision Collector

0 710 1,420
Feet

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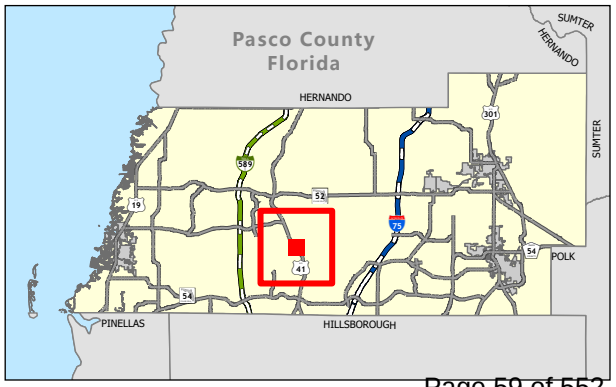
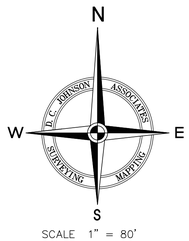


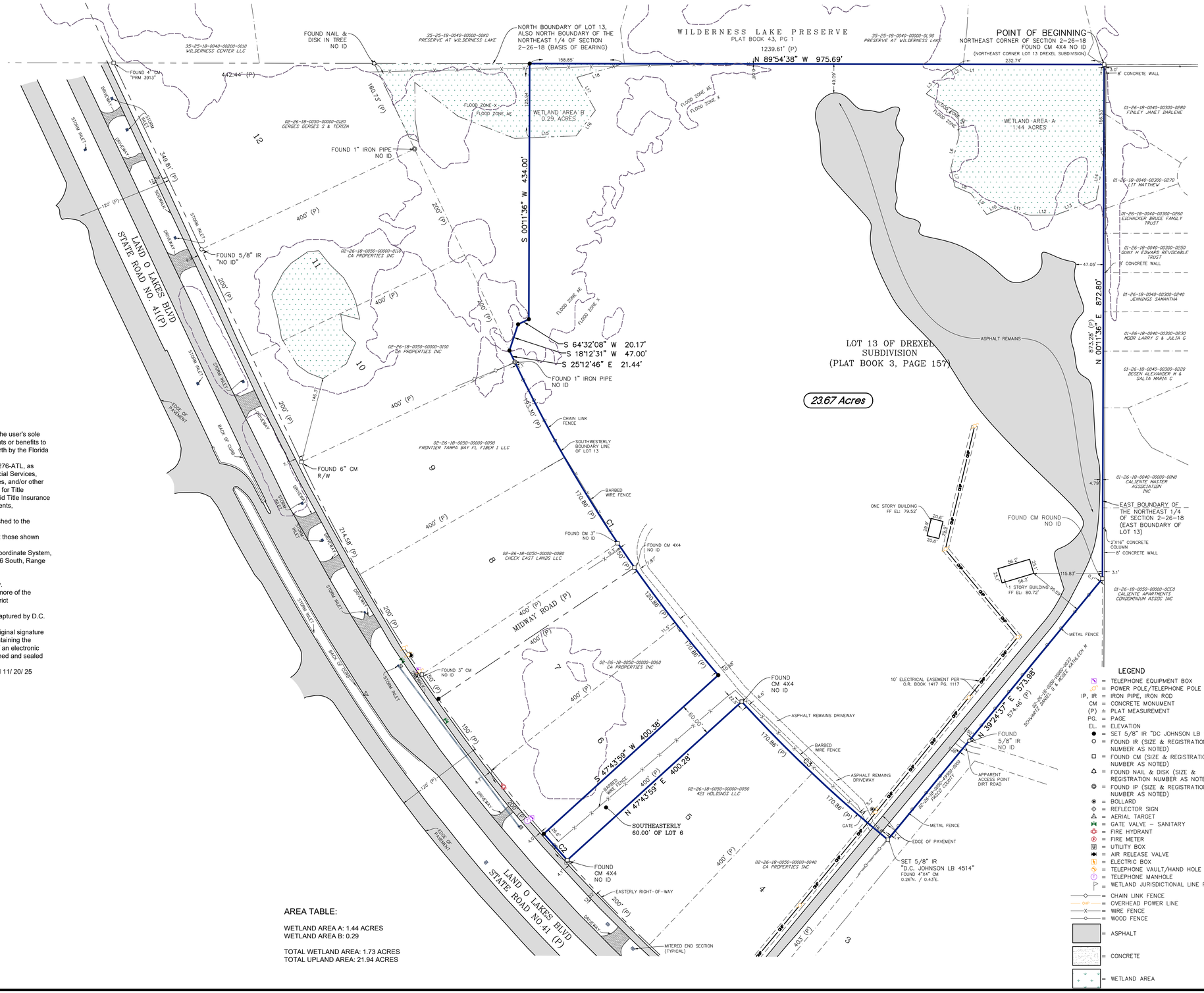
EXHIBIT A

LEGAL DESCRIPTION

A PORTION OF

SECTION 2, TOWNSHIP 26 SOUTH, RANGE 18 EAST
PASCO COUNTY, FLORIDA





DESCRIPTION: (created per this survey)

A parcel of land lying within Section 2, Township 26 South, Range 18 East, Pasco County, Florida, being more particularly described as follows:

For a POINT OF BEGINNING commence at the Northeast corner of said Section 2, also being the Northeast corner of said LOT 13 of DREXEL SUBDIVISION as recorded in Plat Book 3, Page 157, of the Public Records of Pasco County, Florida; thence N.89°54'38"W. along the North boundary of the Northeast 1/4 of said Section 2, a distance of 975.69 feet; thence S.00°11'36"W., a distance of 434.00 feet; thence S.64°32'08"W., a distance of 20.17 feet; thence S.18°12'31"W., a distance of 47.00 feet to the Southwesterly boundary line of said LOT 13; thence along said Southwesterly boundary line, S.25°12'46"E., a distance of 21.44 feet to a non-tangent point of curvature; thence Southeasterly 635.97 feet along the arc of a curve to the left, said curve having a radius of 2,344.93 feet, a central angle of 15°32'22", and a chord bearing and distance of S.33°01'18"E., 634.03 feet; thence along a line non-tangent to said curve, S.47°43'59"W., a distance of 400.38 feet to the Easterly right-of-way of State Road No. 41, to a non-tangent point of curvature; thence Southeasterly 60.01 feet along the arc of a curve to the left, said curve having a radius of 2,744.93 feet, a central angle of 01°15'09", and a chord bearing and distance of S.41°37'52"E., 60.00 feet; thence along a line non-tangent to said curve, N.47°43'59"E., a distance of 400.28 feet, to the southwesterly boundary line of LOT 13, to a non-tangent point of curvature; thence Southeasterly 341.84 feet along the arc of a curve to the left, said curve having a radius of 2,344.93 feet, a central angle of 08°21'09", and a chord bearing and distance of S.46°37'40"E., 341.53 feet to the most Southerly corner of said LOT 13; thence along a line non-tangent to said curve and along the most Southerly line of said LOT 13, N.39°24'37"E., a distance of 573.98 feet, to the East boundary of the Northeast 1/4 of said Section 2, also being the East boundary line of said LOT 13; thence N.00°11'36"E., a distance of 872.80 feet to the POINT OF BEGINNING.
Containing 23.67 acres, more or less.

SURVEYOR'S NOTES:

1. Use of this survey for purposes other than intended, without written verification, will be at the user's sole risk and without liability to the surveyor. Nothing herein shall be construed to give any rights or benefits to anyone other than those certified to. This survey meets the "Standards of Practice" set forth by the Florida Board of Land Surveyors in Chapter 5J-17 Florida Administrative Code.
2. Surveyor has reviewed Commitment for Title Insurance, Commitment Number NCS-1269276-ATL, as issued by and underwritten by First American Title Insurance Company National Commercial Services, issued 08/07/2025 at 7:30 a.m. All pertinent matters except leases, liens, mortgages, taxes, and/or other similar financial matters, identified as encumbrances in Schedule B-II of said Commitment for Title Insurance, have been shown or noted hereon. The undersigned has relied solely upon said Title Insurance Commitment for all matters pertaining to easements, rights-of-way, setback lines, agreements, reservations, or other similar matters.
3. No instruments of record reflecting easements, right-of-ways and/or ownership were furnished to the undersigned except as shown.
4. No underground installations, improvements or encroachments, have been located except those shown hereon.
5. Bearings and coordinates shown hereon are based on the NAD83 / Florida State Plane Coordinate System, FL-West Projection,with the North boundary of the Northeast 1/4 of Section 2, Township 26 South, Range 18 East, Pasco County, Florida, having a grid bearing N.89°54'38"W.
6. Bearings and distances shown hereon are field measured, unless otherwise indicated.
7. The text for ties to improvements indicates the direction they lie in relation to the boundary.
8. Subject property may contain lands that are subject to jurisdiction or restriction by one or more of the following agencies: Army Corp. of Engineers, Southwest Florida Water Management District (S.W.F.W.M.D.) or Florida Department of Environmental Protection (F.D.E.P.).
9. The background aerial imagery on sheet 2 is shown for informational purposes and was captured by D.C. Johnson & Associates on 09/24/2025.
10. The survey map and report (if applicable) or the copies thereof are not valid without the original signature and seal of a Florida Licensed Surveyor and Mapper (if hard copy), or the Adobe PDF containing the electronic signature has not been validated to be the original signed and sealed version (if an electronic file). If an electronic file, printed copies of the survey map are considered to be a valid signed and sealed copy.
11. Wetland lines shown hereon were determined by Verdantas, project number 40151, dated 11/ 20/ 25

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 05°15'15" E	2.64'
L2	S 59°40'37" W	24.96'
L3	S 44°14'44" W	48.81'
L4	S 59°18'23" E	62.43'
L5	S 03°06'08" E	38.50'
L6	S 13°58'15" W	57.53'
L7	S 12°18'21" E	32.34'
L8	S 67°13'34" E	29.34'
L9	S 37°02'41" E	45.01'
L10	N 66°24'54" E	28.70'
L11	S 74°56'08" E	48.82'
L12	N 89°23'26" E	43.29'
L13	N 69°29'27" E	73.42'

LINE TABLE		
LINE	BEARING	DISTANCE
L14	N 10°14'03" E	74.50'
L15	N 87°37'20" E	79.51'
L16	N 36°51'33" E	54.22'
L17	N 29°16'37" W	64.05'
L18	N 73°35'56" E	81.97'

CURVE TABLE					
CURVE	ARC	RADIUS	DELTA	CHORD BEARING	DISTANCE
C1	635.97'	2344.93'	15°32'22"	S 33°01'18" E	634.03'
C2	60.01'	2744.93'	1°15'09"	S 41°37'52" E	60.00'
C3	341.84'	2344.93'	8°21'09"	S 46°37'40" E	341.53'

AREA TABLE:

WETLAND AREA A: 1.44 ACRES
WETLAND AREA B: 0.29

TOTAL WETLAND AREA: 1.73 ACRES
TOTAL UPLAND AREA: 21.94 ACRES

BY	DATE	REVISION
DLJ	11/25/25	Revise wetland line
DLJ	12/09/25	Revise Boundary Line
NBW	1/14/2026	Revise Boundary line, add lot 10 & 11, and Wetlands area "C" & Acreage
NBW	1/16/2026	Update Acreage/ wetland table

DATE OF FIELD SURVEY: 10/7/2025

I hereby certify that this survey conforms to the "Standards of Practice" set forth by the Florida Board of Land Surveyors in Chapter 5J-17 Florida Administrative Code.

Daniel C Johnson
PLS/PSM License 3653

Not valid without the signature and original raised seal of a Florida Licensed Surveyor and Mapper.

SEAL: DANIEL C. JOHNSON 3653 STATE OF FLORIDA REGISTERED LAND SURVEYOR

SIGNS: NBW | DATE: 02/05/2026
DRWG: DCJ | DATE: 02/05/2026

D.C. JOHNSON ASSOCIATES
SURVEYING AND MAPPING
Licensed Business No.: 4514
5011 Gulf Drive
San Antonio, FL 33576
Phone: (352) 588-2768
Email: surveying@dcjohnson.com
www.dcjohnson.com

BOUNDARY SURVEY

Rangewater Real Estate

PREPARED FOR:

6720 LAND O' LAKES BOULEVARD

PROJECT NO: 2020-168B01.BG0001 | COUNTY: PASCO
SEC: 02 | TWP: 26 S | RNG: 18 E

SCALE: As Shown

SHEET NO: 1 of 1

EXHIBIT B

CONDITIONS OF APPROVAL

US-41 TOWNHOMES MPUD
MASTER PLANNED UNIT DEVELOPMENT
CONDITIONS OF APPROVAL
REZONING PETITION NO. RZ-7933

Master Development Plans

1. Development shall be in accordance with the plans and information submitted in May, 2026; the Land Development Code (LDC); and the Comprehensive Plan unless otherwise stipulated or modified herein.

2. Development shall substantially conform to the conceptual plan attached as Exhibit "1" ("Binding Concept Plan"). Notwithstanding the foregoing, the Binding Concept Plan has not been through the permitting process, and as such, is subject to variations as may be required by the various permitting authorities having jurisdiction. Such variations shall not require a non-substantial and/or substantial modification to this MPUD. The County Administrator or designee is hereby delegated authority to interpret and apply the Binding Concept Plan to the PDP/Construction Plans for each phase or parcel, provided the substantive intent and purpose of the Binding Concept Plan is achieved. So long as the PDP/Construction Plans are deemed in substantial conformance with the Binding Concept Plan, a non-substantial or a substantial modification is not required. However, if the PDP/Construction Plans materially deviate from the Binding Concept Plan, as determined by the County Administrator or designee, a substantial modification to this MPUD shall be required. Increases in lot sizes and/or decreases in the number of lots depicted on the Binding Concept Plan shall be deemed to be in substantial conformance with this Binding Concept Plan.

Environmental

3. If during construction activities any evidence of the presence of State or Federally protected plant and/or animal species is discovered, Pasco County Natural Resources Inspector and applicable agencies shall be notified within two working days of the plant and/or animal species found on the site. All work in the affected area shall come to an immediate stop until all pertinent permits have been obtained, agency written authorization to commence activities has been given, or unless compliance with state and federal guidelines can be demonstrated.

4. The applicant shall provide a 100% gopher tortoise burrow survey conducted according to FFWCC guidelines, the FFWCC gopher tortoise relocation permit and FFWCC accepted after action report prior to issuance of site development placard. If additional gopher tortoise burrows are discovered after submittal of the documents required by this condition, then an additional survey, relocation permit, and accepted after action report will be required prior to issuance of the site development placard, unless the applicant can demonstrate that the additional gopher tortoise burrows will be excluded in accordance with the FFWCC guidelines. If site construction does not commence within 90 days from

the date of the most recent 100% gopher tortoise survey or capture activities, a new gopher tortoise burrow survey must be completed to ensure gopher tortoises have not moved in and, if found, a valid permit must be obtained, amended, or acted on to capture and relocate all tortoises prior to commencing any site clearing. A copy of the relocation permit and accepted after action report shall be provided.

5. Suitable foraging habitat for the Southeastern American Kestrel was observed within the project area. The FFWCC survey window is April through August. The applicant shall abide by current FFWCC permitting guidelines, conduct required surveys according to these guidelines and provide documentation from FFWCC that they are in conformance with the guidelines prior to issuance of site development placard.

6. If construction activities are to occur between January 1 to July 1, the applicant/applicable developer or parcel developer shall submit a breeding season survey for the Florida Sandhill Crane conducted in accordance with FFWCC survey guidelines. A report shall be provided to FFWCC and Pasco County for review and consideration of approval prior to issuance of site development placard. If nests are found, appropriate avoidance and/or mitigation measures shall be completed in cooperation with the FFWCC and the County.

7. The upland buffer line shall be clearly field demarcated prior to any construction activities. No construction activities, including clearing, grading, or grubbing, shall occur within the Wetland Upland Buffer unless otherwise approved by the County and as depicted on the County-approved construction plans for the project.

8. The SWFWMD-approved wetland boundary survey shall be submitted with the Preliminary Development Plan. Any proposed wetland impacts depicted on the MPUD Plan are conceptual.

9. The wetland categories are conceptual and will be finalized at the time of the SWFWMD approval of the wetland jurisdictional lines. The SWFWMD-approved wetland boundary survey shall be submitted with the Preliminary Development Plan. Any proposed wetland impacts depicted on the MPUD Plan are conceptual.

10. A copy of the SWFWMD Environmental Resource Permit (ERP) shall be submitted to the Pasco County project record prior to issuance of site development placard.

Open Space/Buffering

11. Landscape buffers shall be constructed as depicted on the Binding Concept Plan.

12. Except for those neighborhood park attributes depicted on the Binding Concept Plan, specific review and approval of the Land Development Code (LDC), Section 905.1, Neighborhood Parks, will be conducted at PDPs submittal. At the time of the PDPs submittal, a park plan shall be provided, which shall depict the location, acreage, dimension, type (mini park, neighborhood park, linear park, trails, etc.), and planned amenities of each neighborhood park area in accordance with current LDC 905.1, unless an alternative standard(s) is requested and approved.

13. Applicant/developer shall comply with the County's tree ordinance, Ordinance No. 26-08 and Resolution No. 26-182, both as may be amended.

14. The developer(s) shall create a mandatory homeowners'/property owners'/condominium owners'/merchants' association(s) in the form of a nonprofit corporation registered with the State of Florida, Secretary of State, and/or, if approved, by the BCC or State of Florida, a Community Development District(s) (CDD). The association(s) or District(s) shall encompass the entire boundaries of the MPUD except for any real property to be conveyed to the County or the District School Board of Pasco County (School Board). The developer(s) shall convey in fee simple to the association(s) or the CDD(s), for ownership and maintenance all open space, drainage areas, common areas, landscape areas, wetland areas, buffer areas, preservation/conservation areas, and other special purpose areas unless the said area(s) is/are required to be dedicated to another governmental entity. Recreation areas and neighborhood parks shall be conveyed to the association(s) as well, but only to the CDD(s) if such special power, pursuant to Section 190.012(2), Florida Statutes, is consented to by the County. All such conveyances shall be for a value that does not exceed the fair market value of the land. Prior to platting the first unit or phase, homeowners'/property owners'/condominium owners'/merchants' association(s) or CDD documents, including Articles of Incorporation with proof of being filed with the State of Florida, Secretary of State, restrictive covenants, and all exhibits shall be submitted to the Survey Department for review along with copies of instruments to be used to convey in fee simple the above-mentioned areas to the said association or the CDD. Impact fee credits for improvements or dedications shall go to the association or the CDD that funded such improvements as applicable.

Transportation/Circulation

15. The submitted Timing and Phasing Analysis assumes the following land uses: 171 townhomes ("Approved Land Use"). The lands within the US 41 Townhomes MPUD may be developed for the Approved Land Use without any requirements for an additional timing and phasing analysis through the expiration date of the MPUD as set forth in Condition 49. Any development of land use(s) that generate(s) greater traffic impacts than the Approved Land Use may require an updated Timing and Phasing Analysis utilizing a methodology approved by the County. The Planning Commission (PC), BCC, or County Administrator or designee, may impose additional conditions on the applicant or developer based on the updated County-approved Timing and Phasing Analysis. Compliance with the conditions of approval and payment of mobility fees and other generally applicable taxes and assessments, fully mitigates the external transportation impacts of the Approved Land Use through the expiration date of the MPUD as set forth in Condition 49, except any required external site-access improvements which shall be the developer's sole obligation.

Access Management

16. The access points shown on the master plan are conceptual only. Permanent placement of each access point shall be determined at the time of review with the corresponding PDP and shall meet established access-management criteria.

Based on the corresponding PDP, County Administrator, or designee, may impose access management conditions on the applicant/developer.

17. At each PDP approval, the County Engineer, or designee, may also require site- specific intersection improvements. Intersection improvements shall be in accordance with the LDC and Access Management Standards as amended.

18. Developer has provided a Substandard Road Application for US 41. There are no substandard road impacts to US 41 from the Approved Land Uses that require mitigation by Developer. Developer shall not be responsible for any improvements to US41 or any proportionate share payment for any improvements to US 41, other than payment of mobility fees, access-related improvements, which shall be the Developer's obligation. Developer has not provided a Substandard Road Application for Absher Drive since there shall be no functional access to Absher Drive. Any improvements to Absher Drive for emergency access shall be determined at the time of PDP review.

Dedication of Right-of-Way

19. Access connections and rights-of-way to adjoining properties shall be as depicted on the MPUD Master Plan. The exact locations will be determined during PDP review.

20. In the case of private streets, and any amenities within those rights-of-way such as paths, trails, sidewalks, and any other non-vehicular accessways, dedication and maintenance shall be the responsibility of the mandatory homeowners'/property owners'/condominium owners'/merchants' association(s) or an appropriate entity other than the County. Pasco County will not be responsible for the maintenance of any private streets or private access amenities.

21. No right-of-way for US-41 is required to be conveyed pursuant to the provisions of the LDC, Section 901.2.I. (Transportation-Corridor Management; Dedication-Rough Proportionality) (Pasco County Corridor Preservation Table as amended, located in the Comprehensive Plan, Transportation Element, for arterial/collector and major intersection right-of-way requirements).

Design/Construction Specifications

22. Approval of the US-41 Townhomes MPUD satisfies the County's collector and arterial design and spacing standards of the LDC, Section 901.1 (as to Transportation Corridor Spacing).

23. If, during construction activities, any evidence of historic resources including, but not limited to, human burial sites such as Indian mounds, lost historic and aboriginal cemeteries, or other unmarked burials or associated artifacts, original or historic pottery, prehistoric stone tools, bone or shell tools, historic trash pits, or historic building foundation, are discovered, work shall come to an immediate stop, and the Florida Department of Historic Resources (State Historic Preservation Officer) and Pasco County shall be notified within two working days of the resources found on the site. Additionally,

should any human burial sites such as Indian mounds, lost historic and aboriginal cemeteries, or other unmarked burials or associated artifacts be found, then the provisions and guidelines set forth in Chapter 872.05, FS (Florida's Unmarked Burial Law) are to be followed.

24. The developers shall comply with the County and Pasco County Public Transportation requirements to accommodate mass transit service to and within the project if service is available or planned at the time of preliminary development plan approval. A detailed description of the overall transit accommodations plan shall include, but is not limited to, a proposed ingress and egress route for buses and bus stops proposed to service the project including, but not limited to, benches, shelters, lighting, pedestrian walkways, landscaping, and placement as required by the County or Pasco County Public Transportation. The developers shall submit the detailed description of the overall transit accommodations plan to PDE for review and approval prior to or concurrent with the PDP of the first unit or phase within the development. Approval of the detailed description of the overall transit-accommodations plan is subject to Pasco County Public Transportation review and approval in accordance with the Pasco County Public Transportation *Transit Infrastructure Guidelines* (June 2005), as may be amended from time to time, or any subsequent ordinance adopted by Pasco County. The developers shall include and show on any PDP submittal the approved transit-accommodation facilities, which shall be constructed with the infrastructure improvements of each affected preliminary plan unless an alternative phasing of transit-accommodation-facilities construction is approved with the overall transit-accommodations plan. The applicant/developers and their successors shall not refuse the Pasco County Public Transportation, or any other transit authority, or any of its users/patrons access to such facilities.

25. All sidewalks, bike paths, multi-use trails, and other non-vehicular pathways within the US-41 Townhomes MPUD shall not be the maintenance responsibility of the County.

26. Street lighting is required throughout the MPUD pursuant to LDC Section 901.11

Utilities/Water Service/Wastewater Disposal

27. A Master Utility Plan for the entire development shall be submitted to the Utilities Services Branch for review and approval prior to or concurrent with submittal of the first construction plan/construction site plan. This utility plan shall show, at a minimum, the following:

    a. Trunk sewer lines and lift stations.

    b. Main potable water lines and non-potable water lines, if applicable.

    c. Sewage treatment facility locations, including discussion of the proposed method of treatment and the feasibility of a non-potable water system for irrigation.

    d. Method of lighting for all nonlocal roads shall be submitted at the time of record plat submittal for each unit or phase.

e. A Master Utility Plan shall include *AutoCAD* and PDF electronic files and hydraulic analysis for the water, wastewater, and reclaimed water systems and shall be in conformance with the Utilities Services Plan guidelines implemented by the Utilities Services Branch.

28. Prior to the first construction plan/construction site plan approval, the developer(s) and the County shall enter into a Utilities Service Agreement.

29. The developer(s) shall construct all water and wastewater facilities within the development to current County standards. A complete set of instructions may be obtained from the Utilities Services Branch.

30. In consideration of Pasco County's agreement to provide potable water and/or reclaimed water to the subject property, the developer(s)/owner(s) and its successors and assigns, agree to the following:

a. In the event of production failure or shortfall by Tampa Bay Water (TBW), as set forth in Section 3.19 of the Interlocal Agreement creating TBW, and then only for so long as such a production failure or shortfall exists, the developer(s)/ owner(s) shall transfer to the County any and all Water Use Permits or water-use rights the developer(s)/owner(s) may have to use or consume surface or ground water within the subject property, provided that the same are not needed to continue any existing agricultural uses on the subject property, in which case, such transfer shall not be required as long as such agricultural uses are active.

b. Prior to the developer(s)/owner(s) selling water, Water Use Permits, or water-use rights, the developer(s)/owner(s) shall notify Pasco County, and Pasco County shall have a right of first refusal to purchase such water, Water Use Permits, or water-use rights.

Stormwater

31. The applicant shall contact the SWFWMD Engineering & Watershed Management Section for the latest floodplain study information available for design.

32. At time of the first site development permit, the applicant shall comply with applicable County floodplain management requirements.

33. All passthrough drainage shall have an access and maintenance easement over it. This easement shall be to Pasco County granting the county the right, but not the obligation to access and maintain.

34. The applicant shall verify if the proposed project is within a Basin of Special Concern. If the project lies in or partially within a Basin of Special Concern, the applicant shall comply with Basin of Special Concern criteria requirements.

35. The developer acknowledges that the HOA documents shall include language to prevent the residential lots from filling below the 100-year floodplain and/or altering drainage patterns on residential lots without permitted approval from Pasco County and/or SWFWMD as applicable. The HOA documents shall be provided to Pasco County for review and approval at the time of plat review.

Land Use

36. The townhomes shall be platted.

37. Land Use maximums shall be in accordance with the following Permitted Use and Development Limits Table as shown in Table 1 below.

Table 1

Development Category	Totals*
Townhomes (du)	171

*The maximum density set forth above is not a vested right and is subject to reduction based on, or as a result of, applicable County ordinances and resolutions.

38. Residential Dimensional/Development Standards shall be as follows.

a. The Residential Dimensional Standards and Minimum Lot Detail shall be as depicted on the MPUD Master Plan.
b. The landscape buffers are to be located within tracts and cannot be counted toward the minimum setback requirements. The applicable side- or rear-yard setback shall be measured from the landscape buffer easement or tract line.
c. Recreation-center development standards shall be in accordance with the C-1 Neighborhood Commercial District.
d. Additional Development Standards.

    i. Townhome products shall be limited to 2-8 units per building and no more than two stories.

ii. Driveway width shall be a maximum of two (2) feet wider, in total, than the garage door width.

vi. Townhome products with one-car garages shall have one-car driveways.

vii. There shall be .25 visitor parking spaces per townhome, regardless of spaces provided on the lot, which shall be located outside of the garage and driveway.

e. Architectural Features.

i. Each townhome building with 2-8 units shall have three (3) different architectural features from the following list:

a) Varying roof styles (Hip, Gable, Boston Hip)
b) Arrangement of window openings
c) Window grids
d) Siding types (lap, board and batten, brick, and stone etc.)
e) Accent lap siding at gables (faux louvers)
f) Raised stucco banding
g) Hardee board banding (or similar material type)
h) Decorative shutters
i) Decorative brackets
j) Stucco cornices (headers) at windows, doors, garage doors
k) Decorative coach lights
l) Building forward design (building chassis 3 foot to 5 foot in front of garage)

ii. A two or more-story townhome building shall not be entirely stucco on the front façade of the townhome. Said non-stucco front façade shall wrap two (2) feet around the corner to the sides. Sides of buildings that front/face public spaces (such as along mews, parks, linear parks, streets etc.) shall include trim for windows or openings on said side facade. If said side façade has first and second-story stucco veneer, a differentiating color band is required to distinguish between the first and second stories.

iii. Architectural standards shall be in substantial compliance or a superior alternative to those identified herein.

iv. Architectural features and monotony control on townhome buildings to be based on the building, not individual residential unit.

f. Trees/Landscaping.

i. Minimum tree/landscape requirements for front-loaded townhomes:

Landscaping/Greenspace Table

Townhomes Per Building	Min Green Space Sq Ft	Min Shade Trees***	Min landscaped beds % of Greenspace

3	800	2	15%
4	900	2	15%
5	1,050	3	15%
6	1,200	3	15%
7	1,350	4	15%
8	1,500	4	15%

* Greenspace calculated from the face of the building to the back of curb, inclusive of the area in front of the building face in the side yard.
** Utility boxes, light fixtures and similar facilities are allowed in the Greenspace without penalty,
***Minimum shade trees shall be located in the front yard and/or street.

ii. Any front yard lot/street trees required by the table above will be a shade tree or palm tree (at a ratio of three (3) palms to every-one (1) shade tree). Front yard lot/street trees in a townhome block may not be substituted with understory or ornamental trees (including queen palms or crepe myrtles).

iii. To allow additional room for trees and landscaping, utility easements will be allowed under sidewalks, such that 5' of the utility easement is under the sidewalk (ROW), and 5' is on the lot. Additionally, water main and sanitary lines may be installed under streets or sidewalks in townhome development ROWs.

g. Street Type Standards. Unless an alternative standard is approved at the time of Preliminary Development Plan review, the following standards shall apply:

i. Minimum 50-foot right-of-way (ROW)
ii. Twenty-two (22) feet of urban pavement width (dual 11-foot drive lanes)
iii. Five (5) foot sidewalks on either side of the street
iv. Seven (7) feet of sod/tree strip on either side of the street between the sidewalk and the street
v. Two (2) foot curbs (vertical or mountable in design, e.g. Type A, D, F, Miami, etc.)

39. The applicant/developer has committed to, and is hereby requiring, the foregoing architectural and monotony controls, notwithstanding any potential contrary requirements in Section 163.3202(5) (a), Florida Statutes. This condition shall be construed as a requirement imposed by the applicant/developer pursuant to Section 163.3202(5) (c), Florida Statutes, and not a requirement of the County, to the extent that Section 163.3202(5) (a), Florida Statutes, prevents the County from applying or enforcing architectural or monotony controls in this MPUD.

40. The applicant/developer agrees that the applicant/developer and any successors or assigns, are not eligible for the ad valorem tax exemption in Section 196.1978, Florida Statutes, and further agrees the applicant/developer and any successors or assigns will not apply for such an exemption for any portion of the development authorized by this approval.

41. Parcels may be developed out of numerical sequence and in multiples as long as the parcels being developed do not rely upon infrastructure construction of future parcels.

42. Interim silvicultural and/or agricultural activities shall be permitted until commencement of development for that portion of the proposed development.

Procedures

43. The applicable parcel developer(s) shall ensure that the HOA required to be established under this MPUD incorporates the minimum tree and architectural requirements in Conditions Nos. 13, 38.e, 38.f, and 39, as applicable, into the HOA covenants, conditions, and restrictions and shall ensure that the HOA is the primary enforcement entity for the tree requirements in such townhome residential phase(s), as applicable, after the MPUD entitlements have received a final inspection or Certificate of Occupancy, and the only enforcement entity for the architectural requirements. If the County becomes aware of violations of Conditions 13, 38.e, 38.f, and 39, the County reserves the right to hold the developer (until the turnover to the HOA) and/or the HOA responsible for violations of the foregoing requirements. This condition shall not be construed as any attempt by the County to enforce architectural requirements in this MPUD; rather, the condition is intended to ensure that the developer and HOA honor their commitment to privately impose such requirements pursuant to Section 163.3202(5)(c), Florida Statutes.

44. On-Street Parking: For platted units, the applicable HOA or CDD required to be established under this MPUD shall include provisions for the management of on-street parking and obstruction of roadways, including without limitation covenants, conditions, and restrictions which require the applicable HOA or CDD to be the primary enforcement entity for all current or future LDC or Code of Ordinance provisions related to on-street parking and obstruction of roadways, and which require such HOA or CDD to adopt and enforce specific regulations which empower the applicable HOA or CDD Board to adopt, enforce, and otherwise regulate on-street parking and obstruction of roadways within the subdivision, which regulations may be more restrictive than applicable LDC or Code of Ordinance provisions. Such regulations shall specifically include the authority for the HOA or CDD to tow vehicles that violate such regulations. Such HOA or CDD enforcement shall include, at a minimum, any obstruction of any roadway in the subdivision that causes interference with the efficient delivery of emergency or law enforcement services and/or vehicles at any time, whether or not emergency services have been requested. This condition, and the applicable HOA or CDD regulations, do not preclude the County from also enforcing applicable LDC or Code of Ordinance provisions relating to on-street parking or obstruction of roadways. In addition to the other requirements of this condition, the HOA or CDD required to be established under this MPUD shall include provisions which limit parking to one side of each street within the MPUD (in those areas where on-street parking is allowed at all pursuant to the LDC) so as to avoid the obstruction of on-site roadways. The foregoing parking limitation does not prevent developer from providing dedicated parking stalls on both sides of a street outside the travel lane.

45. Unless required elsewhere within the conditions of approval, all conveyances shall occur at record plat or within 90 days of the County's request, whichever occurs first. All conveyances shall include access easements, be in a form acceptable to the Real Estate

Division, and be free and clear of all liens and encumbrances, including exemption from all covenants and deed restrictions.

46. The developer(s) shall submit and obtain approval of a Substantial Modification to add uses not previously approved or to reduce open-space or preservation/conservation areas. A Substantial Modification is also required if there is a cumulative increase in density or intensity of ten percent or more in the number of average daily trips as defined by the Institute of Traffic Engineers and the Pasco County Access Management Team. Notwithstanding, an alternative standard(s) from LDC section, 905.1, Neighborhood Parks, may be requested and approved and shall not require a modification to this MPUD.

47. Unless otherwise approved by the Fire Marshal, or designee, the development shall be included into a Pasco County Municipal Fire Service Taxing Unit to provide fire protection. The developer(s) shall submit a petition for inclusion into the Pasco County Municipal Fire Service Taxing Unit at the time of record plat submission. In no case shall a Building Permit be issued until the Fire Marshal, or designee has received such a petition.

47. A PDP must be approved for an entire increment (bubble) prior to any phased construction plan/construction site plan approval.

48. PDP submittals shall include a detailed breakdown of the individual plan approvals, including the plan name and increment or phase designation as it relates to the Master Development Plan, acreage of the site, total number of units which have received PDP approval, and/or construction plan/construction site plan approval.

49. If a PDP for the entire MPUD is not submitted by December 31, 2031 or six (6) years from the last substantial modification approval (subject to any statutory or County-wide extensions issued subsequent to the approval of these revised conditions of approval), the conditions of approval for those portions of the MPUD that do not have (unexpired) PDP approval shall expire. If the MPUD expires, a new MPUD must be applied for and approved by the BCC, and the conditions of approval shall be in accordance with the Comprehensive Plan and LDC in effect at that time, including an updated Timing and Phasing Analysis as required. Additional conditions based upon the updated timing and phasing analysis may be imposed by the County.

50. An extension of time limit for approval as identified above shall be processed as a substantial modification approved by the BCC.

51. In addition to complying with the above conditions, no further plan approvals will be granted until such time as the acknowledgment portion of the BCC approved document is completed (including notarization) and received by the PDE after the BCC action.

52. All conditions of this MPUD approval are material to the BCC approval. Accordingly, the conditions are not severable. In the event any section, subsection, sentence, clause, or provision of these conditions or the rezoning resolution is challenged and declared illegal, invalid, or in violation of any statutory or constitutional requirement by a body with jurisdiction to make such determination, the remainder of the conditions and MPUD

approval shall be suspended until such time that the BCC modifies the MPUD conditions of approval to address the illegal or invalid provision, provided that such suspension shall not exceed nine months in duration. However, such determination shall not affect the validity of 1) MPUD entitlements that have received plat, Building Permit, or CO approval; or 2) any MPUD mitigation committed to or performed as of the date the determination is made, unless such approvals or mitigation are specifically declared to be illegal, invalid, or unenforceable. Requests for BCC-approved modifications to the MPUD or the MPUD conditions of approval shall not be considered challenges and decisions by the BCC regarding any modification or the like shall not have the effect of suspending the conditions and the MPUD approval under any circumstances.

OWNER/DEVELOPER ACKNOWLEDGMENT:

The owner/developer acknowledges that it has read, understood, and accepted the above-listed conditions of approval.

STATE OF FLORIDA
COUNTY OF _____

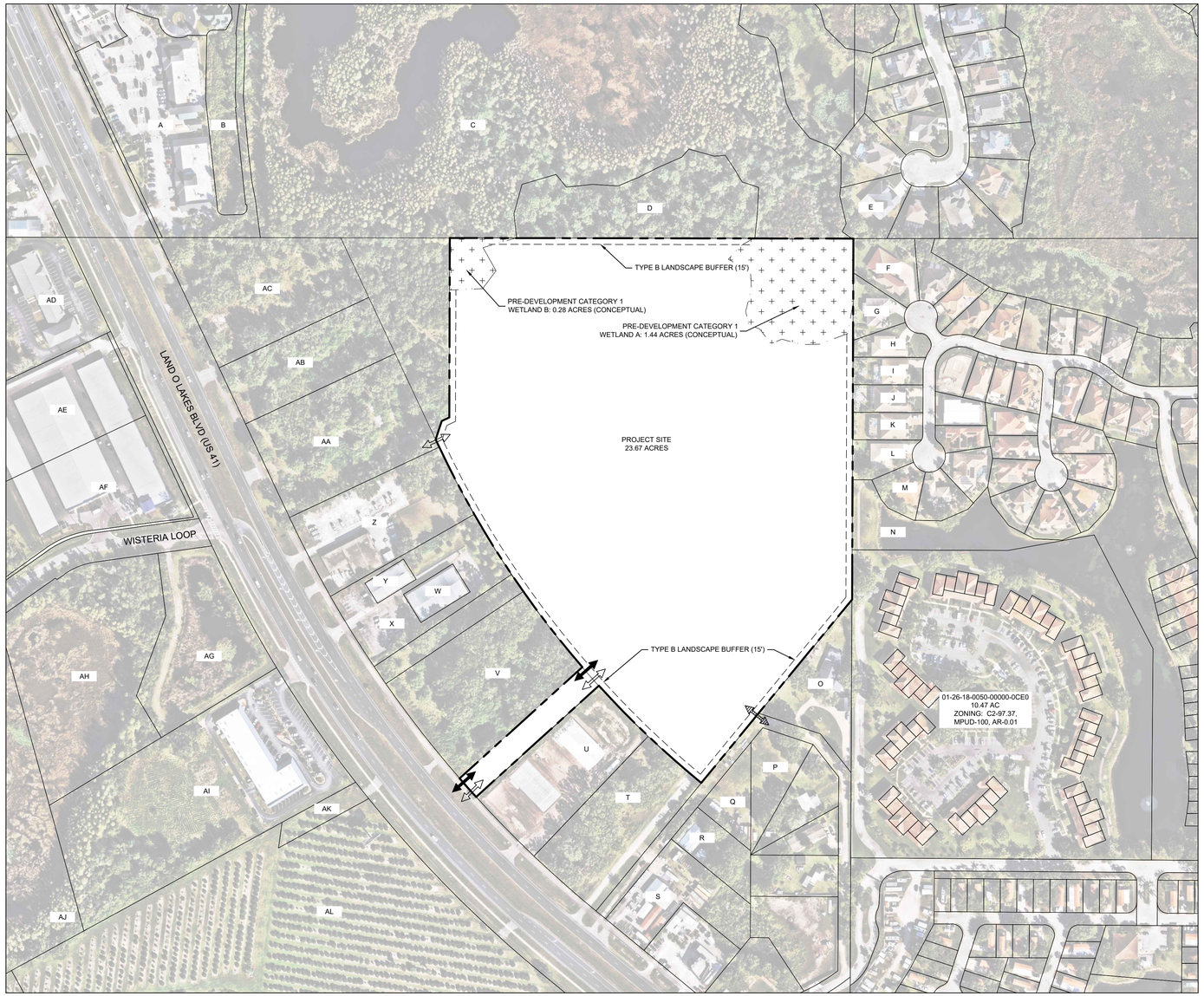
The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ (date), by _____(name of corporation acknowledging) a _____ (State or place of incorporation) corporation, on behalf of the corporation. He/she is personally known to me or who has produced _____ (type of identification) as identification.

Seal:

_____
NOTARY

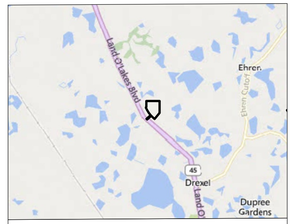
EXHIBIT C

MASTER PLAN



PROJECT DATA TABLE	
PARCEL ID	02-26-18-0050-00000-0130 (PORTION) 02-26-18-0050-00000-0060 (PORTION)
PROJECT SITE AREA	23.67 ACRES +/-
DEVELOPABLE AREA	21.95 ACRES +/-
PRE-DEVELOPMENT WETLAND AREA (CONCEPTUAL)	1.72 ACRES +/-
EXISTING LAND USE	VACANT
EXISTING ZONING	MPUD-99.76, AR-0.24
ZONING	MPUD
EXISTING FLU	RES-3, RES-9

LAND USE TABLE	
RESIDENTIAL SINGLE FAMILY ATTACHED	
TOTAL UNITS	171
REAR LOADED	MIN. 65% OF UNITS
FRONT LOADED	MAX 35% OF UNITS
AMENITY / GREENSPACE AREA	1 ACRE FOR 26 UNITS TO 100 UNITS + 0.01 ACRE PER UNIT OVER 100
LOT WIDTH	MINIMUM: 18.00'
LOT DEPTH	MINIMUM: 75.00'



VICINITY MAP (N.T.S.)

SECTION 02, TOWNSHIP 26S, RANGE 18E,
PASCO COUNTY, FLORIDA

NORTH

GRAPHIC SCALE IN FEET
0 75 150 300

LEGEND

- MPUD PROPERTY LINE
- EXISTING PARCEL LINES
- LANDSCAPE BUFFER
- VEHICLE ACCESS
- EMERGENCY ACCESS (APPROXIMATE LOCATION)
- PEDESTRIAN CROSS ACCESS (APPROXIMATE LOCATION)
- EXISTING WETLAND

DESCRIPTION: (derived from title commitment)

A parcel of land lying within Section 2, Township 26 South, range 18 East, Pasco County, Florida, being more particularly described as follows:

For a POINT OF BEGINNING commence at the Northeast corner of said section 2, also being the Northeast corner of said LOT 13 of drexel subdivision as recorded in plat book 3, page 157, of the public records of Pasco county, Florida; thence N.89°54'38"W. along the North boundary of the Northeast 1/4 of said section 2, a distance of 975.69 feet; thence S.00°11'36"W., a distance of 434.00 feet; thence S.64°32'08"W., a distance of 20.17 feet; thence S.18°12'31"W., a distance of 47.00 feet to the Southwesterly boundary line of LOT 13; thence along said Southwesterly boundary line, S.25°12'46"E., a distance of 21.44 feet to a non-tangent point of curvature; thence Southeasterly 635.97 feet along the arc of a curve to the left, said curve having a radius of 2,344.93 feet, a central angle of 15°32'22", and a chord bearing and distance of S.33°01'18"E., 634.03 feet; thence along a line non-tangent to said curve, S.47°43'59"W., a distance of 400.38 feet to the Easterly right-of-way of state road no. 41, to a non-tangent point of curvature; thence Southeasterly 60.01 feet along the arc of a curve to the left, said curve having a radius of 2,744.93 feet, a central angle of 01°15'09", and a chord bearing and distance of S.41°37'52"E., 60.00 feet; thence along a line non-tangent to said curve, N.47°43'59"E., a distance of 400.28 feet, to the Southwesterly boundary line of LOT 13, to a non-tangent point of curvature; thence Southeasterly 341.84 feet along the arc of a curve to the left, said curve having a radius of 2,344.93 feet, a central angle of 08°21'09", and a chord bearing and distance of S.46°37'40"E., 341.53 feet to the most Southerly corner of said LOT 13; thence along a line non-tangent to said curve and along the most Southerly line of said LOT 13, N.39°24'37"E., a distance of 573.98 feet, to the East boundary of the Northeast 1/4 of said section 2 also being the East boundary line of said LOT 13; thence N.00°11'36"E., a distance of 872.80 feet to the POINT OF BEGINNING.

Containing 23.67 acres, more or less.

PARCEL INFORMATION

A. ID: 35-25-18-0040-00200-0010
ZONING: MPUD-100
FLU: RES-3-100
B. ID: 35-25-18-0040-00000-0P10
ZONING: MPUD-100
FLU: RES-3-100
C. ID: 35-25-18-0040-00000-00K0
ZONING: MPUD-100
FLU: RES-3-99.98, RES-9-0.02
D. ID: 35-25-18-0040-00000-0L90
ZONING: MPUD-100
FLU: RES-3-98.61, RES-9-1.39
E. ID: 35-25-18-0010-00C00-0100
ZONING: MPUD-100
FLU: RES-3-100
F. ID: 01-26-18-0040-00300-0280
ZONING: MPUD-100
FLU: RES-9-98.83, RES-3-1.17
G. ID: 01-26-18-0040-00300-0270
ZONING: MPUD-100
FLU: RES-9-100
H. ID: 01-26-18-0040-00300-0260
ZONING: MPUD-100
FLU: RES-9-100
I. ID: 01-26-18-0040-00300-0250
ZONING: MPUD-100
FLU: RES-9-100
J. ID: 01-26-18-0040-00300-0240
ZONING: MPUD-100
FLU: RES-9-100
K. ID: 01-26-18-0040-00300-0230
ZONING: MPUD-100
FLU: RES-9-100
L. ID: 01-26-18-0040-00300-0220
ZONING: MPUD-100
FLU: RES-9-100
M. ID: 01-26-18-0040-00300-0210
ZONING: MPUD-100
FLU: RES-9-100
N. ID: 01-26-18-0040-00000-00N0
ZONING: MPUD-100
FLU: RES-9-100
O. ID: 02-26-18-0050-00000-0033
ZONING: AR-94.73, MPUD-5.27
FLU: RES-3-94.73, RES-9-5.27P.
P. ID: 02-26-18-0050-00000-0034
ZONING: AR-96.77, C2-3.23
FLU: RES-3-100
Q. ID: 02-26-18-0050-00000-0031
ZONING: AR-65.4, C2-34.6
FLU: RES-3-100
R. ID: 02-26-18-0050-00000-0024
ZONING: C2-100
FLU: RES-3-100
S. ID: 02-26-18-0050-00000-0023
ZONING: C2-100
FLU: RES-3-98.24, ROR-1.76
T. ID: 02-26-18-0050-00000-0040
ZONING: C3-94.44, MPUD-3.04, C2-2.45, AR-0.08
FLU: RES-3-96.96, RES-9-3.04
U. ID: 02-26-18-0050-00000-0050
ZONING: C3-96.97, MPUD-3.03
FLU: RES-3-96.97, RES-9-3.03
V. ID: 02-26-18-0050-00000-0060
ZONING: C2-96.56, MPUD-2.62, C3-0.82
FLU: RES-3-97.38, RES-9-2.62
W. ID: 02-26-18-0050-00000-0082
ZONING: C2-100
FLU: RES-3-100
X. ID: 02-26-18-0050-00000-0080
ZONING: C2-96.8, MPUD-3.2
FLU: RES-3-96.8, RES-9-3.2
Y. ID: 02-26-18-0050-00000-0081
ZONING: C2-100
FLU: RES-3-100
Z. ID: 02-26-18-0050-00000-0090
ZONING: C2-97.37, MPUD-2.08, RMH-0.56
FLU: RES-3-97.92, RES-9-2.08
AA. ID: 02-26-18-0050-00000-0100
ZONING: RMH-98.38, MPUD-1.4, C2-0.22
FLU: RES-3-98.5, RES-9-1
AB. ID: 02-26-18-0050-00000-0110
ZONING: RMH-63.4, C2-36.6
FLU: RES-3-98.96, RES-9-1.04
AC. ID: 02-26-18-0050-00000-0120
ZONING: C1-100
FLU: COM-100
AD. ID: 02-26-18-0020-01400-0030
ZONING: C2-100
FLU: COM-100
AE. ID: 02-26-18-0020-01400-0050
ZONING: C2-100
FLU: COM-100
AF. ID: 02-26-18-0020-01400-0060
ZONING: C2-100
FLU: COM-100
AG. ID: 02-26-18-0020-01400-113A
ZONING: C2-85.9, AR1-14.1
FLU: RES-3-100
AH. ID: 02-26-18-0020-01400-113B
ZONING: AR1-76.28, C2-23.72
FLU: RES-3-100
AI. ID: 02-26-18-0020-01400-0020
ZONING: AR1-63.13, C2-36.87
FLU: RES-3-100
AJ. ID: 02-26-18-0020-01400-0010
ZONING: AR1-100
FLU: RES-3-100
AK. ID: 02-26-18-0020-01500-0020
ZONING: C2-99.99
FLU: RES-3-100
AL. ID: 02-26-18-0020-01600-0010
ZONING: AR1-79.19, C2-20.81
FLU: RES-3-94.48, ROR-5.52

GENERAL NOTES

1. THERE ARE NO WELLHEADS OR WELLHEAD AREAS WITHIN THE PROJECT OR WITHIN 1000 FEET OF THE PROPERTY.
2. THERE ARE NO ECOLOGICAL CORRIDORS/CRITICAL LINKAGES WITHIN THE SITE.
3. THERE ARE NO PROPOSED MAJOR FACILITIES, INCLUDING SCHOOL SITES AND FIRE STATION SITES, WITHIN THE PROJECT.
4. PORTIONS OF THE PROPERTY ARE WITHIN FEMA FLOOD ZONES A AND AE AS DEMONSTRATED ON THE FEMA FLOOD ZONE EXHIBIT.
5. TIMING OF DEVELOPMENT: THE TIMING OF DEVELOPMENT FOR ANY PHASE OF THE PROJECT WILL BE ESTABLISHED BY THE DEVELOPER IN RESPONSE TO MARKET CONDITIONS.
6. POTABLE WATER AND SANITARY SEWER TO BE PROVIDED BY PASCO COUNTY UTILITIES. FIRE SERVICE TO BE PROVIDED BY PASCO COUNTY. ELECTRICAL SERVICE TO BE PROVIDED BY DUKE ENERGY.
7. LANDSCAPE BUFFERS SHALL COMPLY WITH THE BINDING MPUD CONCEPT – EXHIBIT 1.
8. UNLESS AN ALTERNATIVE STANDARD IS APPROVED AT TIME OF PRELIMINARY DEVELOPMENT PLAN(PDP), PARKS WITHIN THE DEVELOPMENT WILL COMPLY WITH LDC STANDARDS. PARK LOCATIONS AND SIZES SHALL BE DETERMINED DURING PDP.
9. ALL COMMON AREAS AND FACILITIES SHALL BE MAINTAINED BY A PROPERTY/HOME OWNER'S ASSOCIATION OR COMMUNITY DEVELOPMENT DISTRICT.
10. ALL EXTERNAL ACCESS POINT LOCATIONS, TYPES OF EXTERNAL ACCESS POINTS, AND SPACING OF EXTERNAL ACCESS POINTS SHOWN ON THE MPUD MASTER PLAN ARE APPROVED CONCURRENTLY. ANY MODIFICATIONS TO THE APPROVED ACCESS MANAGEMENT PLAN THAT COMPLY WITH LDC REQUIREMENTS SHALL BE REVIEWED AND APPROVED BY THE COUNTY ADMINISTRATOR OR DESIGNEE. ANY MODIFICATIONS TO THE APPROVED ACCESS MANAGEMENT PLAN THAT VARY FROM THE LDC REQUIREMENTS SHALL REQUIRE THE APPROPRIATE ALTERNATIVE STANDARDS OR VARIANCE REQUEST AND BE REVIEWED AND APPROVED IN ACCORDANCE WITH THE LDC.
11. TRANSPORTATION NETWORK AND ACCESS POINTS: ONE (1) PRIMARY ACCESS POINT TO US HIGHWAY 41.
12. THERE ARE APPROXIMATELY 1.72 ACRES OF CONCEPTUAL CATEGORY 1 WETLANDS WITHIN THE PROJECT BOUNDARY. THE WETLAND LINES SHOWN HAVE NOT BEEN REVIEWED AND/OR APPROVED BY SWFWMD AND ARE THEREFORE SUBJECT TO CHANGE.

PROJECT TEAM

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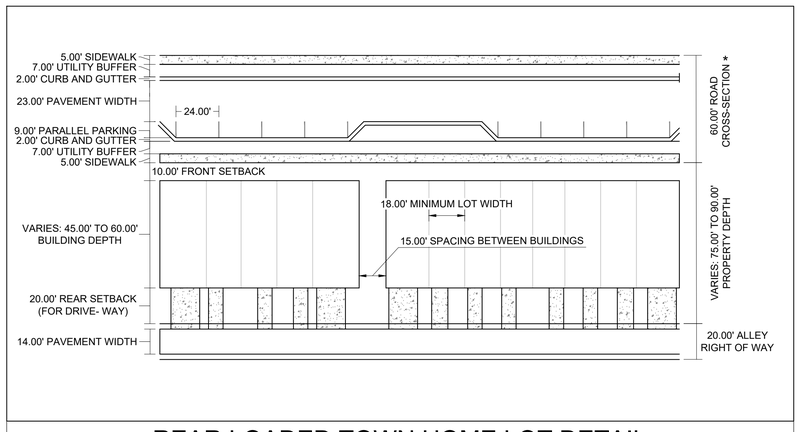
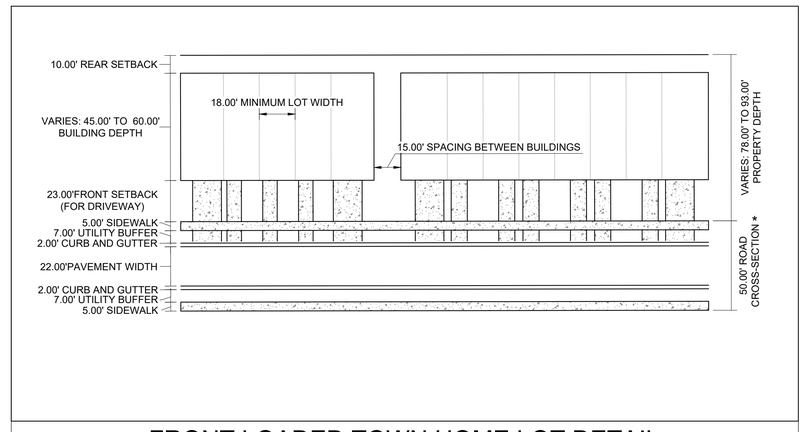


REAR LOADED TOWN HOME LOT DETAIL

* 50' Minimum road cross-section unless an alternative standard is approved at the time of Prelimilary Development Plan review.



FRONT LOADED TOWN HOME LOT DETAIL

* 50' Minimum road cross-section unless an alternative standard is approved at the time of Prelimilary Development Plan review.

No.	REVISIONS	DATE

Kimley»Horn

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FL LICENSE NUMBER 68397

SCALE	DESIGNED BY	DRAWN BY	CHECKED BY
AS NOTED	RWC	RWC	MRF

MPUD MASTER PLAN

US41 TOWN HOMES

FLORIDA
PASCO COUNTY

DATE 05/15/2025
PROJECT NO. 248269002
SHEET NUMBER 1 OF 2

Drawing name: C:\ACC\ACCDocs\Kimley-Horn\Project Files\CADD\Work\References\XTB – 248269002 – EXHIBIT.dwg Model May 15, 2026 10:10pm by: RyanW.Clark
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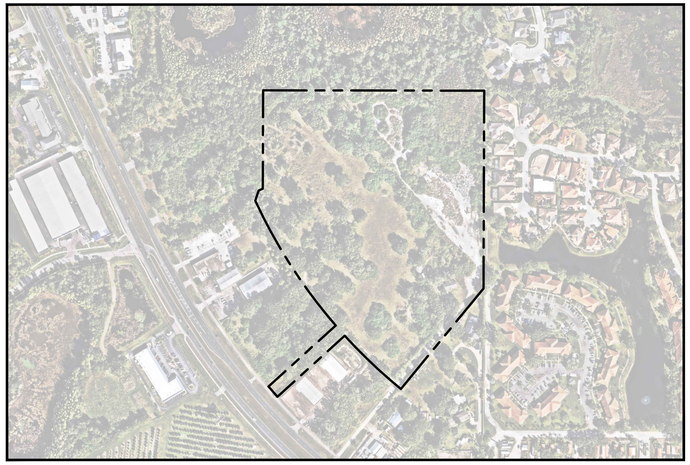
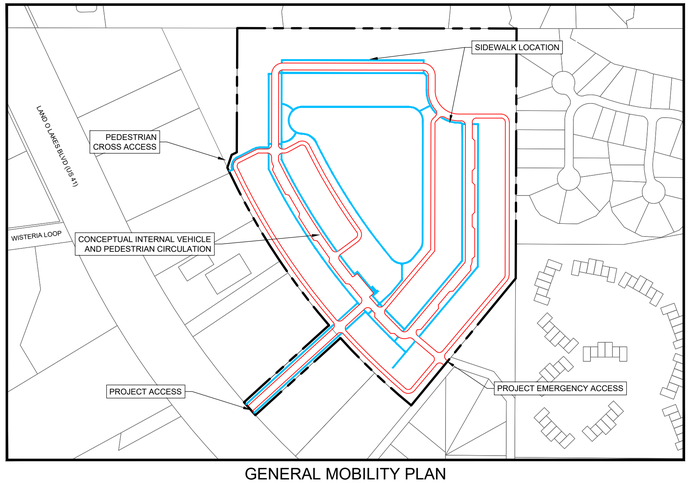


AERIAL SITE EXHIBIT
N.T.S.

SOIL MAP
N.T.S.



GENERAL MOBILITY PLAN
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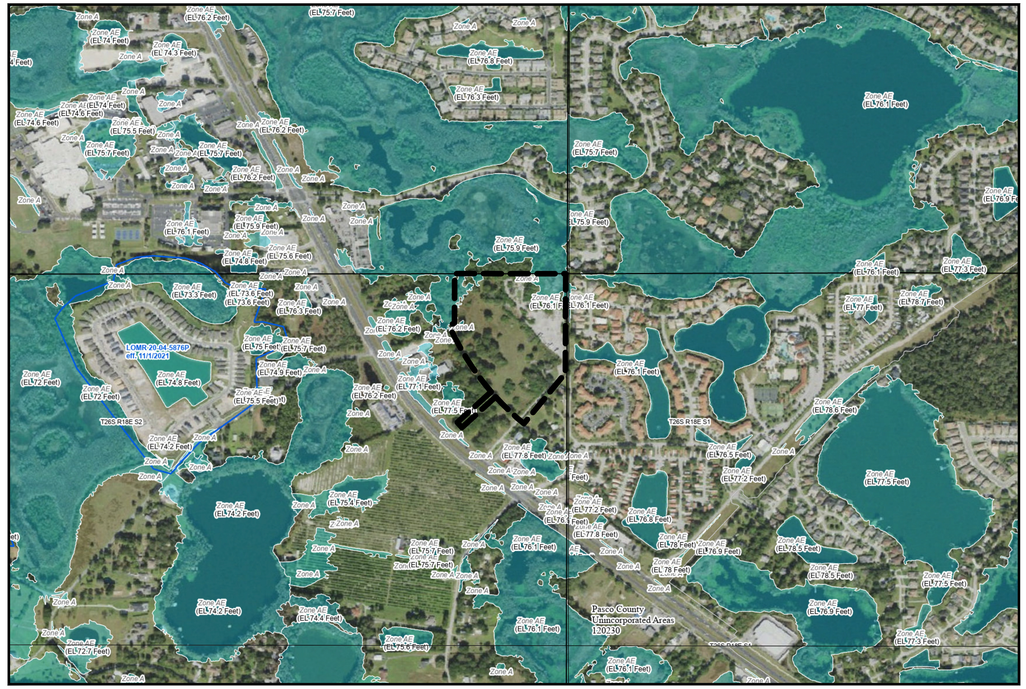

FEMA MAP
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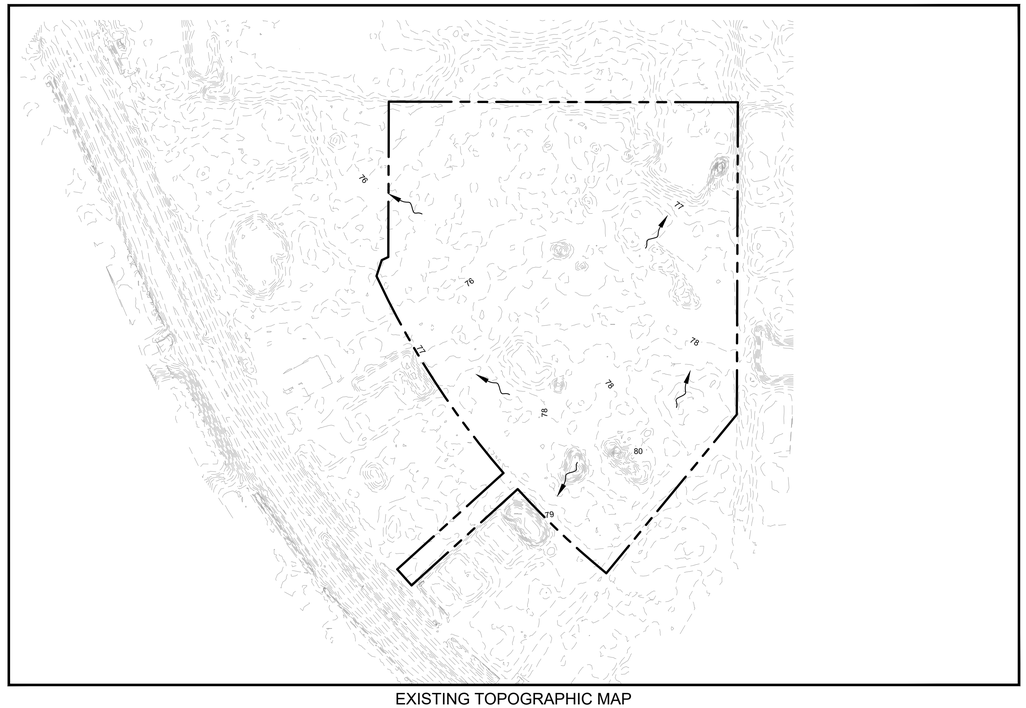

EXISTING TOPOGRAPHIC MAP
N.T.S.

No.	REVISIONS	DATE

Kimley»Horn
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DESIGN ENGINEER: MATTHEW R. FEMAL, P.E.
FL LICENSE NUMBER 68397

SCALE AS NOTED
DESIGNED BY RWC
DRAWN BY RWC
CHECKED BY MRF

MPUD MASTER PLAN

US41 TOWN HOMES

FLORIDA
PASCO COUNTY

DATE 05/15/2025
PROJECT NO. 248269002
SHEET NUMBER 2 OF 2

Drawing name: C:\ACC\ACCDocs\Kimley-Horn\Project Files\CADD\Work\References\xTB - 248269002 - EXHIBIT.dwg Model May 15, 2026 10:10pm by: RyanW.Clark
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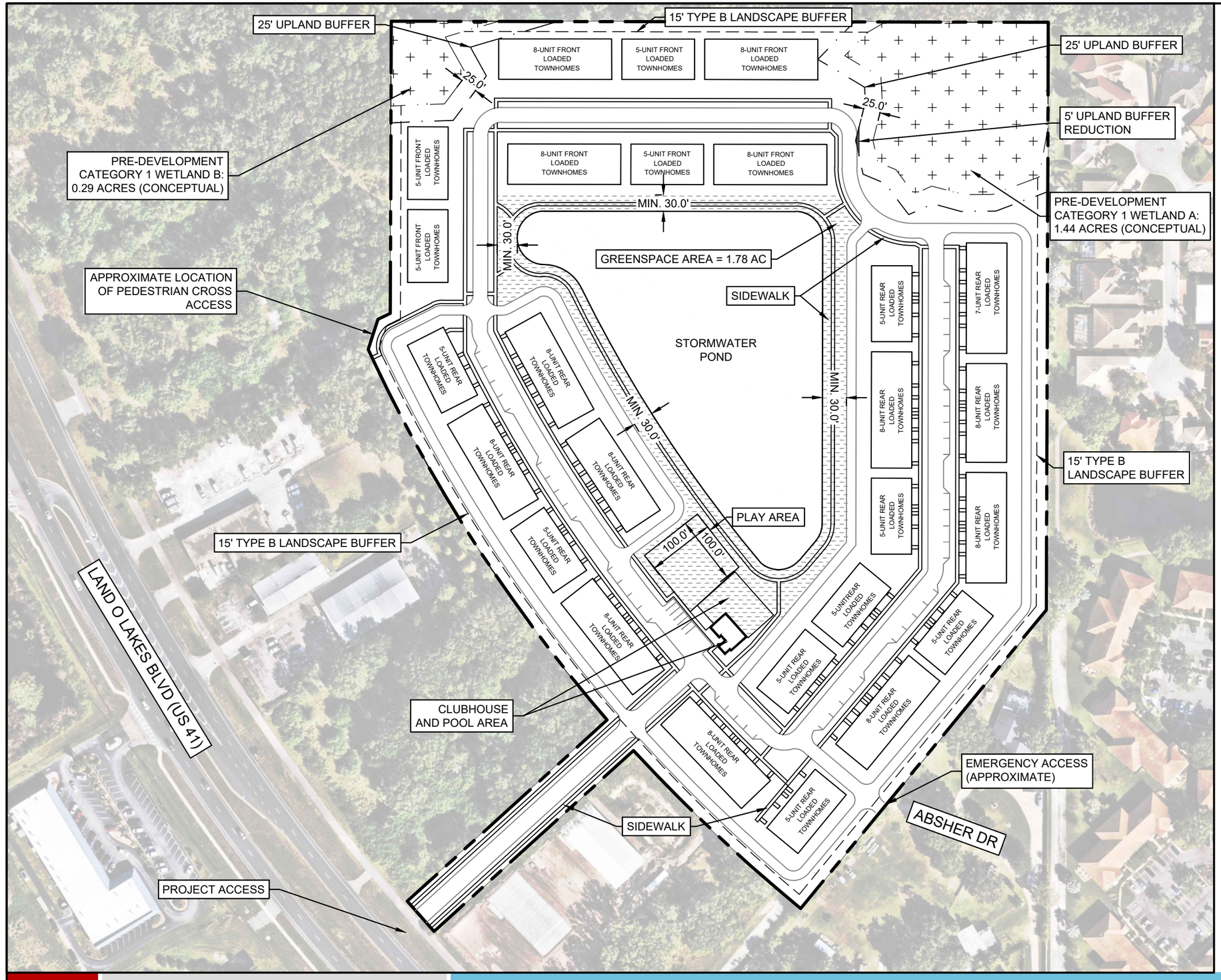


NORTH

GRAPHIC SCALE IN FEET
0 75 150 300

LEGEND

- PROPERTY LINE
- LANDSCAPE BUFFER
- PRE-DEVELOPMENT WETLANDS (CONCEPTUAL)
- APPROXIMATE GREENSPACE AREA

GENERAL NOTES

1. MODIFICATION TO THE LOCATION(S) OF SITE INFRASTRUCTURE TO COMPLY WITH PERMITTING REQUIREMENTS SHALL NOT BE CONSIDERED A SUBSTANTIAL MODIFICATION TO THE US-41 TOWN HOMES MPUD BINDING CONCEPT PLAN.

2. INCREASES IN LOT SIZES AND/OR DECREASES IN THE NUMBER OF LOTS SHALL BE DEEMED TO BE IN SUBSTANTIAL CONFORMANCE WITH THIS BINDING CONCEPT PLAN.

US-41 TOWN HOMES

PASCO COUNTY, FLORIDA

BINDING MPUD CONCEPT PLAN

05/15/2025 - CONTACT MATTHEW FEMAL, P.E. (813) 635-5526

Kimley»Horn

RangeWater US 41 Townhomes

Project № 25941.02.04
April, 2026

Timing and Phasing Analysis

Pasco County
Florida

Prepared for:

RangeWater Real Estate, LLC

Prepared by:

988 Woodcock Road, Suite 200
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

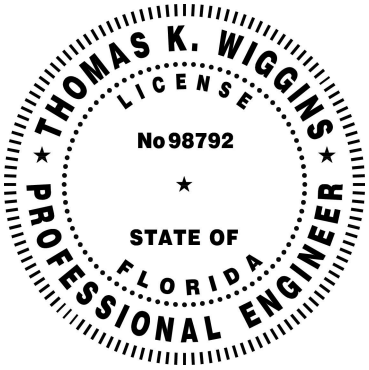
PROJECT: RangeWater US 41 Townhomes

LOCATION: Pasco County, Florida

CLIENT: RangeWater Real Estate, LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

Digitally signed by Thomas K Wiggins
Date: 2026.04.10 14:02:54 -04'00'



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
988 WOODCOCK ROAD, SUITE 200
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CERTIFICATE OF AUTHORIZATION CA-30024

THOMAS WIGGINS, P.E. № 98792

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Appendix B Trip Generation Information
Appendix C Transportation Improvements
Appendix D Trends Analysis Worksheets
Appendix E Turning Movement Counts, Signal Timing Sheets & Seasonal Factor Report
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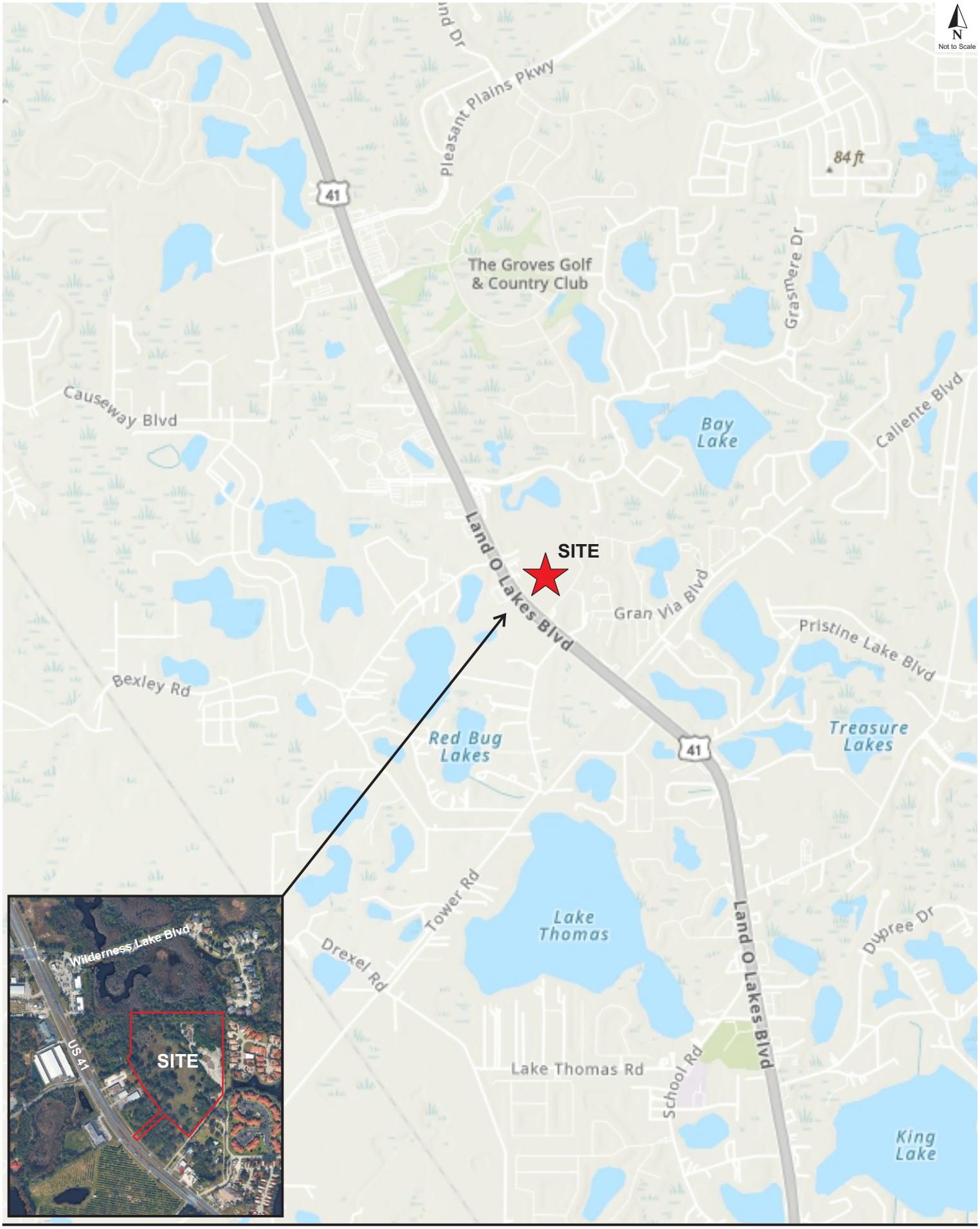
1.0 INTRODUCTION

This analysis was prepared in support of the RangeWater US 41 Townhomes development. The project is a residential use development that includes 171 Townhomes. The project's anticipated buildout date is 2031.

The site is located south of Wilderness Lake Boulevard and east of US 41, in Pasco County, Florida. **Figure 1** depicts the site location and the surrounding transportation network. A site plan depicting the site layout, land uses, and access points is included in **Appendix A**.

Access to the site is proposed to be served via one (1) right-in-right-out access driveway on US 41. In addition, an emergency only access driveway will be available on Ashber Drive, southeast on the property.

Information used in this analysis includes data collected by Traffic & Mobility Consultants, information provided by the project team, and/or other data and information obtained from Pasco County, the Institute of Transportation Engineers (ITE), and the Florida Department of Transportation (FDOT).


Not to Scale
Pleasant Plains Pkwy
41
84 ft
The Groves Golf & Country Club
Grasmere Dr
Causeway Blvd
Bay Lake
Caliente Blvd
Land O Lakes Blvd
SITE
Gran Via Blvd
Pristine Lake Blvd
Bexley Rd
Red Bug Lakes
Treasure Lakes
41
Tower Rd
Lake Thomas
Drexel Rd
Dupree Dr
Land O Lakes Blvd
Lake Thomas Rd
School Rd
King Lake
Wilderness Lake Blvd
US 41
SITE

2.0 PROJECT TRAFFIC

2.1 Trip Generation

The trips generated by the proposed development were projected using data published in the ITE *Trip Generation Manual, 12th Edition*. Trip generation rates and/or equations published for the land use were applied to the proposed development program to determine the total trips generated by the project

The trip generation calculations are summarized in **Table 1** and detailed information is included in **Appendix B.**

Table 1
Trip Generation Summary

ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
215	Townhomes	171 DU	6.55	1,120	0.50	86	21	65	0.52	90	51	39

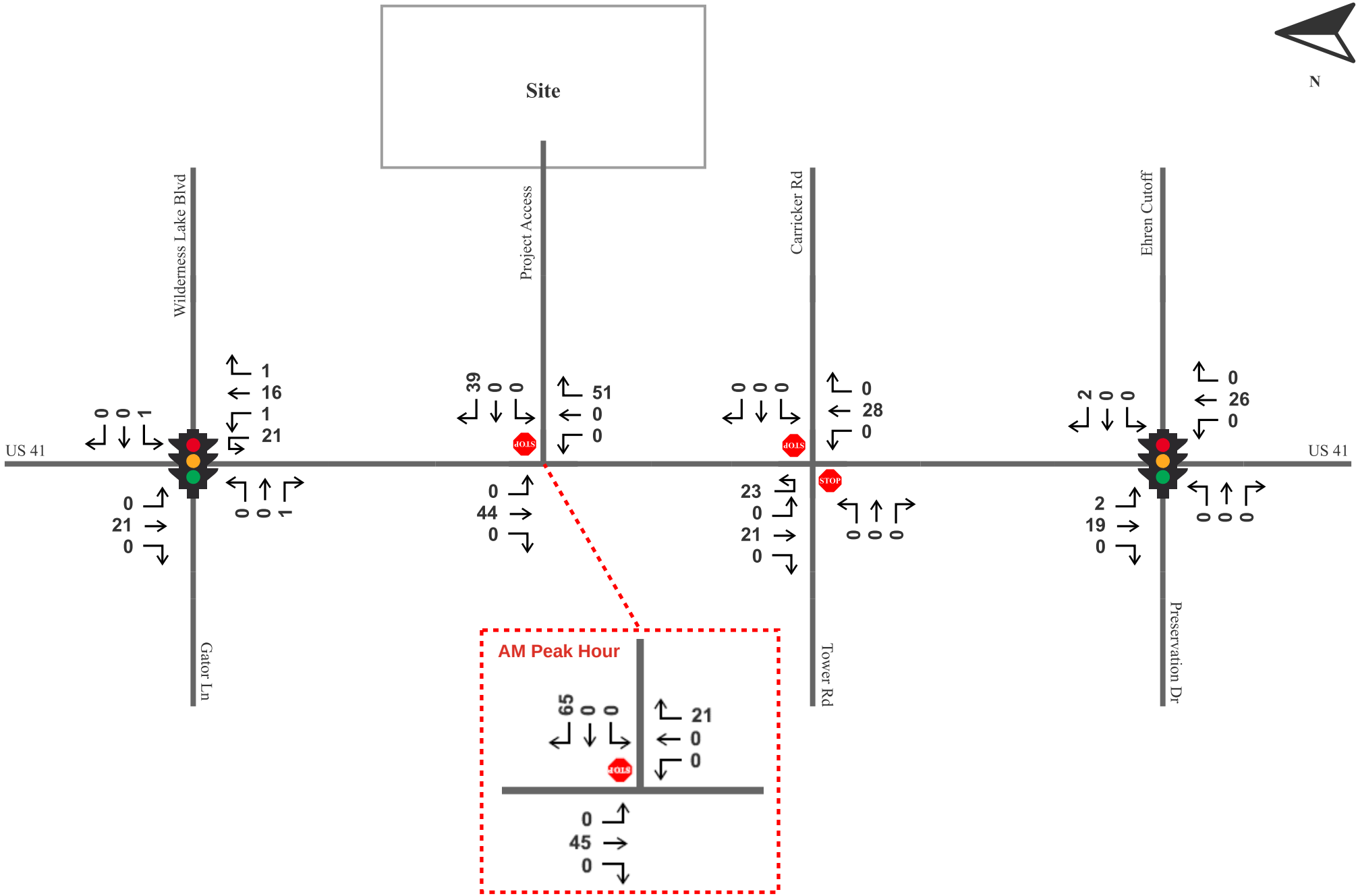
ITE Trip Generation Manual 12th Edition

2.2 Trip Distribution

The distribution of the project traffic was estimated based on the development patterns and existing traffic in the vicinity of the project, which is as follows:

- 40% to and from the north (via US 41)
- 50% to and from the south (via US 41)
- 7.5% to and from the east (via Wilderness Lake Boulevard and Ehren Cutoff)
- 2.5% to and from the west (via Gator Lane)

The assignments of the PM peak hour project trips are illustrated in **Figure 2**. An inset within the figure shows the associated AM peak hour project traffic at the access driveway.


Site
N
Wilderness Lake Blvd
Project Access
Carricker Rd
Ehren Cutoff
US 41
US 41
Gator Ln
Tower Rd
Preservation Dr
STOP
AM Peak Hour
0 0 1
1 16 1 21
0 21 0
0 0 1
39 0 0
51 0 0
0 44 0
0 0 0
0 28 0
23 0 21 0
0 0 0
2 0 0
0 26 0
2 19 0
0 0 0
65 0 0
21 0 0
0 45 0

3.0 STUDY AREA

In accordance with the approved methodology statement for the project, the study area includes the following roadway and intersections listed below.

Roadway Segment:

- US 41 from Wilderness Lake Boulevard to Ehren Cutoff

Intersections:

- US 41 and Wilderness Lake Boulevard (Signalized)
- US 41 and Carricker Road (Two-Way Stop Control)
- US 41 and Ehren Cutoff (Signalized)
- US 41 and Project Access (Right-In-Right-Out)

4.0 TRANSPORTATION IMPROVEMENTS

Transportation improvement programs published by Pasco County and the FDOT Work Program were reviewed to identify any planned or programmed transportation improvements that may influence the project's study area. A study for the Bud Bexley Parkway extension was completed in Summer 2025; however, according to the *Transportation Improvement Program (TIP) 2025–2029* from the Pasco County *Metropolitan Planning Organization (MPO)*, the project is not currently listed for funding. Therefore, it was not included in the analysis. Supporting information is provided in **Appendix C**.

5.0 TRAFFIC PROJECTIONS

5.1 Projected Roadway Volumes

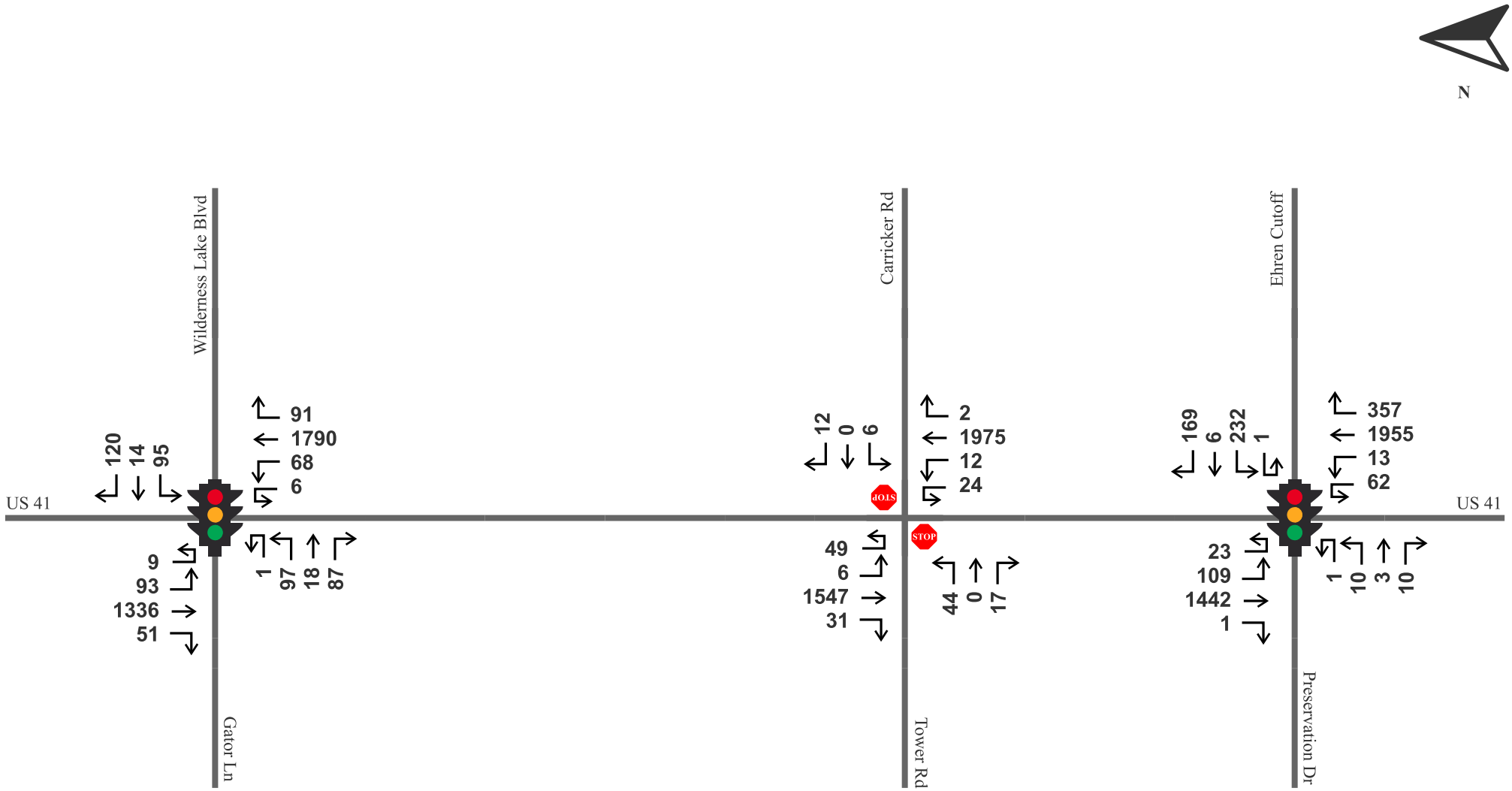
Existing roadway segment information was obtained through collected turning movement counts at the study intersections. Projected background traffic in the buildout year 2031 was calculated using historical traffic data and applied through FDOT's Trends Analysis Tool. The calculated segment-specific growth rates were compared to a minimum annual growth rate of 2 percent, and the higher of the two values was applied. Supporting growth rate calculations are provided in **Appendix D**.

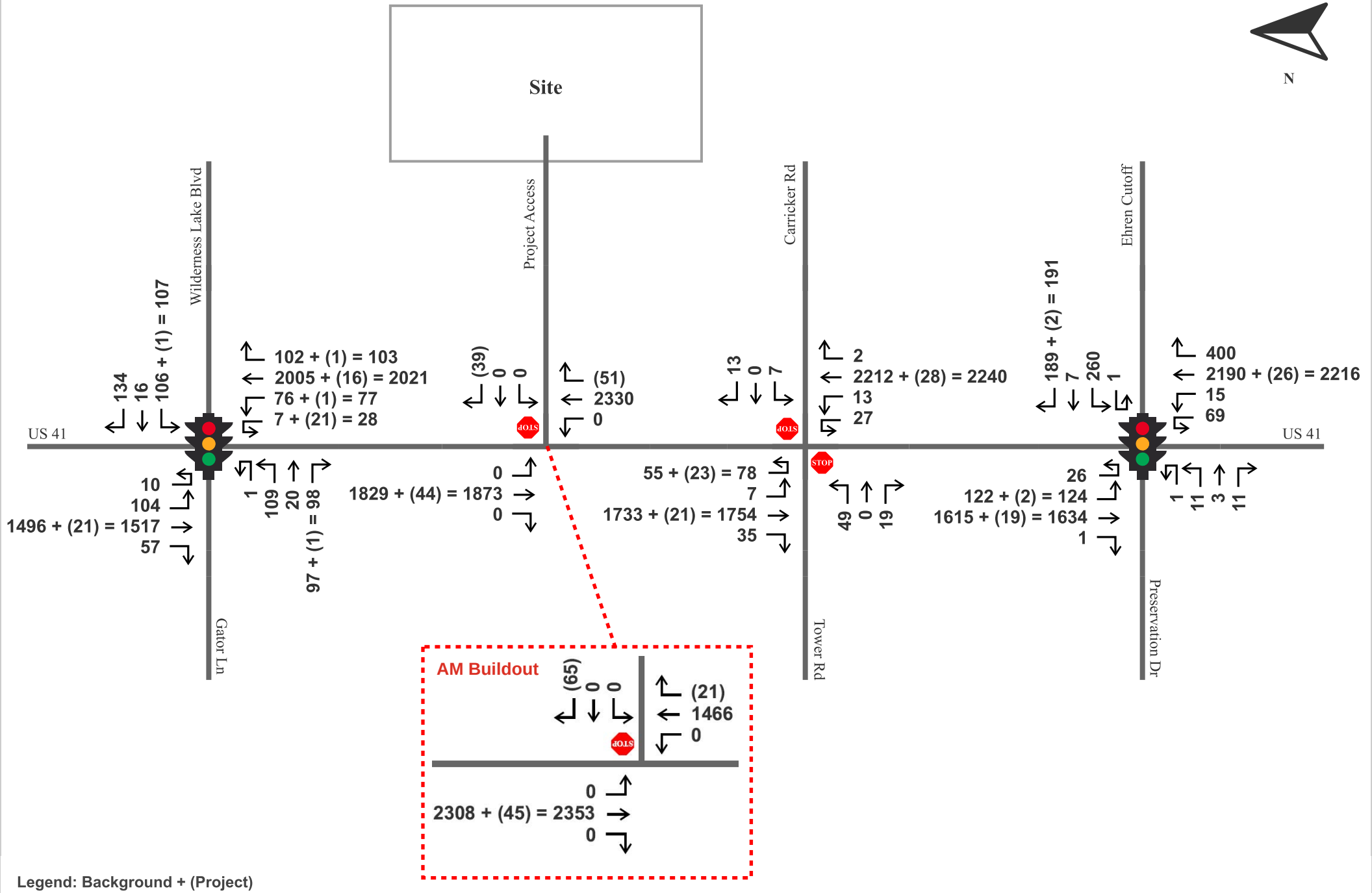
5.2 Projected Intersection Volumes

Raw turning movement counts for the PM peak hour were obtained at the study intersections on November 18, 2025. Raw counts were used to derive through movement vehicle volumes at the proposed project driveway. The counts were reviewed using seasonal factors from *FDOT Traffic Online*, and no seasonal adjustment was applied (seasonal factor = 1.0). The resulting PM peak hour volumes are summarized in **Figure 3**.

Signal timing sheets at the existing study intersections were also collected. The raw turning movement counts, existing signal timing sheets and seasonal factor information are provided in **Appendix E**.

Projected background intersection volumes in the buildout year 2031 were calculated by applying the corresponding growth rates on the adjacent roadway segments to the existing turning movement volumes at the study intersections. The total projected intersection volumes include background traffic and project trips, which are calculated based on the project's trip generation and assignment at each intersection. Detailed intersection volume calculations are provided in **Appendix F** and the resulting buildout volumes (background plus project traffic) are illustrated in **Figure 4**.


N
US 41
US 41
Wilderness Lake Blvd
Gator Ln
Carricker Rd
Tower Rd
Ehren Cutoff
Preservation Dr
120
14
95
9
93
1336
51
91
1790
68
6
1
97
18
87
12
0
6
49
6
1547
31
2
1975
12
24
44
0
17
169
6
232
1
23
109
1442
1
357
1955
13
62
1
10
3
10
STOP
STOP



Legend: Background + (Project)

6.0 CAPACITY ANALYSIS

6.1 Projected Roadway Capacity

The total projected volumes on the roadway segments include background traffic and project trips, which are calculated based on the project's trip generation and distribution pattern. The total projected traffic volumes by roadway segment are presented in **Table 2**.

Table 2
PM Peak Hour Capacity Analysis

Roadway	From	To	Dir	V/C Standard	Lanes	Peak Hour Capacity (1)	2031 Background Traffic (2)	V/C	2031 Buildout Traffic (2)	V/C
US 41	Wilderness Lake Blvd	Project Access	NB	1.0	4 LD	1,805	2,330	1.29	2,381	1.32
			SB	1.0		1,805	1,829	1.01	1,873	1.04
US 41	Project Access	Ehren Cutoff	NB	1.0	4 LD	1,805	2,416	1.34	2,444	1.35
			SB	1.0		1,805	1,856	1.03	1,909	1.06

(1) Source: FDOT 2023 Generalized Service Volumes
(2) See Figure 4 of this report

As shown in Table 2, segments of US 41 are projected to exceed a V/C ratio of 1.0. As a result, a detailed arterial analysis was conducted for the study segments based on Synchro's Arterial Analysis. **Table 2A** summarizes the analysis results

Table 2A
PM Peak Hour Link Analysis

Roadway	From	To	Dir	LOS Std (V/C)	Lanes	2031 Background Traffic LOS (1)	2031 Buildout Traffic LOS (1)
US 41	Wilderness Lake Blvd	Ehren Cutoff	NB	1.0	4 LD	B	B
			SB	1.0		B	B

(1) Based on Synchro Arterial Analysis, LOS E is approximately equivalent to V/C = 1.0.

Based on the results, all segments are projected to operate at an adequate LOS at project buildout. Supporting information is provided in **Appendix G**.

6.2 Projected Intersection Capacity

The study intersections were analyzed in accordance with the methods of the Highway Capacity Manual (HCM) as applied in the Synchro analytical tool for the PM peak hour. The analysis results for background and buildout conditions are summarized in **Table 3**. Additionally, the project driveway was analyzed for both the AM and PM peak hours. The results indicate the following:

- **US 41 and Carricker Road:** The eastbound left-turn movement is projected to operate above the allowable v/c ratio; however, the project does not contribute traffic to this movement. Additionally, Pasco County has conducted a route study evaluating the extension of Bud Bexley Parkway from Sunlake Boulevard to US 41. Based on the findings of the route study (provided in Appendix C), the proposed alignment alternatives are anticipated to improve traffic patterns for this movement.
- **US 41 and Ehren Cutoff:** The intersection is projected to operate above the allowable v/c ratio for the westbound and northbound approaches under background conditions. Signal timing adjustments were applied to the background condition using a split side street configuration allowing the eastbound and westbound approaches to operate individually. With the adjusted signal timings the intersection is projected to operate within the allowable v/c criteria and is expected to continue to do so under buildout conditions.

Applicable HCM worksheets and future signal timings are provided in **Appendix H**.

Table 3
Intersection Analysis

Int #	Major	Minor	Control		App	Mvmt	Background		Background Mitigated		Buildout	
							v/c	delay	v/c	delay	v/c	delay
1	US 41	Wilderness Lakes Blvd	Signal	PM	EB	Left	0.71	105.9	(x)	(x)	0.73	102.6
						Thru	0.12	100.1	(x)	(x)	0.10	94.6
						Right	0.48	105.6	(x)	(x)	0.55	102.4
					WB	Left	0.51	99.1	(x)	(x)	0.45	92.8
						Thru	0.88	131.8	(x)	(x)	0.92	143.0
						Right	0.88	131.8	(x)	(x)	0.92	143.0
					NB	Left	0.74	123.6	(x)	(x)	0.78	122.7
						Thru	0.93	45.9	(x)	(x)	0.97	57.1
						Right	--	--	(x)	(x)	--	--
					SB	Left	0.89	141.1	(x)	(x)	0.89	141.1
						Thru	0.65	23.0	(x)	(x)	0.69	28.2
						Right	--	--	(x)	(x)	--	--
2	US 41	Carricker Road	TWSC	PM	EB	L/T/R	1.62	>300	(x)	(x)	2.30	>300
					WB	L/T/R	*	*	(x)	(x)	*	*
					NB	Left	0.14	19.0	(x)	(x)	0.15	19.3
						Thru	--	--	(x)	(x)	--	--
						Right	--	--	(x)	(x)	--	--
					SB	Left	0.32	30.7	(x)	(x)	0.45	37.2
						Thru	--	--	(x)	(x)	--	--
						Right	--	--	(x)	(x)	--	--
3	US 41	Ehren Cutoff	Signal	PM	EB	Left	0.31	60.7	0.19	65.6	0.19	65.6
						Thru	0.31	60.7	0.19	65.6	0.19	65.6
						Right	0.02	35.3	0.13	65.1	0.13	65.1
					WB	Left	6.00	>300	0.96	101.4	0.96	101.7
						Thru	6.00	>300	0.96	101.4	0.96	101.7
						Right	0.27	38.9	0.56	56.7	0.57	57.0
					NB	Left	0.43	26.3	0.37	18.5	0.38	18.7
						Thru	1.07	85.9	0.94	41.8	0.95	43.2
						Right	1.11	106.7	0.97	55.4	0.98	58.1
					SB	Left	0.87	70.1	0.93	92.0	0.95	98.8
						Thru	0.65	30.4	0.59	22.4	0.60	22.6
						Right	0.65	31.1	0.59	22.8	0.60	23.0
4	US 41	Project Access	TWSC	AM	WB	Right	(x)	(x)	(x)	(x)	0.22	19.2
					NB	Thru	(x)	(x)	(x)	(x)	--	--
						Right	(x)	(x)	(x)	(x)	--	--
					SB	Thru	(x)	(x)	(x)	(x)	--	--
						Right	(x)	(x)	(x)	(x)	--	--
				PM	WB	Right	(x)	(x)	(x)	(x)	0.28	37.2
					NB	Thru	(x)	(x)	(x)	(x)	--	--
						Right	(x)	(x)	(x)	(x)	--	--
					SB	Thru	(x)	(x)	(x)	(x)	--	--
						Right	(x)	(x)	(x)	(x)	--	--

(x) Not evaulated

-- Free flow conditions

**Not displayed by Synchro's HCM 7th TWSC analysis*

7.0 ACCESS MANAGEMENT

The recommendations included in this report are based on a review of the site and the proposed site plan. The methodology utilized to determine the need for a right turn lane was based on Section 901.3 of Pasco County Land Development Code. The following paragraph provides a summary of the evaluation for the project access. Additional information is provided in **Appendix I**.

US 41 and Project Access

This driveway is proposed to have a right-in-right-out access to US 41, a 55 mile per hour (mph) posted speed limit roadway. Based on projected traffic volumes, a northbound right-turn lane is warranted. Therefore, according to FDOT Design Manual Exhibit 212-1, and Section 901.3 of Pasco County Land Development Code, a 405-foot northbound right-turn lane is recommended.

8.0 STUDY CONCLUSIONS

This analysis was prepared in support of the RangeWater US 41 Townhomes development. The project is a residential use development that includes 171 Townhomes with an anticipated buildout date of 2031.

The analysis includes a determination of trip generation, roadway and intersection capacities, operations and turn lane requirements at the proposed access driveways. The results of the traffic analysis are summarized as follows:

Summary of Findings

- The proposed development is projected to generate 1,120 daily trips, of which 86 trips occur during the AM peak hour, and 90 trips occur during the PM peak hour.
- A review of roadway capacity reveals the proposed development is not projected to adversely impact the segment of Wilderness Lake Boulevard to Ehren Cutoff based on Synchro's Arterial Analysis.
- A review of the study intersection capacities reveal the following:
    - US 41 and Carricker Road**:** The eastbound left movement exceeds the allowable v/c ratio under background conditions, with no contribution from the project. Anticipated improvements to the Bud Bexley Parkway corridor are expected to improve traffic patterns for this movement.
    - US 41 and Ehren Cutoff: The intersection exceeds allowable thresholds under background conditions; however, with signal timing adjustments and a split side street configuration, it is projected to operate within acceptable limits under both background and buildout conditions.
- Turn lane analysis indicates that at project access along US 41, a 405-foot northbound right-turn lane is warranted based on projected volumes.

APPENDICES

Appendix A
Site Plan

PROJECT DATA TABLE	
PARCEL ID	02-26-18-0050-00000-0130 (PORTION) 02-26-18-0050-00000-0060 (PORTION)
PROJECT SITE AREA	23.12 ACRES +/-
DEVELOPABLE AREA	21.40 ACRES +/-
PRE-DEVELOPMENT WETLAND AREA (CONCEPTUAL)	1.72 ACRES +/-
ACCESS EASEMENT AREA	0.55 ACRES +/-
TOTAL MPUD AREA	23.67 ACRES +/-
EXISTING LAND USE	VACANT
EXISTING ZONING	MPUD-99.76, AR-0.24
ZONING	MPUD
EXISTING FLU	RES-3, RES-9

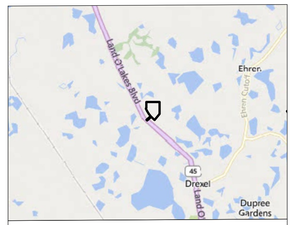
LAND USE TABLE	
RESIDENTIAL SINGLE FAMILY ATTACHED	
TOTAL UNITS	171
REAR LOADED	MIN. 65% OF UNITS
FRONT LOADED	MAX 35% OF UNITS
AMENITY / GREENSPACE AREA	1 ACRE FOR 26 UNITS TO 100 UNITS + 0.01 ACRE PER UNIT OVER 100
LOT WIDTH	MINIMUM: 18.00'
LOT DEPTH	MINIMUM: 75.00'

NORTH

GRAPHIC SCALE IN FEET
0 75 150 300

LEGEND

- MPUD PROPERTY LINE
- EXISTING PARCEL LINES
- LANDSCAPE BUFFER
- VEHICLE ACCESS
- EMERGENCY ACCESS (APPROXIMATE LOCATION)
- PEDESTRIAN CROSS ACCESS (APPROXIMATE LOCATION)
- EXISTING WETLAND



VICINITY MAP (N.T.S.)

SECTION 02, TOWNSHIP 26S, RANGE 18E,
PASCO COUNTY, FLORIDA

DESCRIPTION: (derived from title commitment)

A parcel of land lying within Section 2, Township 26 South, range 18 East, Pasco County, Florida, being more particularly described as follows:

For a POINT OF BEGINNING commence at the Northeast corner of said section 2, also being the Northeast corner of said LOT 13 of drexel subdivision as recorded in plat book 3, page 157, of the public records of Pasco county, Florida; thence N.89°54'38"W. along the North boundary of the Northeast 1/4 of said section 2, a distance of 975.69 feet; thence S.00°11'36"W., a distance of 434.00 feet; thence S.64°32'08"W., a distance of 20.17 feet; thence S.18°12'31"W., a distance of 47.00 feet to the Southwesterly boundary line of LOT 13; thence along said Southwesterly boundary line, S.25°12'46"E., a distance of 21.44 feet to a non-tangent point of curvature; thence Southeasterly 635.97 feet along the arc of a curve to the left, said curve having a radius of 2,344.93 feet, a central angle of 15°32'22", and a chord bearing and distance of S.33°01'18"E., 634.03 feet; thence along a line non-tangent to said curve, S.47°43'59"W., a distance of 400.38 feet to the Easterly right-of-way of state road no. 41, to a non-tangent point of curvature; thence Southeasterly 60.01 feet along the arc of a curve to the left, said curve having a radius of 2,744.93 feet, a central angle of 01°15'09", and a chord bearing and distance of S.41°37'52"E., 60.00 feet; thence along a line non-tangent to said curve, N.47°43'59"E., a distance of 400.28 feet, to the Southwesterly boundary line of LOT 13, to a non-tangent point of curvature; thence Southeasterly 341.84 feet along the arc of a curve to the left, said curve having a radius of 2,344.93 feet, a central angle of 08°21'09", and a chord bearing and distance of S.46°37'40"E., 341.53 feet to the most Southerly corner of said LOT 13; thence along a line non-tangent to said curve and along the most Southerly line of said LOT 13, N.39°24'37"E., a distance of 573.86 feet, to the East boundary of the Northeast 1/4 of said section 2 also being the East boundary line of said LOT 13; thence N.00°11'36"E., a distance of 872.80 feet to the POINT OF BEGINNING.

Containing 23.67 acres, more or less.

PARCEL INFORMATION

A. ID: 35-25-18-0040-00200-0010
ZONING: MPUD-100
FLU: RES-3-100

B. ID: 35-25-18-0040-00000-0P10
ZONING: MPUD-100
FLU: RES-3-100

C. ID: 35-25-18-0040-00000-00K0
ZONING: MPUD-100
FLU: RES-3-99.98, RES-9-0.02

D. ID: 35-25-18-0040-00000-0L90
ZONING: MPUD-100
FLU: RES-3-98.61, RES-9-1.39

E. ID: 36-25-18-0010-00C00-0100
ZONING: MPUD-100
FLU: RES-3-100

F. ID: 01-26-18-0040-00300-0280
ZONING: MPUD-100
FLU: RES-9-98.83, RES-3-1.17

G. ID: 01-26-18-0040-00300-0270
ZONING: MPUD-100
FLU: RES-9-100

H. ID: 01-26-18-0040-00300-0260
ZONING: MPUD-100
FLU: RES-9-100

I. ID: 01-26-18-0040-00300-0250
ZONING: MPUD-100
FLU: RES-9-100

J. ID: 01-26-18-0040-00300-0240
ZONING: MPUD-100
FLU: RES-9-100

K. ID: 01-26-18-0040-00300-0230
ZONING: MPUD-100
FLU: RES-9-100

L. ID: 01-26-18-0040-00300-0220
ZONING: MPUD-100
FLU: RES-9-100

M. ID: 01-26-18-0040-00300-0210
ZONING: MPUD-100
FLU: RES-9-100

N. ID: 01-26-18-0040-00000-00N0
ZONING: MPUD-100
FLU: RES-9-100

O. ID: 02-26-18-0050-00000-0033
ZONING: AR-94.73, MPUD-5.27
FLU: RES-3-94.73, RES-9-5.27P.

P. ID: 02-26-18-0050-00000-0034
ZONING: AR-96.77, C2-3.23
FLU: RES-3-100

Q. ID: 02-26-18-0050-00000-0031
ZONING: AR-65.4, C2-34.6
FLU: RES-3-100

R. ID: 02-26-18-0050-00000-0024
ZONING: C2-100
FLU: RES-3-100

S. ID: 02-26-18-0050-00000-0023
ZONING: C2-100
FLU: RES-3-98.24, ROR-1.76

T. ID: 02-26-18-0050-00000-0040
ZONING: C3-94.44, MPUD-3.04, C2-2.45, AR-0.08
FLU: RES-3-96.96, RES-9-3.04

U. ID: 02-26-18-0050-00000-0050
ZONING: C3-96.97, MPUD-3.03
FLU: RES-3-96.97, RES-9-3.03

V. ID: 02-26-18-0050-00000-0060
ZONING: C2-96.56, MPUD-2.62, C3-0.82
FLU: RES-3-97.38, RES-9-2.62

W. ID: 02-26-18-0050-00000-0082
ZONING: C2-100
FLU: RES-3-100

X. ID: 02-26-18-0050-00000-0080
ZONING: C2-96.8, MPUD-3.2
FLU: RES-3-96.8, RES-9-3.2

Y. ID: 02-26-18-0050-00000-0081
ZONING: C2-100
FLU: RES-3-100

Z. ID: 02-26-18-0050-00000-0090
ZONING: C2-97.37, MPUD-2.08, RMH-0.56
FLU: RES-3-97.92, RES-9-2.08

AA. ID: 02-26-18-0050-00000-0100
ZONING: RMH-98.38, MPUD-1.4, C2-0.22
FLU: RES-3-98.5, RES-9-1

AB. ID: 02-26-18-0050-00000-0110
ZONING: RMH-63.4, C2-36.6
FLU: RES-3-98.96, RES-9-1.04

AC. ID: 02-26-18-0050-00000-0120
ZONING: C1-100
FLU: COM-100

AD. ID: 02-26-18-0020-01400-0030
ZONING: C2-100
FLU: COM-100

AE. ID: 02-26-18-0020-01400-0050
ZONING: C2-100
FLU: COM-100

AF. ID: 02-26-18-0020-01400-0060
ZONING: C2-100
FLU: COM-100

AG. ID: 02-26-18-0020-01400-113A
ZONING: C2-65.9, AR1-14.1
FLU: RES-3-100

AH. ID: 02-26-18-0020-01400-113B
ZONING: AR1-76.28, C2-23.72
FLU: RES-3-100

AI. ID: 02-26-18-0020-01400-0020
ZONING: AR1-63.13, C2-36.87
FLU: RES-3-100

AJ. ID: 02-26-18-0020-01400-0010
ZONING: AR1-100
FLU: RES-3-100

AK. ID: 02-26-18-0020-01500-0020
ZONING: C2-99.99
FLU: RES-3-100

AL. ID: 02-26-18-0020-01600-0010
ZONING: AR1-79.19, C2-20.81
FLU: RES-3-94.48, ROR-5.52

GENERAL NOTES

1. THERE ARE NO WELLHEADS OR WELLHEAD AREAS WITHIN THE PROJECT OR WITHIN 1000 FEET OF THE PROPERTY.
2. THERE ARE NO ECOLOGICAL CORRIDORS/CRITICAL LINKAGES WITHIN THE SITE.
3. THERE ARE NO PROPOSED MAJOR FACILITIES, INCLUDING SCHOOL SITES AND FIRE STATION SITES, WITHIN THE PROJECT.
4. PORTIONS OF THE PROPERTY ARE WITHIN FEMA FLOOD ZONES A AND AE AS DEMONSTRATED ON THE FEMA FLOOD ZONE EXHIBIT.
5. TIMING OF DEVELOPMENT: THE TIMING OF DEVELOPMENT FOR ANY PHASE OF THE PROJECT WILL BE ESTABLISHED BY THE DEVELOPER IN RESPONSE TO MARKET CONDITIONS.
6. POTABLE WATER AND SANITARY SEWER TO BE PROVIDED BY PASCO COUNTY UTILITIES. FIRE SERVICE TO BE PROVIDED BY PASCO COUNTY. ELECTRICAL SERVICE TO BE PROVIDED BY DUKE ENERGY.
7. LANDSCAPE BUFFERS SHALL COMPLY WITH THE BINDING MPUD CONCEPT – EXHIBIT 1.
8. UNLESS AN ALTERNATIVE STANDARD IS APPROVED AT TIME OF PRELIMINARY DEVELOPMENT PLAN(PDP), PARKS WITHIN THE DEVELOPMENT WILL COMPLY WITH LDC STANDARDS. PARK LOCATIONS AND SIZES SHALL BE DETERMINED DURING PDP.
9. ALL COMMON AREAS AND FACILITIES SHALL BE MAINTAINED BY A PROPERTY/HOME OWNER'S ASSOCIATION OR COMMUNITY DEVELOPMENT DISTRICT.
10. ALL EXTERNAL ACCESS POINT LOCATIONS, TYPES OF EXTERNAL ACCESS POINTS, AND SPACING OF EXTERNAL ACCESS POINTS SHOWN ON THE MPUD MASTER PLAN ARE APPROVED CONCURRENTLY. ANY MODIFICATIONS TO THE APPROVED ACCESS MANAGEMENT PLAN THAT COMPLY WITH LDC REQUIREMENTS SHALL BE REVIEWED AND APPROVED BY THE COUNTY ADMINISTRATOR OR DESIGNEE. ANY MODIFICATIONS TO THE APPROVED ACCESS MANAGEMENT PLAN THAT VARY FROM THE LDC REQUIREMENTS SHALL REQUIRE THE APPROPRIATE ALTERNATIVE STANDARDS OR VARIANCE REQUEST AND BE REVIEWED AND APPROVED IN ACCORDANCE WITH THE LDC.
11. TRANSPORTATION NETWORK AND ACCESS POINTS: ONE (1) PRIMARY ACCESS POINT TO US HIGHWAY 41.
12. THERE ARE APPROXIMATELY 1.72 ACRES OF CONCEPTUAL CATEGORY 1 WETLANDS WITHIN THE PROJECT BOUNDARY. THE WETLAND LINES SHOWN HAVE NOT BEEN REVIEWED AND/OR APPROVED BY SWFWMD AND ARE THEREFORE SUBJECT TO CHANGE.

PROJECT TEAM

OWNER/APPLICANT:
CA PROPERTIES INC
16332 EMERALD COVE DRIVE
LUTZ, FL 33549

LANDUSE ATTORNEY:
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CIVIL ENGINEER:
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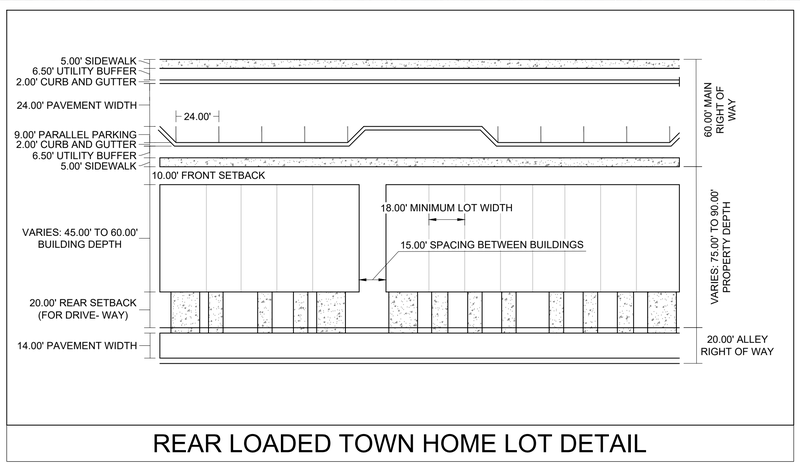
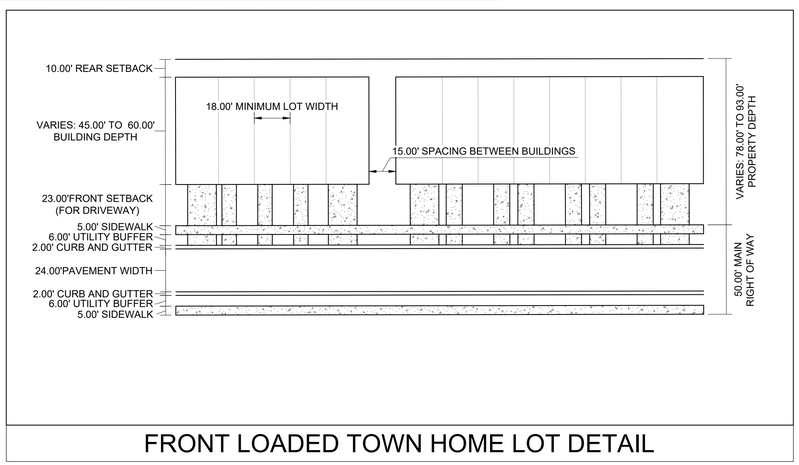
TAMPA, FL 33602
PHONE: (813) 299-1680

TRANSPORATION:
TRAFFIC & MOBILITY CONSULTANTS, LLC
998 WOODCOCK ROAD
ORLANDO, FL 32803
PHONE: (813) 559-9596



REAR LOADED TOWN HOME LOT DETAIL



FRONT LOADED TOWN HOME LOT DETAIL

No.	REVISIONS	DATE

Kimley»Horn

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201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

DESIGN ENGINEER: MATTHEW R. FEMAL, P.E.
FL LICENSE NUMBER 68397

SCALE AS NOTED
DESIGNED BY RWC
DRAWN BY RWC
CHECKED BY MRF

MPUD MASTER PLAN

US41 TOWN HOMES

FLORIDA
PASCO COUNTY

DATE 12/17/2025
PROJECT NO. 248269002
SHEET NUMBER 1 OF 2

FOR PERMITTING PURPOSES ONLY

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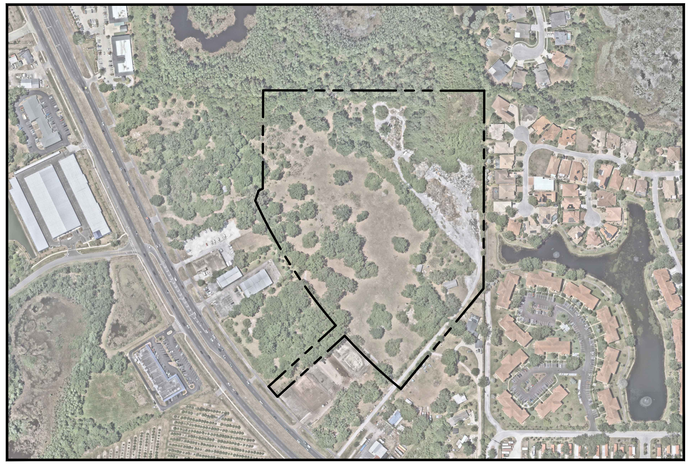
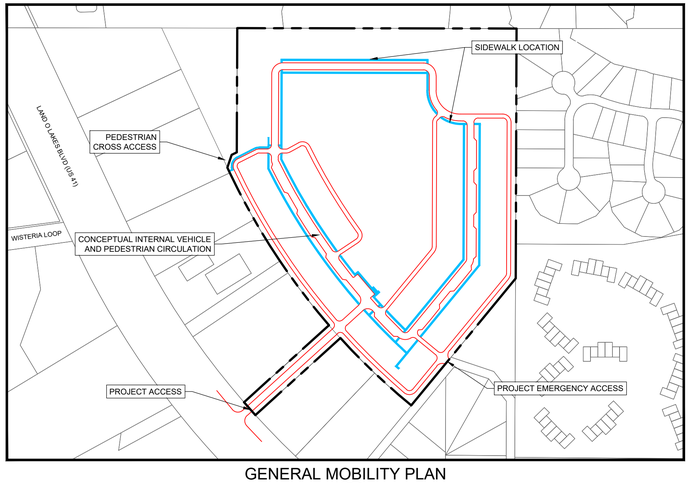


AERIAL SITE EXHIBIT
N.T.S.

SOIL MAP
N.T.S.



GENERAL MOBILITY PLAN
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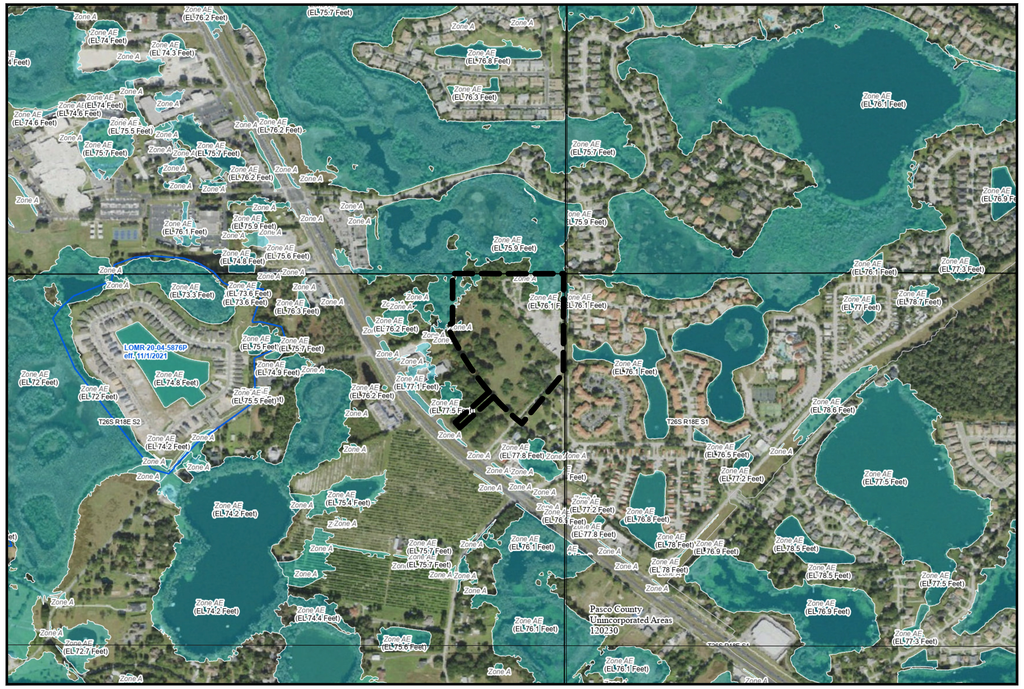

FEMA MAP
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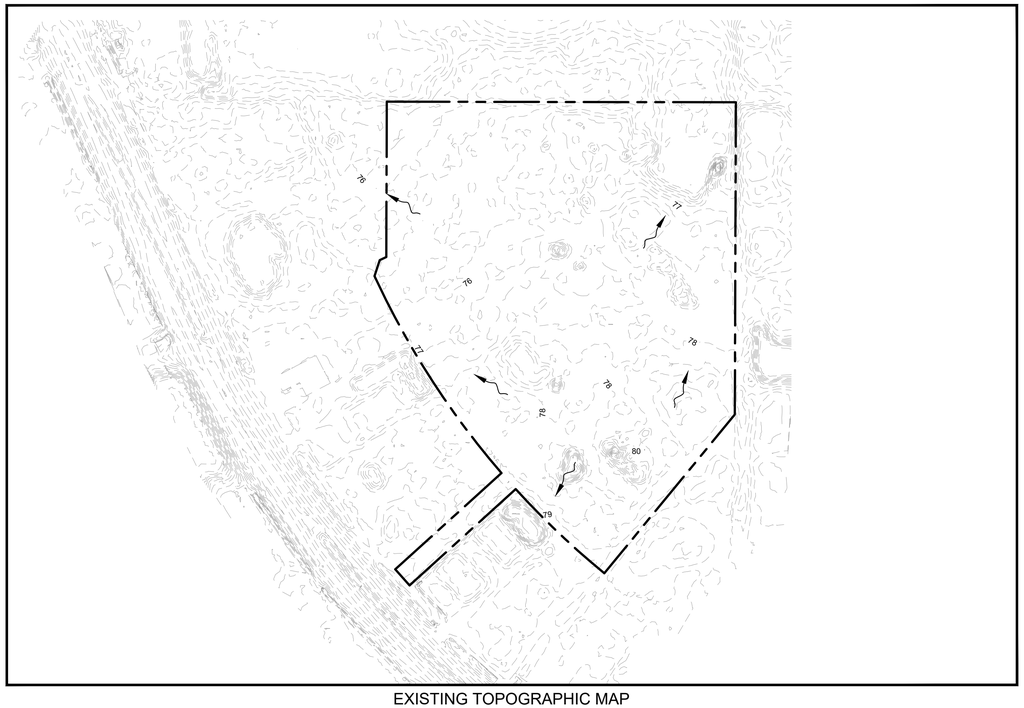

EXISTING TOPOGRAPHIC MAP
N.T.S.

No.	REVISIONS	DATE

Kimley»Horn
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WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

DESIGN ENGINEER: MATTHEW R. FEMAL, P.E.
FL LICENSE NUMBER 68397

SCALE AS NOTED
DESIGNED BY RWC
DRAWN BY RWC
CHECKED BY MRF

MPUD MASTER PLAN

US41 TOWN HOMES

FLORIDA
PASCO COUNTY

DATE 12/17/2025
PROJECT NO. 248269002
SHEET NUMBER 2 OF 2

FOR PERMITTING PURPOSES ONLY

Drawing name: C:\ACC\ACCDocs\Kimley-Horn\Project Files\CADD\Work\References\xTB - 248269002 - EXHIBIT.dwg Model Feb 09, 2025 1:49pm by: RyanW.Clark
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Appendix B
Trip Generation Information

Single-Family Attached Housing
(215)

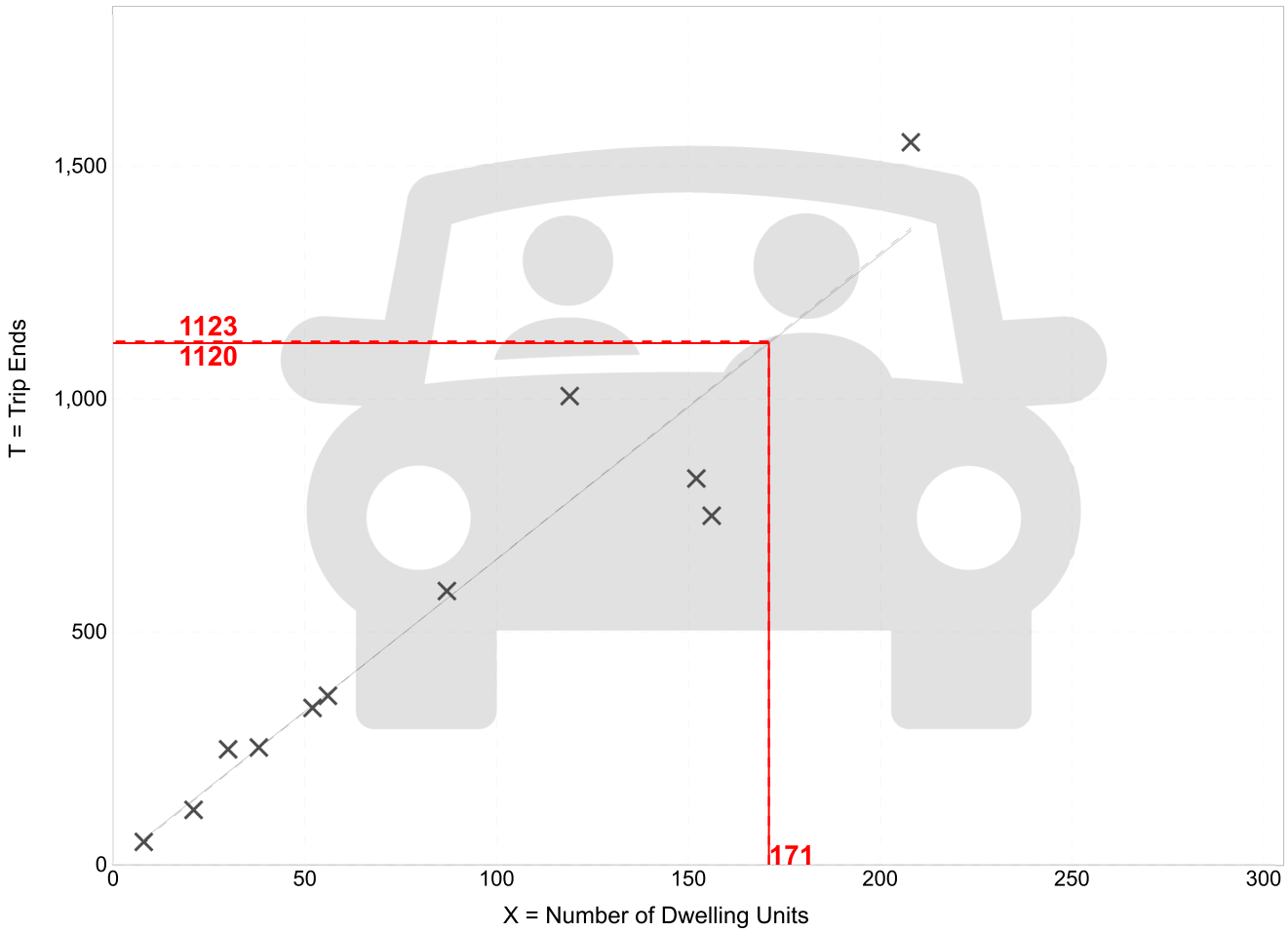
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 84
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.57	4.80 - 8.45	1.28

Data Plot and Equation



Fitted Curve Equation: T = 6.53(X) + 3.25

R^2= 0.91

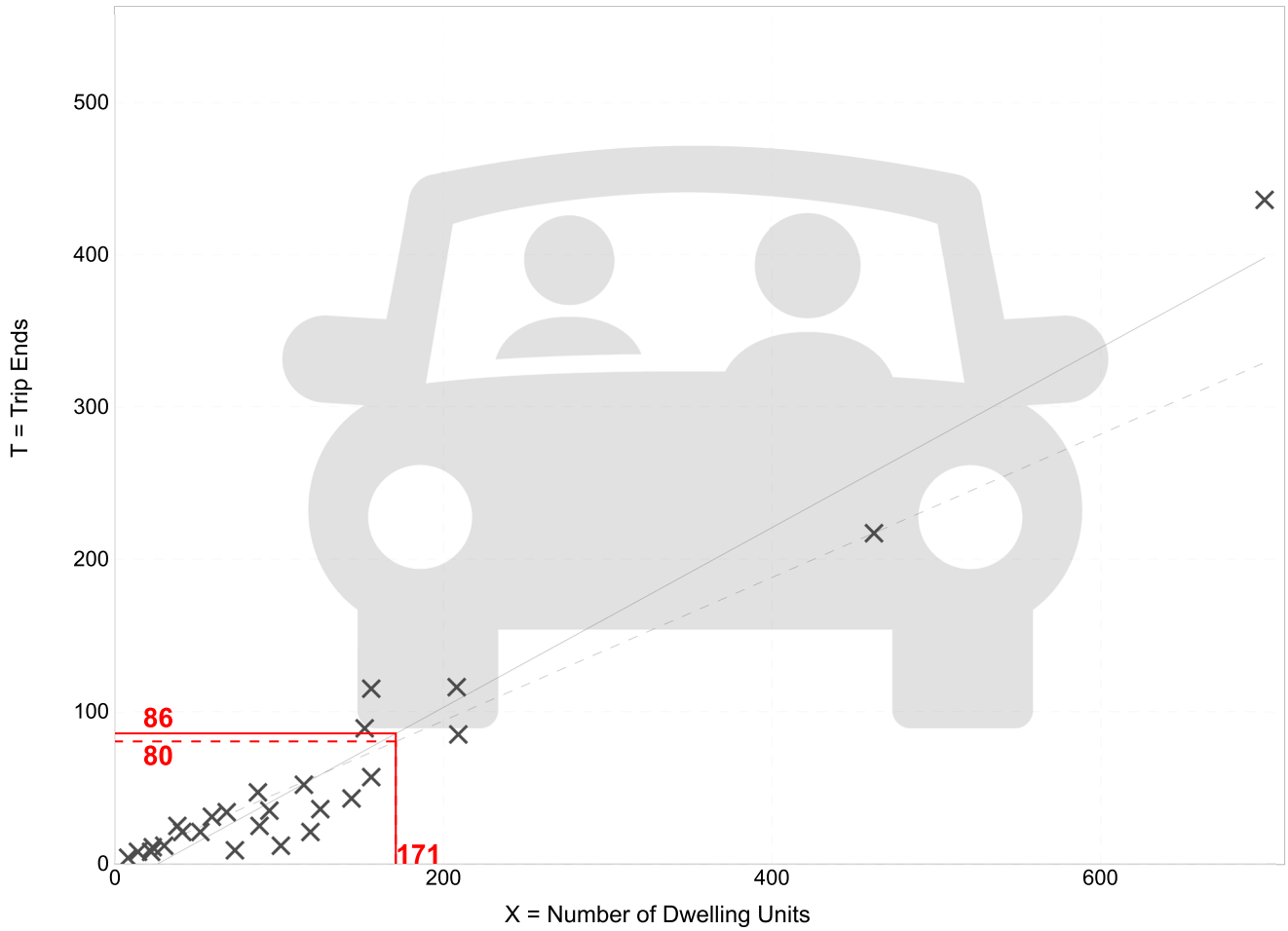
Single-Family Attached Housing
(215)

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:	26
Avg. Num. of Dwelling Units:	129
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) - 15.25

R^2= 0.94

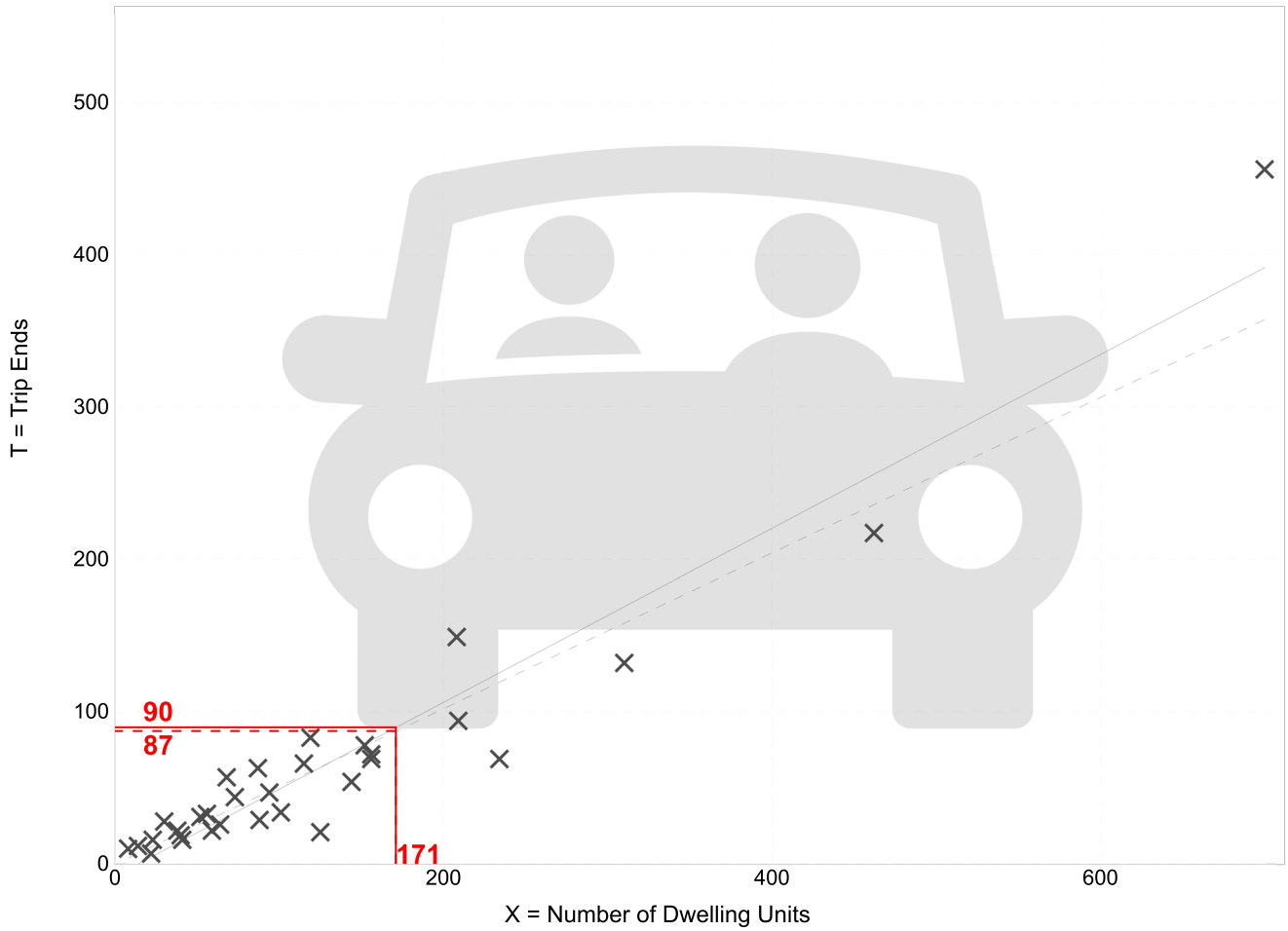
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	31
Avg. Num. of Dwelling Units:	131
Directional Distribution:	57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.57(X) - 7.84

R^2= 0.92

Appendix C
Transportation Improvements

Evaluation Matrix

EVALUATION FACTORS	Route Study Alignment Alternative W.1	Route Study Alignment Alternative W.2	Route Study Alignment Alternative E.1	Route Study Alignment Alternative E.2	Route Study Alignment Alternative E.3	Route Study Alignment Alternative E.4	Route Study Alignment Alternative E.5
Long Range Planning							
Connectivity (to Caliente Blvd)	Yes	Yes	Yes	Yes	Yes	Yes	No
Consistency with local MPO plans	Yes	Yes	Yes	Yes	Yes	Yes	No
Safety							
Safety	Enhanced	Enhanced	Enhanced	Enhanced	Enhanced	Enhanced	Reduced
Environmental Impacts							
Wetlands (acres)	7.78	7.43	2.09	2.72	1.15	1.91	0
Floodplains (acres)	10.48	21.87	2.62	3.17	2.38	2.7	1.05
Contamination Involvement	3 Sites	3 Sites	0 Sites	0 Sites	1 Site	0 Sites	1 Site
Cultural/Historical Resources	0 Sites	0 Sites	0 Sites	0 Sites	2 Sites	0 Sites	0 Sites
Property and Social Impacts							
Number of Parcels Affected	31	39	3	5	11	4	19
Potential Residential Relocations	9	10	0	0	3	1	10
Potential Business Relocations	0	0	1	1	2	0	0
Tampa Bay Water Impacts	None	None	Major	Major	Major	Minor	None
Estimated Costs (costs shown in $ millions)							
Construction Cost	$70.8	$69.4	$37.1	$37.1	$29.7	$31.2	$17.6
Wetland Mitigation Cost	$1.0	$1.6	$0.1	$0.2	$0.04	$0.1	$0.0
Utility Relocation Cost	$7.1	$18.2	$36.0	$2.1	$35.2	$0.7	$0.1
Right-of-Way Cost	$28.7	$31.0	$2.4	$1.5	$5.0	$4.3	$3.7
Total Costs [1, 2]	**$107.6**	**$120.2**	**$75.6**	**$40.9**	**$69.9**	**$36.3**	**$21.4**

1 Alt W.1 & W.2 Total Costs include Estimated Costs of Alternative E. 4

Data subject to change

2 Alt. E.1 - E.5 Total Cost Estimates are from June 2023

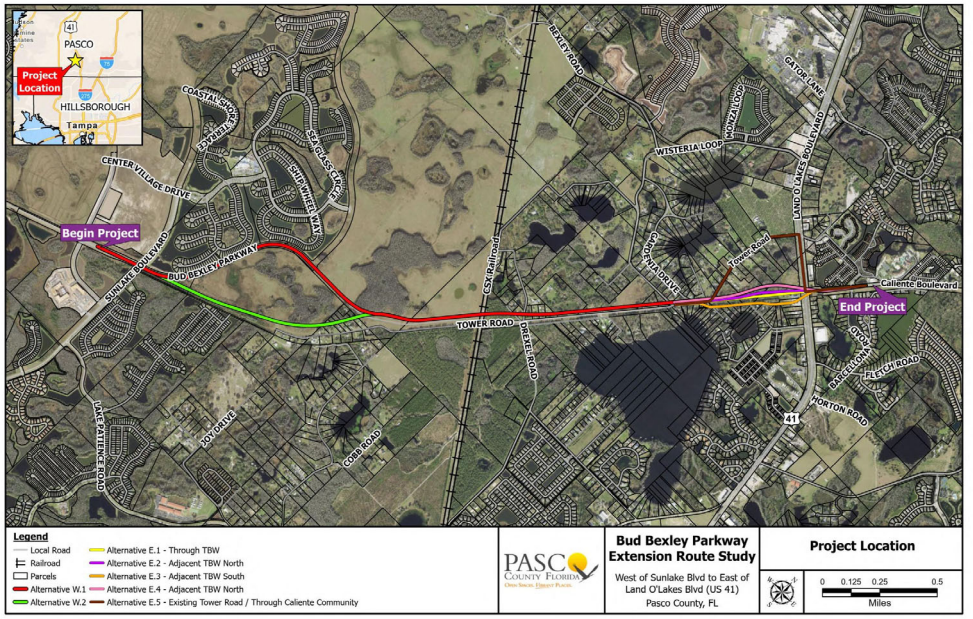
Contact Information

Panos Kontses, PE, CPM

Assistant County Engineer / Project Manager

Transportation Engineering Department / Project Management Division
5418 Sunset Road
New Port Richey, FL 34652
Tel: (727) 834-3604, x1623
pkontses@pascocountyfl.net

BUD BEXLEY PARKWAY EXTENSION ROUTE STUDY FROM SUNLAKE BLVD TO US 41



Pasco County is conducting a Route Study and Pond Siting Analysis Report (RSPSAR) for proposed improvements to extend Bud Bexley Parkway from west of Sunlake Boulevard to east of US 41, in Pasco County, Florida. The purpose for this project is to improve regional mobility and connectivity to communities in central Pasco County and to relieve traffic congestion and enhance safety along State Road (SR) 54. The project is included in Pasco County's Metropolitan Planning Organization (MPO) 2050 Long-Range Transportation Plan (LRTP).

The route study evaluates alternatives to accommodate a new four-lane, median-divided roadway that will also provide bicycle lanes, a sidewalk and a multi-use path. The multi-use path will serve as part of the Orange Belt Trail, a planned 37-mile trail across Pasco County. The project will also include a bridge overpass to CSX Railroad. The preferred design features four 11-foot travel lanes, a 22-foot median, 5-foot bike lanes, a 5-foot sidewalk, and a 12-foot multi-use path, within a proposed 124-foot right of way. Additional features like traffic signals, a roundabout, and turn lanes are incorporated for enhanced safety and efficient traffic flow.

In addition to the No-Build Alternative, the study evaluates, two Build alternatives west of the CSX railroad tracks (Alternatives W.1 and W.2) and five Build alternatives near US 41 (Alternatives E.1, E.2, E.3, E.4, and E.5).

Community input is encouraged to guide the decision-making process.

PROJECT GOALS

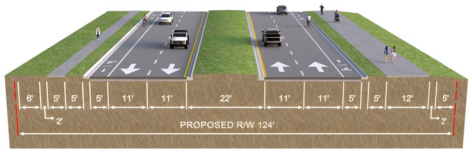
1. IMPROVE SAFETY
2. RELIEVE CONGESTION
3. PROVIDE CONNECTIVITY

Project Schedule

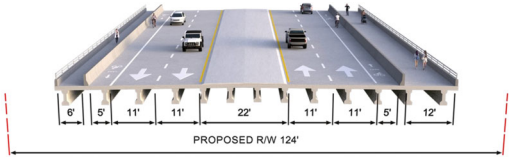
STUDY BEGINS	ENGINEERING AND ENVIRONMENTAL ANALYSIS	PUBLIC WORKSHOP	FINAL REPORT	STUDY ENDS
Summer 2023	Spring 2024	Winter 2024/25	Spring 2025	Summer 2025

PHASE	FISCAL YEAR(S)
Design	Not Currently Funded
Right of Way	Not Currently Funded
Construction	Not Currently Funded

Proposed Typicals

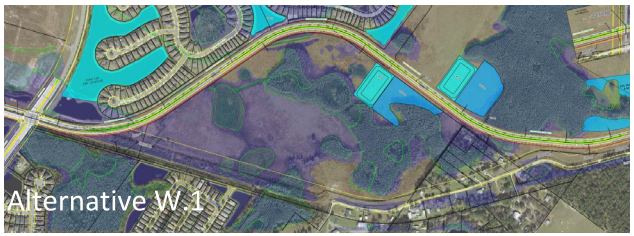


A four-lane urban typical section is proposed for the entire length of the project.

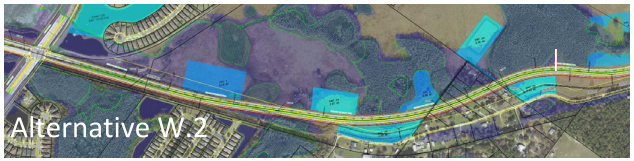


A bridge is proposed with the new alignment west of US 41 to minimize impacts to existing wetlands and to span both the Florida Gas Transmission (FGT) easement and the CSX rail line. This bridge will include a 12-foot shared use path, a 6-foot sidewalk, and 5-foot bike lanes in each direction.

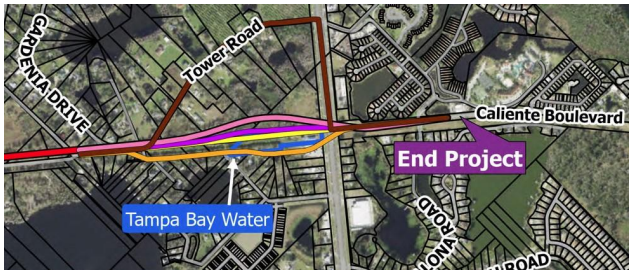
Proposed Alignment Alternatives



Route Study Alternative W.1 begins at Sun-lake Blvd and transitions east following the proposed corridor land dedicated by the developers of Bexley MPUD.



Route Study Alternative W.2 begins at Sunlake Blvd. and follows the Tampa Bay Water easement.

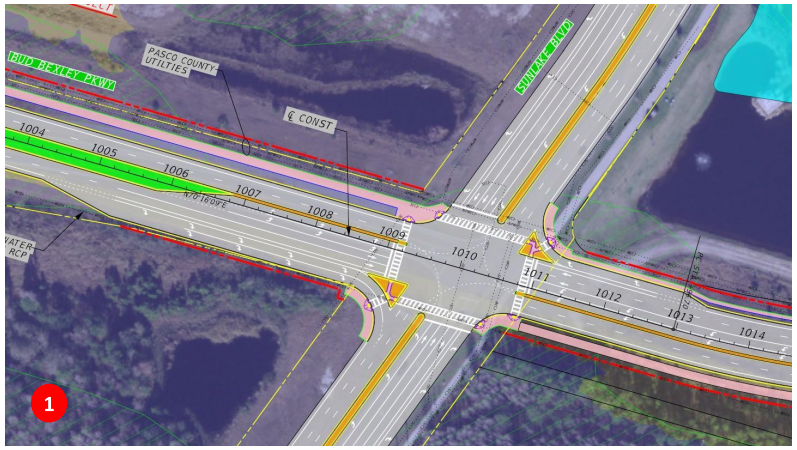


Build Alternatives Near East End of the Project
Five build alternatives alignments were evaluated to determine the best connection of the project to Caliente Boulevard. The light pink alignment was the preferred alignment.

- Alternative E.1 - Through TBW
- Alternative E.2 - Adjacent TBW North
- Alternative E.3 - Adjacent TBW South
- Alternative E.4 - Adjacent TBW North
- Alternative E.5 - Existing Tower Road / Through Caliente Community

No-Build Alternative
Throughout this study, a "no-build" alternative is also considered. The no-build alternative assumes that no improvements are made to Tower Road through the year 2050, except routine maintenance.

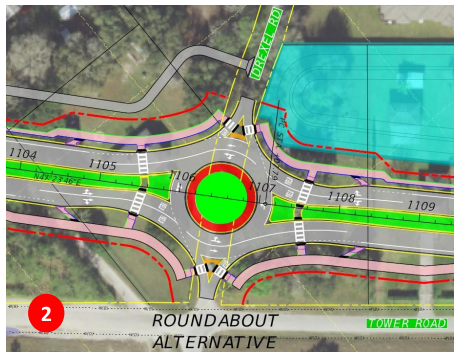
Proposed Intersections

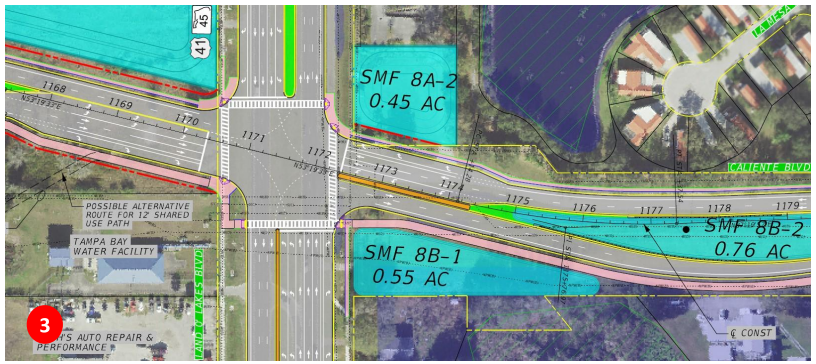


1. **Sunlake Blvd at Bud Bexley Parkway—** a signalized intersection with 6-lanes on Sunlake Boulevard with exclusive left-turns, 4-lanes on Tower Road with dual left-turns in each direction, and exclusive right-turn lanes on each approach with dual right-turn lanes going eastbound.

2. **Drexel Road at Tower Road—** Dual lane Roundabout.

3. **US 41 at realigned Bud Bexley Parkway/Caliente Blvd—** a signalized intersection with 6 through lanes along US 41 and an exclusive left-turn lane southbound and dual left-turn northbound, 4 through lanes along Bud Bexley Parkway/Caliente Boulevard and dual left-turn lanes in the eastbound direction, an exclusive left-turn lane westbound, and exclusive right-tun lane on each approach.





PASCO COUNTY
METROPOLITAN PLANNING ORGANIZATION
FISCAL YEARS 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTION DATE: JUNE 13, 2024

REVISED AUGUST 08, 2024
REVISED JANUARY 09, 2025
REVISED APRIL 10, 2025

COUNTY COMMISSIONERS ORGANIZED JUNE 2nd 1887 PASCO COUNTY FLORIDA

Matt Murphy, Chairman

Prepared By:

Pasco County Metropolitan Planning Organization
with funding by:

Federal Highway Administration
Federal Transit Administration
Federal Aviation Administration
Florida Department of Transportation
Florida Transportation Disadvantaged Commission
Pasco County Board of County Commissioners

The preparation of this report has been financed in part through grant(s) from the FHWA and the FTA, United States Department of Transportation (USDOT), under the State Planning and Research Program, Section 505 (or Metropolitan Planning Program, Section 104[f]) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the USDOT.

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial or income status. It is a priority for the MPO that all citizens of Pasco County be given the opportunity to participate in the transportation planning process, including low-income individuals, the elderly, persons with disabilities and persons with limited English proficiency. You may contact the MPO's Title VI Specialist at (727) 847-2411, ext. 7567 if you have any discrimination complaints.

DS Admin Approved Document
4.17.25

Pasco MPO 2024 Multimodal Transportation List of Project Priorities (LOPP)

2024 Priority	First LOPP Year	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Funded Year	Request	Status
8	2015	452888-1	FDOT/County	Old Dixie Hwy- Mixed-Use Path	Sea Ranch Dr	Race Track Rd	Multi-use path			Feasibility study	SU application submitted 2023
9	2023	N/A	Pasco County	Bellamy Brothers Blvd Safety Improvements	SR 52	Hernando Co. line	Safety improvements			PE/CST	Road Safety Audit Completed March 2023
10	2023	N/A	Pasco County	Hicks Road	Bolton Ave	New York Ave	New road alignment			Route study/PD&E	
11	2011	257298-3	FDOT	CR 578/County Line Rd	E of East Rd/Mariner Blvd	Spring Time St/Suncoast Pkwy	Add lanes and reconstruct	PE	FY 2024	PE/ROW/CST	PE partially funded
12	2022	N/A	Pasco County	SR 52/Adair Rd	Adair Rd	SR 52	Intersection improvements			PD&E	Intersection Study completed in 2022
13	2022	454569-1	Pasco County	Rangeland Blvd	Cattle Gap Trail	Bexley Village Dr	New roadway			PE/ROW/CST	Design funded by County - CIGP and TRIP application submitted 2024
14	2022	N/A	Pasco County	Bud Bexley Pkwy	W of Sunlake Blvd	E of US 41	New roadway			PE/ROW/CST	Siting Report in progress - CIGP application submitted 2024
15	2023	454568-1	Pasco County	Sunlake Blvd	N of Bud Bexley Pkwy	S of Angeline property line	New roadway	Design funded by Pasco County	FY 2026	PD&E/Design/ROW	Developer to provide partial ROW - CIGP application submitted 2024
16	2017	N/A	Pasco County	Orange Belt Trail - All Other Segments	Route Study Underway	Route Study Underway	Multi-use path	Route Study		PD&E/ROW/ PE/CST	Route Study estimated completion July 2024
17	2011	416564-2 & 1	FDOT	US 301/SR 41/Gall Blvd	S of SR 56	S of SR 39/Paul Buchanan Hwy	Add lanes and reconstruct	ROW/ ENV	FY 2029	CST	
18	2011	256422-2	FDOT	US 301/SR 41/Gall Blvd	SR 39	S of CR 54	New one-way pair	ROW	FY 2027	ROW/CST	ROW partially funded in FY 2027
19	2011	408075-2	FDOT	US 301 (SR 39)	S of CR 54/Eiland Blvd	N of Kossik Rd	Add lanes and reconstruct	PE	<2023	ROW/CST	
20	2016	255796-3 & 1	FDOT	US 301	Hillsborough Co Line	S of SR 56	Add lanes and reconstruct	PD&E	FY 2024	ROW/CST	
21	2023	N/A	Pasco County	Decubellis Road	Little Rd	S of Ridge Rd	Widen from 2 to 4 lanes, construct roundabout at Starkey Blvd			ROW/CST	Estimated completion of Design Phase Early-Mid 2025
22	2022	N/A	City of New Port Richey	Grand Blvd Mixed-Use Path	Marine Pkwy	Main St	Multi-use path	Design		CST	
23	2014	N/A	FDOT/County/ Zephyrhills	Eiland Blvd Mixed-Use Path	N of SR 54	US 301	Multi-use path			Feasibility study	
24	2024	N/A	Pasco County	Morris Bridge Road	S of Chancey Rd	S of SR 54	Widen from 2 to 4 lanes, add turn lanes at Chancey Rd			ROW/CST	Design Pending
					SR 56	Chancey Rd	Widen from 2 to 4 lanes			ROW/CST	Route study completed
25	2013	439416-1	New Port Richey	Marine Pkwy @ US 19 Pedestrian Overpass	W of US 19	E of US 19	Pedestrian overpass			PD&E	Design study underway
26	2019	443367-1	FDOT	SR 56 Extension	US 301/SR 41	US 98/SR 35/SR 700	New roadway			PE/ROW/CST	Project development study 2021
27	2021	432734-4	Pasco County	Overpass Rd	Old Bridge Rd	Handcart Rd	Construct new 4 lane roadway	PE/ENV	FY2022/ FY 22/23	ROW/CST	Currently in Design funded by TRIP in 2021
28	2017	445391-1	Pasco County	Starkey Trail at SR 54	S of Starkey Blvd	N of Starkey Blvd	Pedestrian overpass			PD&E	
29	2022	N/A	Pasco County	Old Pasco Rd	N of Overpass Rd	SR 52	Add lanes and reconstruct			Design/ROW/CST	
30	2015	445197-1	FDOT	SR 54	US 41	CR 54 (Wesley Chapel Blvd)	New intersection			PD&E	SR 54 & Collier Pkwy FDOT SIS Long Range CFP Project
31	2023	N/A	Pasco County	Gulf Trace Blvd Multi Use Path	E of Pineview Blvd	US 19	Multi-use path			PD&E/CST	matching funds available

DS Admin Approved Document
4.17.25

Appendix D
Trends Analysis Worksheets

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 5511 - SR 45/US 41, SOUTH OF SUNDANCE LAKE BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	30000 F	N 15500	S 14500	9.00	55.60	8.20
2023	29000 C	N 15000	S 14000	9.00	55.80	8.20
2022	28500 F	N 14500	S 14000	9.00	55.10	4.60
2021	28500 C	N 14500	S 14000	9.00	54.60	4.60
2020	28500 C	N 14000	S 14500	9.00	55.40	5.50
2019	29500 F	N 14500	S 15000	9.00	56.20	5.60
2018	28500 C	N 14000	S 14500	9.00	57.10	5.60
2017	27000 F	N 14000	S 13000	9.00	57.30	5.00
2016	26000 C	N 13500	S 12500	9.00	57.90	5.00
2015	26000 C	N 13000	S 13000	9.00	57.90	6.20
2014	25000 C	N 12500	S 12500	9.00	56.10	6.40
2013	24500 C	N 12500	S 12000	9.00	60.00	5.40
2012	21500 C	N 11000	S 10500	9.00	59.00	5.50

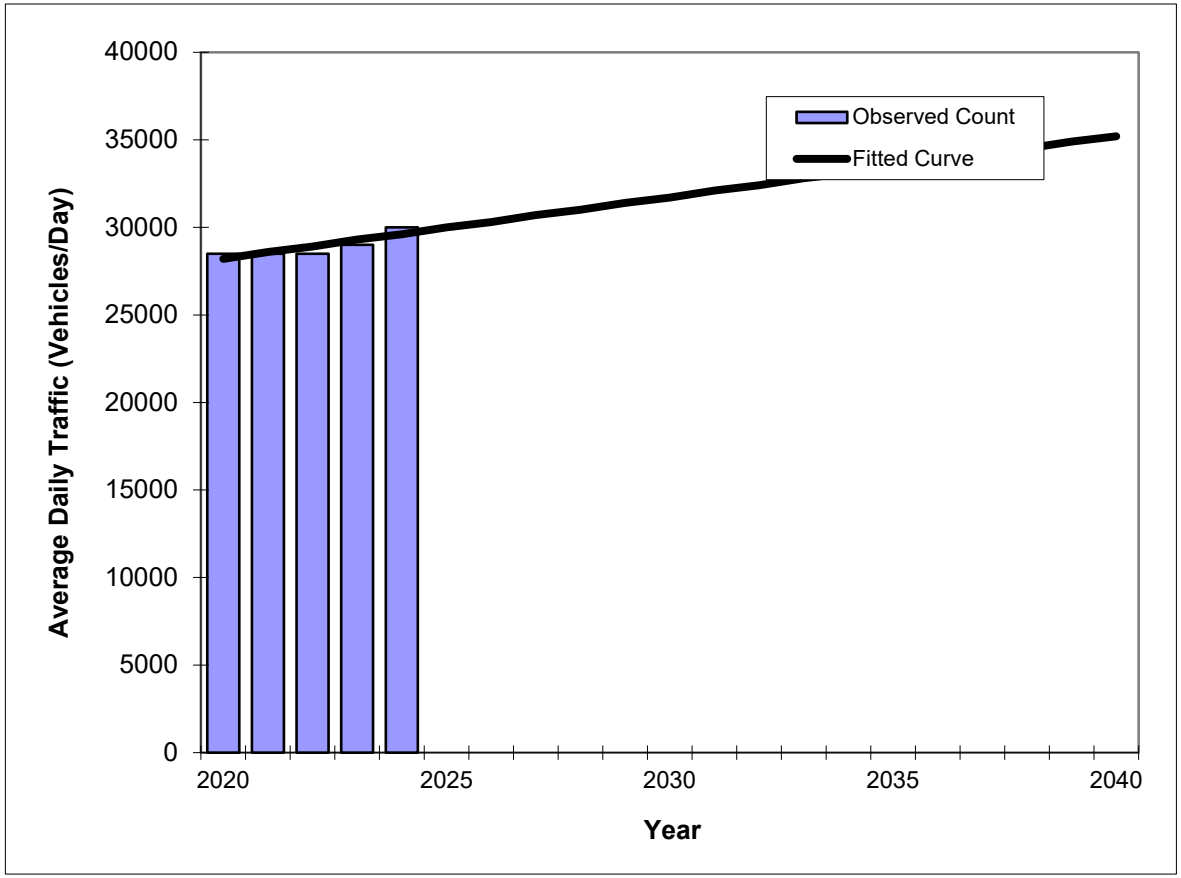
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

US 41 -- South of Sundance Lake Blvd

PIN#	973215-1
Location	1

County:	Pasco (14)
Station #:	0
Highway:	US 41



Year	Traffic (ADT/AADT) Count*	Trend**
2020	28500	28200
2021	28500	28600
2022	28500	28900
2023	29000	29300
2024	30000	29600
2031 Opening Year Trend		
2031	N/A	32100
2035 Mid-Year Trend		
2035	N/A	33500
2040 Design Year Trend		
2040	N/A	35200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	350
Trend R-squared:	72.06%
Trend Annual Historic Growth Rate:	1.24%
Trend Growth Rate (2024 to Design Year):	1.18%
Printed:	10-Mar-26

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 5500 - SR 45/US 41/LAND O LAKES BLVD, N OF CR 583/EHREN RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	40500 E			9.00	55.60	10.40
2023	40000 S	N 20000	S 20000	9.00	55.80	5.00
2022	38000 F	N 19000	S 19000	9.00	55.10	5.00
2021	38000 C	N 19000	S 19000	9.00	54.60	5.00
2020	38500 C	N 19000	S 19500	9.00	55.40	5.00
2019	42000 E			9.00	56.20	5.90
2018	41500 S	N 20500	S 21000	9.00	57.10	5.30
2017	40500 F	N 20000	S 20500	9.00	57.30	5.30
2016	38500 C	N 19000	S 19500	9.00	57.90	5.30
2015	35500 F	N 18000	S 17500	9.00	57.90	5.40
2014	34500 C	N 17500	S 17000	9.00	56.10	6.00
2013	33000 C	N 17000	S 16000	9.00	60.00	5.40
2012	31000 C	N 15500	S 15500	9.00	59.00	5.20
2011	27500 C	N 14000	S 13500	9.00	58.20	5.50
2010	28500 C	N 14500	S 14000	9.07	58.18	5.00
2009	31000 C	N 15500	S 15500	9.17	58.07	5.50

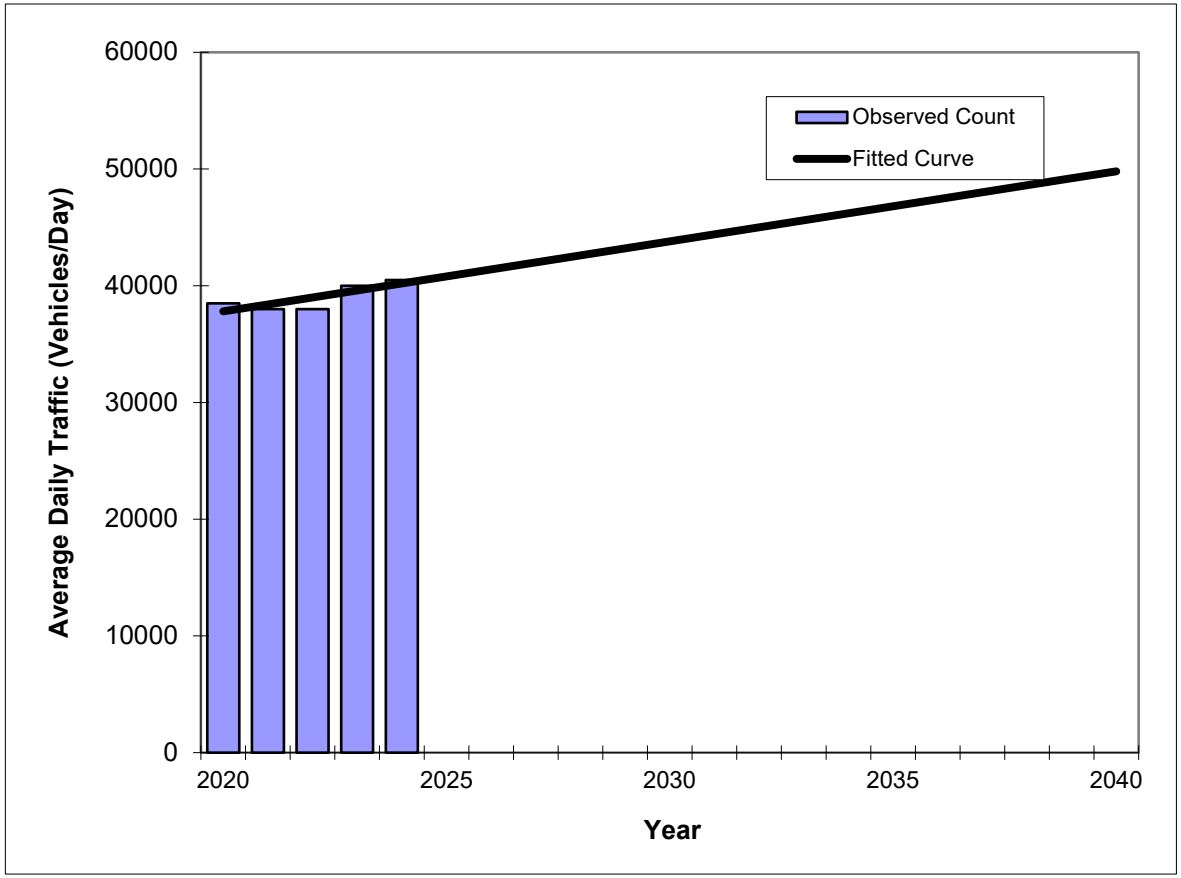
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

US 41 -- N of CR 583/Ehren Rd

PIN#	973215-1
Location	1

County:	Pasco (14)
Station #:	0
Highway:	US 41



Year	Traffic (ADT/AADT) Count*	Trend**
2020	38500	37800
2021	38000	38400
2022	38000	39000
2023	40000	39600
2024	40500	40200
2031 Opening Year Trend		
2031	N/A	44400
2035 Mid-Year Trend		
2035	N/A	46800
2040 Design Year Trend		
2040	N/A	49800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	600
Trend R-squared:	65.45%
Trend Annual Historic Growth Rate:	1.59%
Trend Growth Rate (2024 to Design Year):	1.49%
Printed:	10-Mar-26

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0029 - SR 45/US 41/LAND O LAKES BLVD, SOUTH OF CR 583/EHREN RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	44500 E			9.00	55.60	14.10
2023	43500 S	N 21000	S 22500	9.00	55.80	4.70
2022	41500 F	N 20000	S 21500	9.00	55.10	4.70
2021	41500 C	N 20000	S 21500	9.00	54.60	4.70
2020	41000 C	N 20000	S 21000	9.00	55.40	5.40
2019	43000 F	N 21500	S 21500	9.00	56.20	5.30
2018	42000 C	N 21000	S 21000	9.00	57.10	5.30
2017	42000 F	N 21000	S 21000	9.00	57.30	4.30
2016	40000 C	N 20000	S 20000	9.00	57.90	4.30
2015	40000 C	N 20000	S 20000	9.00	57.90	4.40
2014	37000 C	N 18500	S 18500	9.00	56.10	4.40
2013	38000 C	N 19000	S 19000	9.00	60.00	5.00
2012	34500 C	N 17500	S 17000	9.00	59.00	3.90
2011	32000 C	N 16000	S 16000	9.00	58.20	4.00
2010	35000 C	N 17500	S 17500	9.07	58.18	5.00
2009	34500 C	N 17500	S 17000	9.17	58.07	4.80

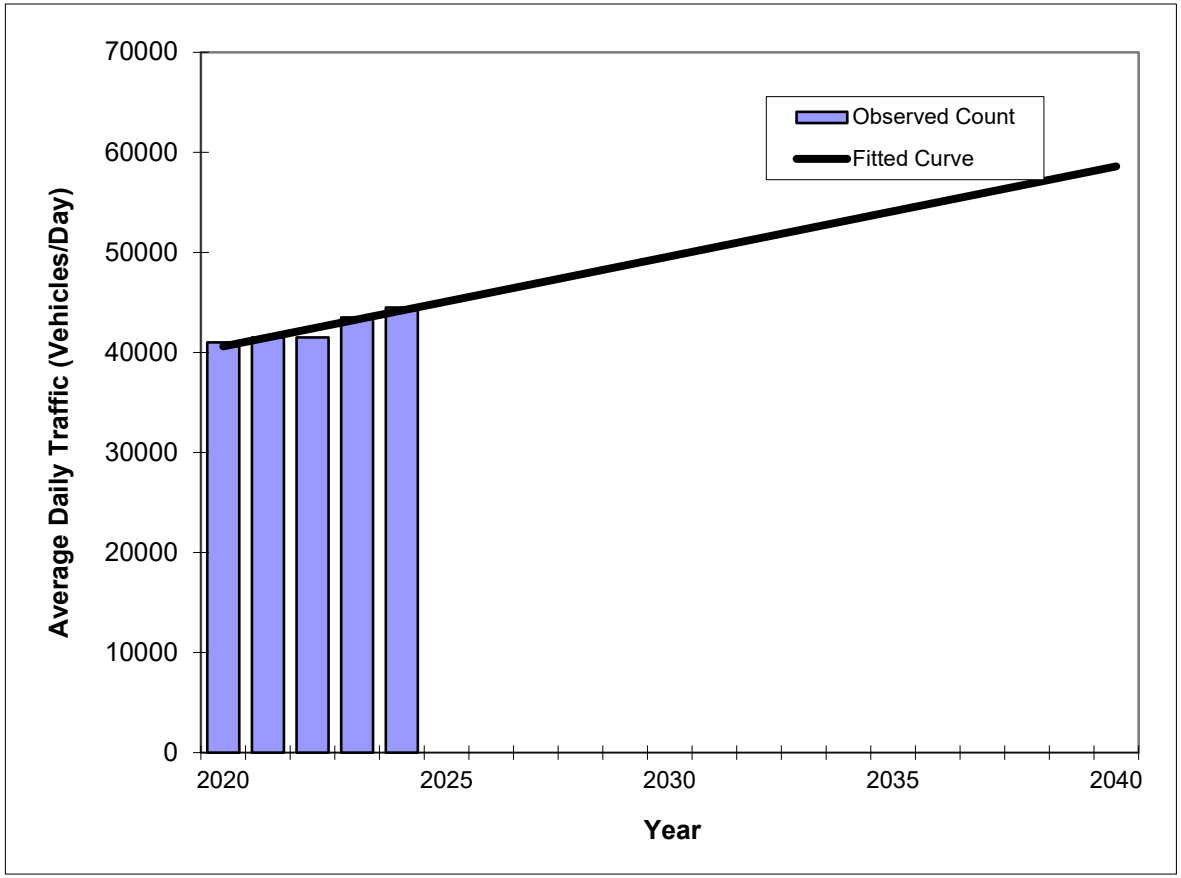
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

US 41 -- S of CR 583/Ehren Rd

PIN#	973215-1
Location	1

County:	Pasco (14)
Station #:	0
Highway:	US 41



Year	Traffic (ADT/AADT) Count*	Trend**
2020	41000	40600
2021	41500	41500
2022	41500	42400
2023	43500	43300
2024	44500	44200
2031 Opening Year Trend		
2031	N/A	50500
2035 Mid-Year Trend		
2035	N/A	54100
2040 Design Year Trend		
2040	N/A	58600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	900
Trend R-squared:	88.04%
Trend Annual Historic Growth Rate:	2.22%
Trend Growth Rate (2024 to Design Year):	2.04%
Printed:	10-Mar-26

Straight Line Growth Option

***Axle-Adjusted**

Appendix E

Turning Movement Counts, Signal Timing Sheets & Seasonal Factor Report

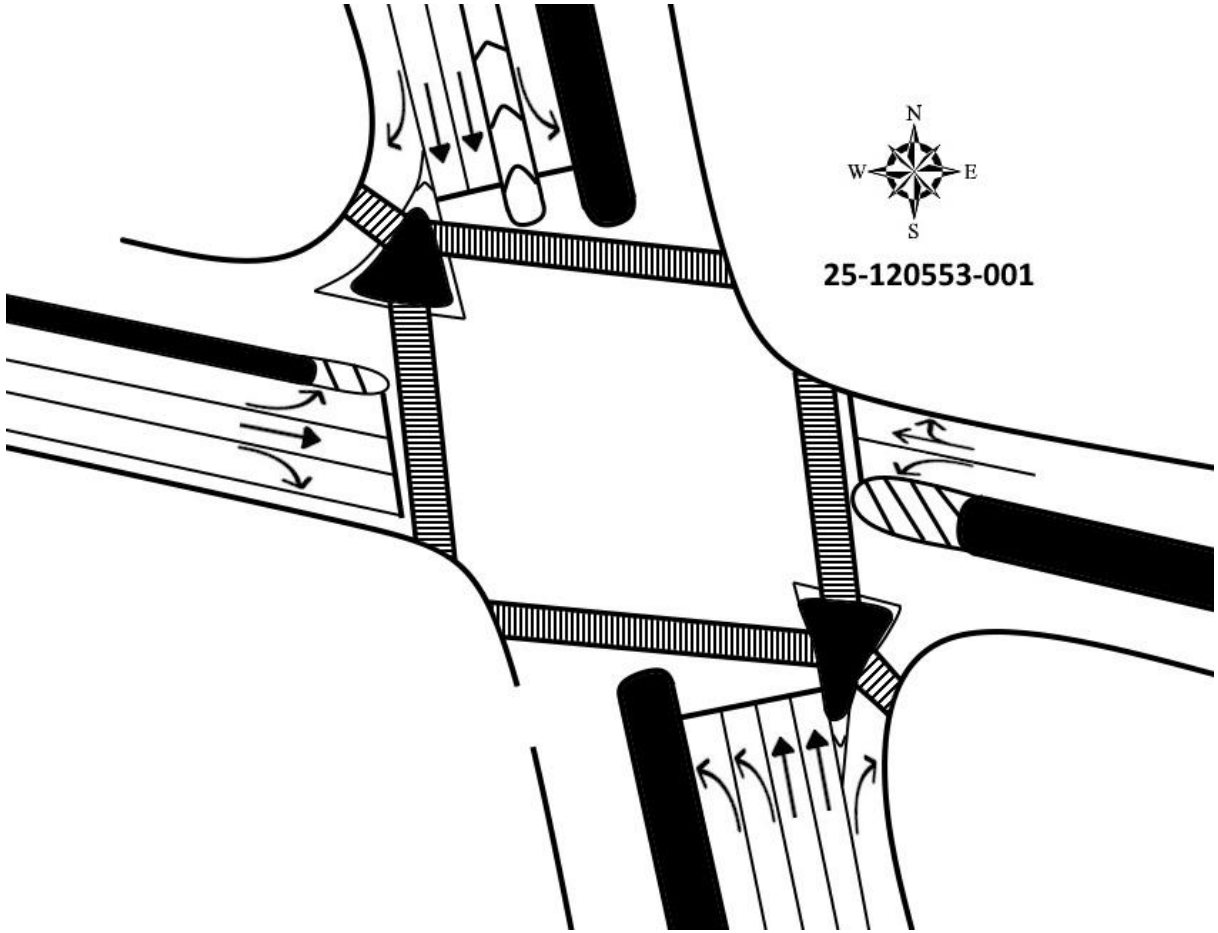
National Data & Surveying Services

Site Code:	**25-120553-001**
Date:	**11/18/2025**
Weather:	**Sunny**
City:	**Land O' Lakes**
County:	**Pasco**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**Signalized**

N

N/S Street: **US 41/Land O' Lakes Blvd**

Speed: **55 MPH**



E/W Street: **Wilderness Lakes Blvd/Gator Ln**

Speed: **15/20 MPH**

Prepared by National Data & Surveying Services

US 41/Land O' Lakes Blvd & Wilderness Lakes Blvd/Gator Ln

Peak Hour Turning Movement Count

ID: 25-120553-001
City: Land O' Lakes

Day: Tuesday
Date: 11/18/2025

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 08:45 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 05:45 PM

SOUTHBOUND (US 41/Land O' Lakes Blvd)

AM	182	1697	63	3	1091	AM
NOON	0	0	0	0	0	NOON
PM	51	1336	93	9	2016	PM

EASTBOUND (Wilderness Lakes Blvd/Gator Ln)

AM	NOON	PM	
449	0	134	
1	0	1	0
106	0	97	0
36	0	18	0
132	0	87	0
AM	NOON	PM	

WESTBOUND (Wilderness Lakes Blvd/Gator Ln)

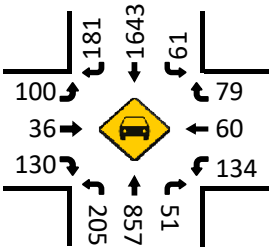
PM	NOON	AM	
120	0	82	0
14	0	61	0
95	0	135	0
0	0	0	0
202	0	152	
PM	NOON	AM	

NORTHBOUND (US 41/Land O' Lakes Blvd)

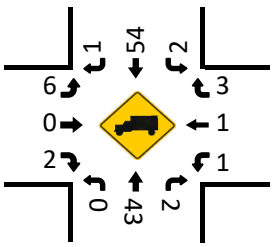
PM	1524	6	68	1790	91	PM
NOON	0	0	0	0	0	NOON
AM	1984	20	205	900	53	AM

CONTROL			
Signalized			
TEV	3676 AM	0 NOON	3876 PM
PHF	0.97		0.95

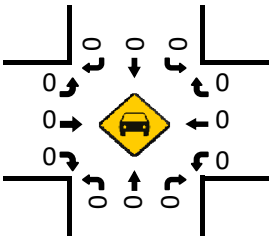
Cars (AM)



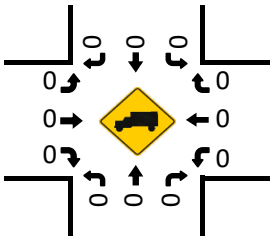
HT (AM)



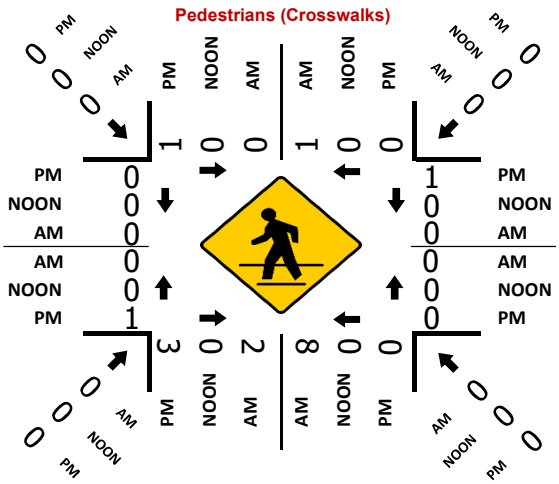
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
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1
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0

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Wilderness Lakes Blvd/Gator Ln
City: Land O' Lakes
Control: Signalized

Project ID: 25-120553-001
Date: 11/18/2025

Data - Total

NS/EW Streets:	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Wilderness Lakes Blvd/Gator Ln				Wilderness Lakes Blvd/Gator Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	33	197	9	4	11	337	49	1	77	23	99	0	37	14	31	0	922
7:15 AM	28	209	16	5	19	495	26	0	11	1	3	0	38	4	15	0	870
7:30 AM	46	249	9	3	22	502	38	2	6	3	9	0	29	10	12	0	940
7:45 AM	98	245	19	8	11	363	69	0	12	9	21	1	31	33	24	0	944
8:00 AM	21	224	23	6	21	400	25	4	22	4	12	1	41	14	21	0	839
8:15 AM	13	226	25	9	24	500	15	1	7	2	6	0	24	2	28	0	882
8:30 AM	10	182	12	4	23	490	26	4	2	1	4	0	21	9	18	0	806
8:45 AM	17	194	14	4	26	374	25	1	16	2	15	1	30	7	29	0	755
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	266	1726	127	43	157	3461	273	13	153	45	169	3	251	93	178	0	6958
APPROACH %'s :	12.30%	79.83%	5.87%	1.99%	4.02%	88.65%	6.99%	0.33%	41.35%	12.16%	45.68%	0.81%	48.08%	17.82%	34.10%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	205	900	53	20	63	1697	182	3	106	36	132	1	135	61	82	0	3676
PEAK HR FACTOR :	0.523	0.904	0.697	0.625	0.716	0.845	0.659	0.375	0.344	0.391	0.333	0.250	0.888	0.462	0.661	0.000	0.974
	0.796				0.862				0.345				0.790				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	471	15	3	25	286	3	2	25	4	32	1	19	2	27	0	922
4:15 PM	8	421	25	1	28	296	12	4	18	2	19	0	16	3	27	0	880
4:30 PM	12	422	22	2	19	357	17	2	55	9	56	0	26	3	22	0	1024
4:45 PM	14	460	24	1	22	294	10	2	21	2	10	1	13	4	32	0	910
5:00 PM	16	479	22	1	29	337	12	3	8	2	14	0	26	3	32	0	984
5:15 PM	26	429	23	2	23	348	12	2	13	5	7	0	30	4	34	0	958
5:30 PM	14	484	24	0	22	337	9	0	7	1	5	1	27	6	24	0	961
5:45 PM	20	448	22	1	17	294	17	0	2	0	1	0	17	1	14	0	854
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	117	3614	177	11	185	2549	92	15	149	25	144	3	174	26	212	0	7493
APPROACH %'s :	2.99%	92.22%	4.52%	0.28%	6.51%	89.72%	3.24%	0.53%	46.42%	7.79%	44.86%	0.93%	42.23%	6.31%	51.46%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	68	1790	91	6	93	1336	51	9	97	18	87	1	95	14	120	0	3876
PEAK HR FACTOR :	0.654	0.934	0.948	0.750	0.802	0.936	0.750	0.750	0.441	0.500	0.388	0.250	0.792	0.875	0.882	0.000	0.946
	0.944				0.942				0.423				0.842				

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Wilderness Lakes Blvd/Gator Ln
City: Land O' Lakes
Control: Signalized

Project ID: 25-120553-001
Date: 11/18/2025

Data - Cars

NS/EW Streets:	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Wilderness Lakes Blvd/Gator Ln				Wilderness Lakes Blvd/Gator Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	33	184	9	4	11	330	49	1	72	23	98	0	37	13	29	0	893
7:15 AM	28	201	14	5	17	481	26	0	11	1	3	0	38	4	14	0	843
7:30 AM	46	240	9	3	22	483	37	1	5	3	8	0	28	10	12	0	907
7:45 AM	98	232	19	8	11	349	69	0	12	9	21	1	31	33	24	0	917
8:00 AM	21	207	21	6	20	377	25	4	22	4	11	1	41	14	21	0	795
8:15 AM	12	211	25	9	24	484	13	1	5	2	6	0	24	2	28	0	846
8:30 AM	10	172	12	4	23	477	25	2	1	1	3	0	21	8	18	0	777
8:45 AM	17	180	14	4	24	365	25	1	16	2	14	1	30	7	29	0	729
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	265	1627	123	43	152	3346	269	10	144	45	164	3	250	91	175	0	6707
APPROACH %'s :	12.88%	79.06%	5.98%	2.09%	4.02%	88.59%	7.12%	0.26%	40.45%	12.64%	46.07%	0.84%	48.45%	17.64%	33.91%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	205	857	51	20	61	1643	181	2	100	36	130	1	134	60	79	0	3560
PEAK HR FACTOR :	0.523	0.893	0.671	0.625	0.693	0.850	0.656	0.500	0.347	0.391	0.332	0.250	0.882	0.455	0.681	0.000	0.971
	0.793				0.869				0.346				0.776				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	462	15	3	25	276	3	2	25	4	32	1	18	2	26	0	901
4:15 PM	8	411	25	1	27	286	12	4	18	2	19	0	16	3	26	0	858
4:30 PM	12	414	21	2	19	352	17	2	55	9	56	0	26	3	22	0	1010
4:45 PM	13	450	24	1	22	291	10	2	21	2	10	1	13	4	31	0	895
5:00 PM	16	470	22	1	28	328	12	3	8	2	13	0	26	3	32	0	964
5:15 PM	25	427	23	2	23	345	12	2	13	4	7	0	27	4	34	0	948
5:30 PM	14	474	24	0	22	334	9	0	7	1	5	1	27	6	24	0	948
5:45 PM	20	438	21	1	16	287	17	0	2	0	1	0	17	1	14	0	835
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	115	3546	175	11	182	2499	92	15	149	24	143	3	170	26	209	0	7359
APPROACH %'s :	2.99%	92.18%	4.55%	0.29%	6.53%	89.63%	3.30%	0.54%	46.71%	7.52%	44.83%	0.94%	41.98%	6.42%	51.60%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	66	1761	90	6	92	1316	51	9	97	17	86	1	92	14	119	0	3817
PEAK HR FACTOR :	0.660	0.937	0.938	0.750	0.821	0.935	0.750	0.750	0.441	0.472	0.384	0.250	0.852	0.875	0.875	0.000	0.945
	0.944				0.941				0.419				0.865				

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Wilderness Lakes Blvd/Gator Ln
City: Land O' Lakes
Control: Signalized

Project ID: 25-120553-001
Date: 11/18/2025

Data - HT

NS/EW Streets:	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Wilderness Lakes Blvd/Gator Ln				Wilderness Lakes Blvd/Gator Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	13	0	0	0	7	0	0	5	0	1	0	0	1	2	0	29
7:15 AM	0	8	2	0	2	14	0	0	0	0	0	0	0	0	1	0	27
7:30 AM	0	9	0	0	0	19	1	1	1	0	1	0	1	0	0	0	33
7:45 AM	0	13	0	0	0	14	0	0	0	0	0	0	0	0	0	0	27
8:00 AM	0	17	2	0	1	23	0	0	0	0	1	0	0	0	0	0	44
8:15 AM	1	15	0	0	0	16	2	0	2	0	0	0	0	0	0	0	36
8:30 AM	0	10	0	0	0	13	1	2	1	0	1	0	0	1	0	0	29
8:45 AM	0	14	0	0	2	9	0	0	0	0	1	0	0	0	0	0	26
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	99	4	0	5	115	4	3	9	0	5	0	1	2	3	0	251
APPROACH %'s :	0.96%	95.19%	3.85%	0.00%	3.94%	90.55%	3.15%	2.36%	64.29%	0.00%	35.71%	0.00%	16.67%	33.33%	50.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	43	2	0	2	54	1	1	6	0	2	0	1	1	3	0	116
PEAK HR FACTOR :	0.000	0.827	0.250	0.000	0.250	0.711	0.250	0.250	0.300	0.000	0.500	0.000	0.250	0.250	0.375	0.000	0.879
		0.865				0.690				0.333				0.417			

	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Wilderness Lakes Blvd/Gator Ln				Wilderness Lakes Blvd/Gator Ln				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	9	0	0	0	10	0	0	0	0	0	0	1	0	1	0	21
4:15 PM	0	10	0	0	1	10	0	0	0	0	0	0	0	0	1	0	22
4:30 PM	0	8	1	0	0	5	0	0	0	0	0	0	0	0	0	0	14
4:45 PM	1	10	0	0	0	3	0	0	0	0	0	0	0	0	1	0	15
5:00 PM	0	9	0	0	1	9	0	0	0	0	1	0	0	0	0	0	20
5:15 PM	1	2	0	0	0	3	0	0	0	1	0	0	3	0	0	0	10
5:30 PM	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0	0	13
5:45 PM	0	10	1	0	1	7	0	0	0	0	0	0	0	0	0	0	19
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	68	2	0	3	50	0	0	0	1	1	0	4	0	3	0	134
APPROACH %'s :	2.78%	94.44%	2.78%	0.00%	5.66%	94.34%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	57.14%	0.00%	42.86%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	2	29	1	0	1	20	0	0	0	1	1	0	3	0	1	0	59
PEAK HR FACTOR :	0.500	0.725	0.250	0.000	0.250	0.556	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.250	0.000	0.738
		0.727				0.525				0.500				0.333			

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Wilderness Lakes Blvd/Gator Ln
City: Land O' Lakes
Control: Signalized

Project ID: 25-120553-001
Date: 11/18/2025

Data - Bikes

NS/EW Streets:	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Wilderness Lakes Blvd/Gator Ln				Wilderness Lakes Blvd/Gator Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%									0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500
													0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
		0.250				0.500											

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Wilderness Lakes Blvd/Gator Ln **Project ID:** 25-120553-001
City: Land O' Lakes **Date:** 11/18/2025

Data - Pedestrians (Crosswalks)

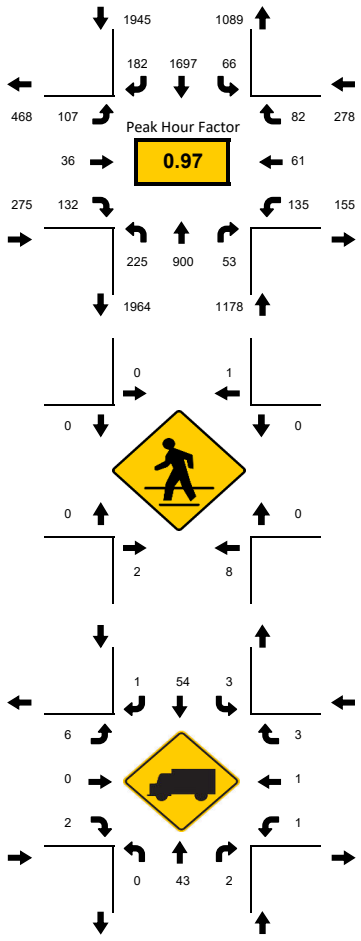
NS/EW Streets:	US 41/Land O' Lakes Blvd		US 41/Land O' Lakes Blvd		Wilderness Lakes Blvd/Gator Ln		Wilderness Lakes Blvd/Gator Ln		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	2	0	0	0	0	2
7:15 AM	0	0	2	0	0	0	0	0	2
7:30 AM	0	0	0	2	0	0	0	0	2
7:45 AM	0	1	0	4	0	0	0	0	5
8:00 AM	0	0	3	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	5	8	0	0	0	0	14
APPROACH %'s :	0.00%	100.00%	38.46%	61.54%					
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	1	2	8	0	0	0	0	11
PEAK HR FACTOR :		0.250	0.250	0.500					0.550
	0.250		0.625						

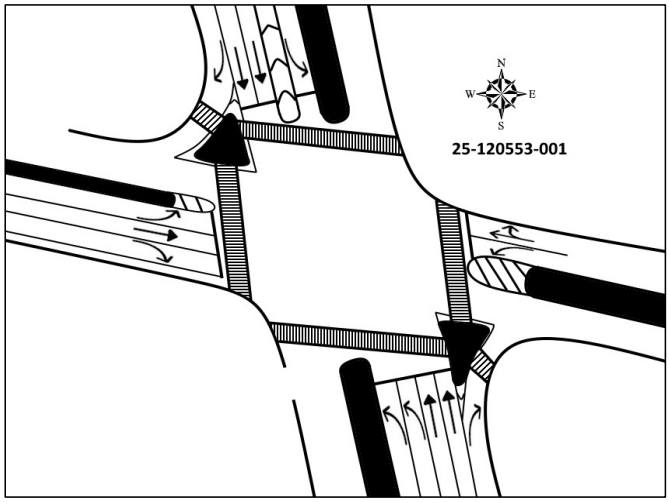
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	1
4:45 PM	1	0	3	0	0	1	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	3	0	2	1	1	0	8
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%	66.67%	33.33%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	1	0	3	0	0	1	1	0	6
PEAK HR FACTOR :	0.250		0.250			0.250	0.250		0.300
	0.250		0.250		0.250		0.250		

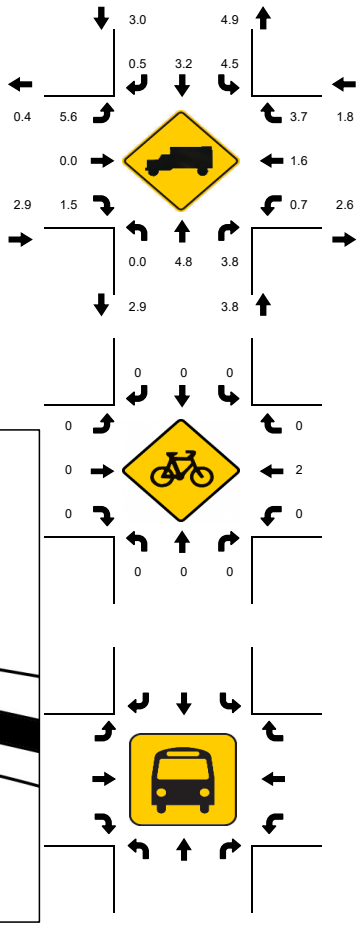
LOCATION: US 41/Land O' Lakes Blvd & Wilderness Lakes Blvd/Gator Ln
CITY/STATE: Land O' Lakes, FL

PROJECT ID: 25-120553-001
DATE: Tue, Nov 18, 2025

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:45 AM - 08:00 AM







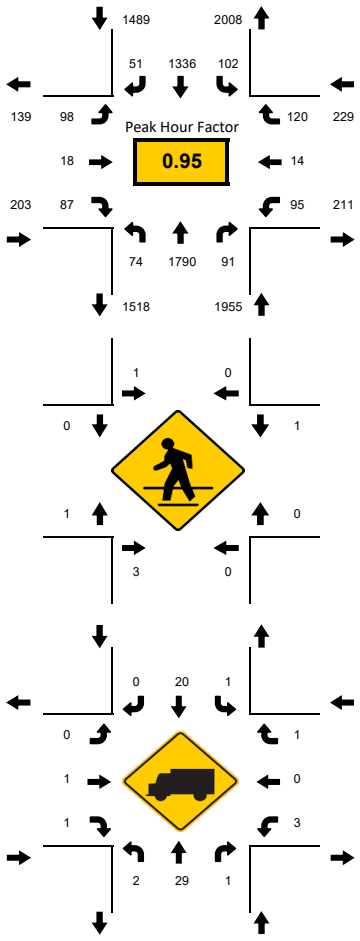
15-Min Count Period Beginning At	US 41/Land O' Lakes Blvd Northbound					US 41/Land O' Lakes Blvd Southbound					Wilderness Lakes Blvd/Gator Ln Eastbound					Wilderness Lakes Blvd/Gator Ln Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	33	197	9	4		11	337	49	1		77	23	99	0		37	14	31	0		922	3676
7:15 AM	28	209	16	5		19	495	26	0		11	1	3	0		38	4	15	0		870	3593
7:30 AM	46	249	9	3		22	502	38	2		6	3	9	0		29	10	12	0		940	3605
7:45 AM	98	245	19	8		11	363	69	0		12	9	21	1		31	33	24	0		944	3471
8:00 AM	21	224	23	6		21	400	25	4		22	4	12	1		41	14	21	0		839	3282
8:15 AM	13	226	25	9		24	500	15	1		7	2	6	0		24	2	28	0		882	2443
8:30 AM	10	182	12	4		23	490	26	4		2	1	4	0		21	9	18	0		806	1561
8:45 AM	17	194	14	4		26	374	25	1		16	2	15	1		30	7	29	0		755	755

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	392	996	76	32		88	2008	276	8		308	92	396	4		152	132	124	0		**5084**
Heavy Trucks	0	52	8	0		8	76	4	4		20	0	4	0		4	4	8	0		**188**
Pedestrians		16					4					0					0				**20**
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	4	0	0		**4**
Buses																					**0**
Stopped Buses																					

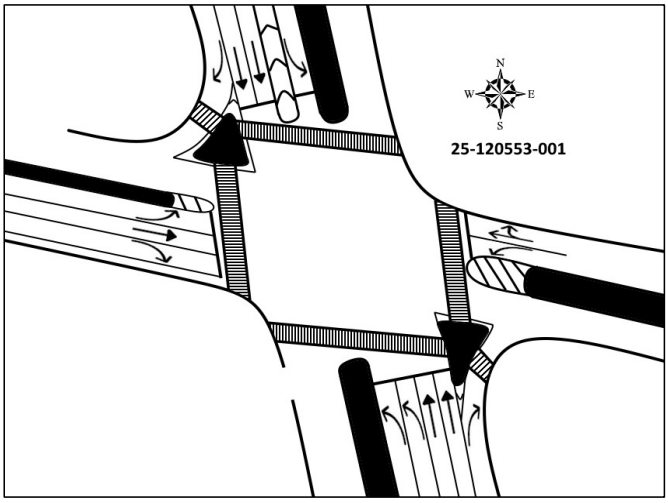
LOCATION: US 41/Land O' Lakes Blvd & Wilderness Lakes Blvd/Gator Ln
CITY/STATE: Land O' Lakes, FL

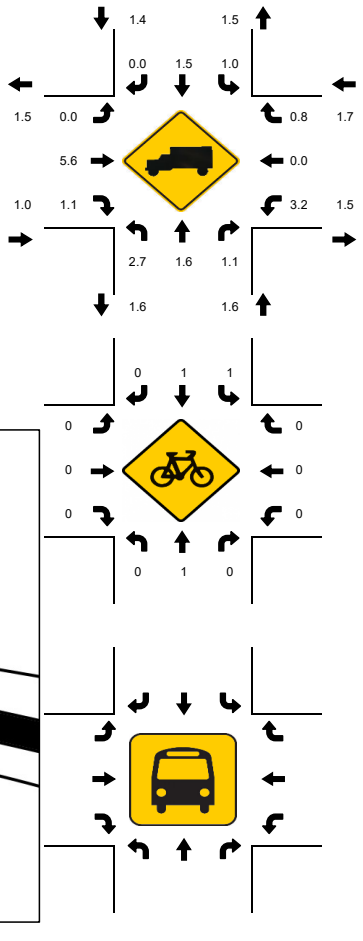
PROJECT ID: 25-120553-001
DATE: Tue, Nov 18, 2025

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 04:30 PM - 04:45 PM



National Data & Surveying Services





15-Min Count Period Beginning At	US 41/Land O' Lakes Blvd Northbound					US 41/Land O' Lakes Blvd Southbound					Wilderness Lakes Blvd/Gator Ln Eastbound					Wilderness Lakes Blvd/Gator Ln Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	7	471	15	3		25	286	3	2		25	4	32	1		19	2	27	0		922	3736
4:15 PM	8	421	25	1		28	296	12	4		18	2	19	0		16	3	27	0		880	3798
4:30 PM	12	422	22	2		19	357	17	2		55	9	56	0		26	3	22	0		1024	3876
4:45 PM	14	460	24	1		22	294	10	2		21	2	10	1		13	4	32	0		910	3813
5:00 PM	16	479	22	1		29	337	12	3		8	2	14	0		26	3	32	0		984	3757
5:15 PM	26	429	23	2		23	348	12	2		13	5	7	0		30	4	34	0		958	2773
5:30 PM	14	484	24	0		22	337	9	0		7	1	5	1		27	6	24	0		961	1815
5:45 PM	20	448	22	1		17	294	17	0		2	0	1	0		17	1	14	0		854	854

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	104	1916	96	8		116	1428	68	12		220	36	224	4		120	16	136	0		**4504**
Heavy Trucks	4	40	4	0		4	36	0	0		0	4	4	0		12	0	4	0		**112**
Pedestrians		12					4					4					4				**24**
Bicycles	0	4	0	0		4	4	0	0		0	0	0	0		0	0	0	0		**12**
Buses																					**0**
Stopped Buses																					

National Data & Surveying Services

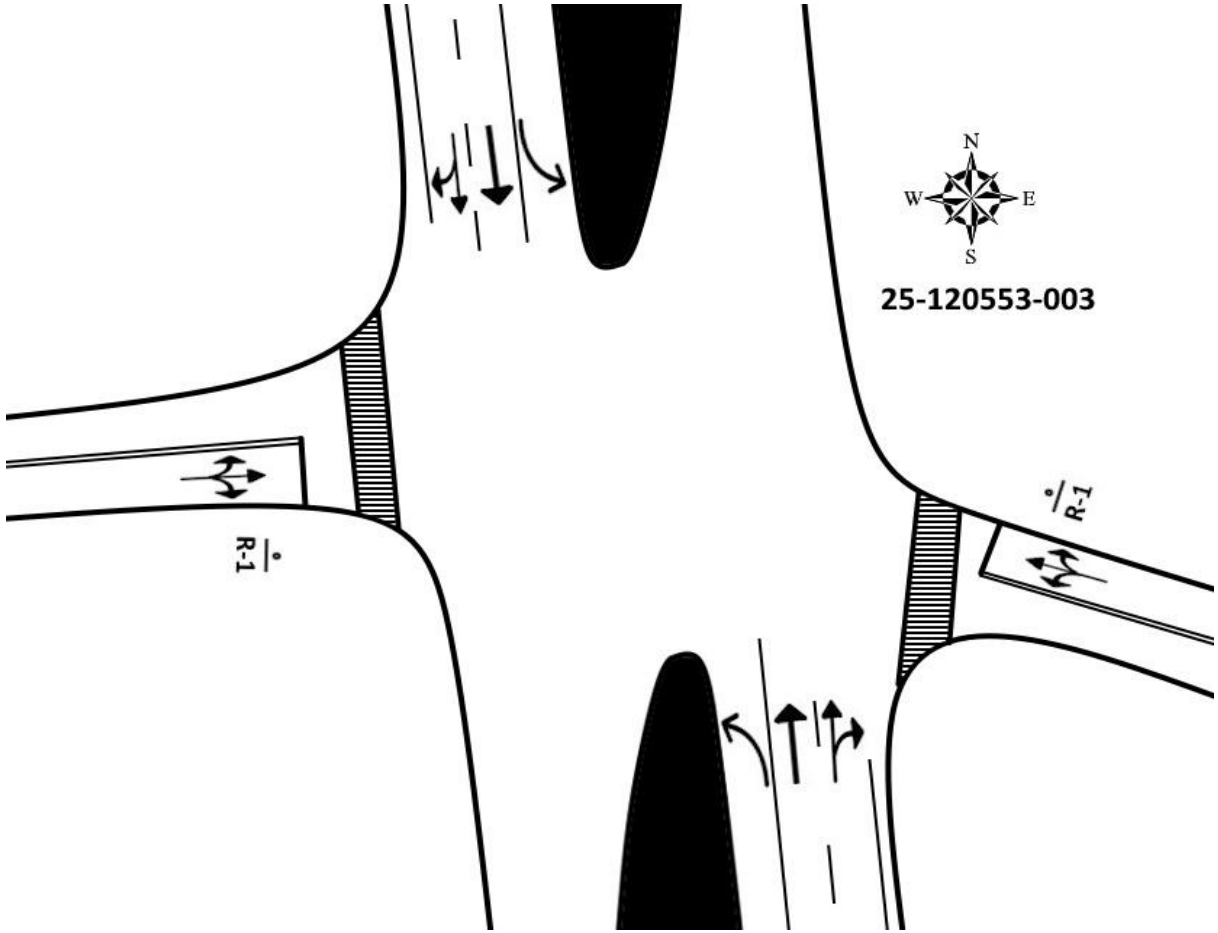
N

N/S Street: **US 41/Land O' Lakes Blvd**

Speed: **50/55 MPH**

E/W Street: **Carricker Rd/Tower Rd**

Speed: **30 MPH**



Site Code: **25-120553-003**

Date: **11/18/2025**

Weather: **Sunny**

City: **Land O' Lakes**

County: **Pasco**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **2-Way Stop(EB/WB)**

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Carricker Rd/Tower Rd
City: Land O' Lakes
Control: 2-Way Stop(EB/WB)

Project ID: 25-120553-003
Date: 11/18/2025

Data - Total

NS/EW Streets:	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Carricker Rd/Tower Rd				Carricker Rd/Tower Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	225	0	1	0	498	4	8	5	0	1	0	2	0	1	0	745
7:15 AM	0	270	0	4	0	566	11	9	9	0	2	0	1	0	4	0	876
7:30 AM	0	301	1	3	1	492	15	2	8	0	5	0	3	0	0	0	831
7:45 AM	2	356	1	5	3	421	5	6	20	0	7	0	3	0	5	0	834
8:00 AM	5	294	0	6	0	501	14	15	10	0	6	0	4	0	0	0	855
8:15 AM	0	256	3	3	1	529	10	8	9	0	7	0	1	0	4	0	831
8:30 AM	0	233	0	6	1	496	7	10	6	0	5	0	2	0	2	0	768
8:45 AM	0	219	1	4	0	419	5	8	8	0	5	0	0	0	1	0	670
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	2154	6	32	6	3922	71	66	75	0	38	0	16	0	17	0	6410
APPROACH %'s :	0.32%	97.95%	0.27%	1.46%	0.15%	96.48%	1.75%	1.62%	66.37%	0.00%	33.63%	0.00%	48.48%	0.00%	51.52%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	7	1221	2	18	4	1980	45	32	47	0	20	0	11	0	9	0	3396
PEAK HR FACTOR :	0.350	0.857	0.500	0.750	0.333	0.875	0.750	0.533	0.588	0.000	0.714	0.000	0.688	0.000	0.450	0.000	0.969
		0.857				0.879				0.620				0.625			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	523	1	4	2	348	6	14	10	0	6	0	1	0	2	0	917
4:15 PM	3	471	2	6	2	323	11	12	8	0	7	0	3	0	7	0	855
4:30 PM	2	461	0	7	1	435	12	6	11	0	4	0	1	0	4	0	944
4:45 PM	3	466	0	6	1	321	8	13	11	0	8	0	2	0	1	0	840
5:00 PM	3	528	0	3	1	376	2	20	13	0	2	0	0	0	4	0	952
5:15 PM	4	520	2	8	3	415	9	10	9	0	3	0	3	0	3	0	989
5:30 PM	10	530	3	7	1	358	5	7	10	0	5	0	1	0	4	0	941
5:45 PM	2	432	7	6	1	318	2	13	12	0	6	0	1	1	3	0	804
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	27	3931	15	47	12	2894	55	95	84	0	41	0	12	1	28	0	7242
APPROACH %'s :	0.67%	97.79%	0.37%	1.17%	0.39%	94.70%	1.80%	3.11%	67.20%	0.00%	32.80%	0.00%	29.27%	2.44%	68.29%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	12	1975	2	24	6	1547	31	49	44	0	17	0	6	0	12	0	3725
PEAK HR FACTOR :	0.750	0.935	0.250	0.750	0.500	0.889	0.646	0.613	0.846	0.000	0.531	0.000	0.500	0.000	0.750	0.000	0.942
		0.942				0.899				0.803				0.750			

Prepared by National Data & Surveying Services

US 41/Land O' Lakes Blvd & Carricker Rd/Tower Rd

Peak Hour Turning Movement Count

ID: 25-120553-003
City: Land O' Lakes

Day: Tuesday
Date: 11/18/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 08:45 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 05:45 PM

SOUTHBOUND (US 41/Land O' Lakes Blvd)

AM	45	1980	4	32	1309	AM
NOON	0	0	0	0	0	NOON
PM	31	1547	6	49	2080	PM

EASTBOUND (Carricker Rd/Tower Rd)

AM	NOON	PM	
52	0	43	
0	0	0	0
47	0	44	0
0	0	0	0
20	0	17	0
AM	NOON	PM	

WESTBOUND (Carricker Rd/Tower Rd)

PM	NOON	AM	
12	0	9	0
0	0	0	0
6	0	11	0
0	0	0	0
8	0	6	
PM	NOON	AM	

NORTHBOUND (US 41/Land O' Lakes Blvd)

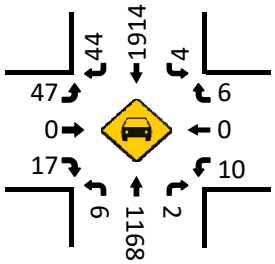
PM	1594	24	12	1975	2	PM
NOON	0	0	0	0	0	NOON
AM	2029	18	7	1221	2	AM

CONTROL

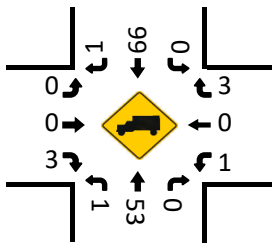
2-Way Stop(EB/WB)

TEV	3396	0	3725
	AM	NOON	PM
PHF	0.97		0.94

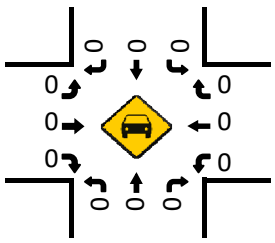
Cars (AM)



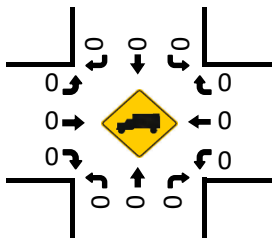
HT (AM)



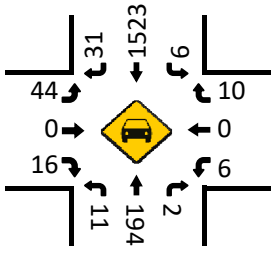
Cars (NOON)



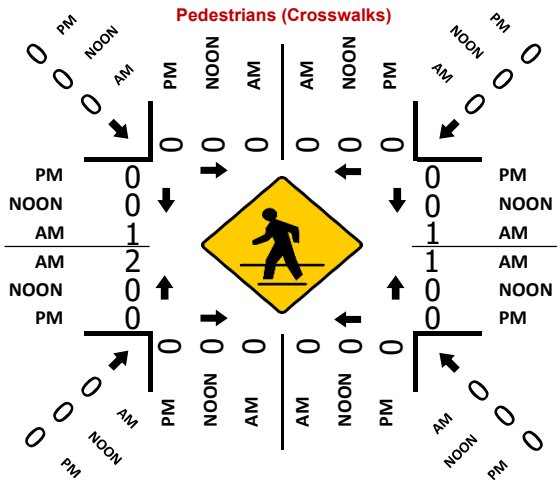
HT (NOON)



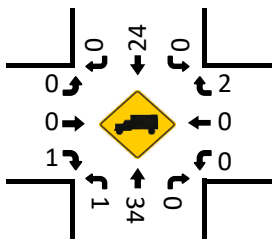
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Carricker Rd/Tower Rd
City: Land O' Lakes
Control: 2-Way Stop(EB/WB)

Project ID: 25-120553-003
Date: 11/18/2025

Data - Cars

NS/EW Streets:	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Carricker Rd/Tower Rd				Carricker Rd/Tower Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	210	0	1	0	486	4	8	5	0	1	0	2	0	1	0	718
7:15 AM	0	259	0	4	0	552	11	9	9	0	1	0	1	0	4	0	850
7:30 AM	0	292	1	3	1	477	15	2	8	0	3	0	2	0	0	0	804
7:45 AM	2	342	1	5	3	405	5	6	20	0	7	0	3	0	2	0	801
8:00 AM	4	275	0	6	0	480	13	14	10	0	6	0	4	0	0	0	812
8:15 AM	0	243	3	3	1	512	10	6	9	0	6	0	1	0	4	0	798
8:30 AM	0	223	0	5	1	483	7	10	6	0	5	0	2	0	2	0	744
8:45 AM	0	206	1	4	0	410	4	7	8	0	5	0	0	0	1	0	646
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	2050	6	31	6	3805	69	62	75	0	34	0	15	0	14	0	6173
APPROACH %'s :	0.29%	97.95%	0.29%	1.48%	0.15%	96.52%	1.75%	1.57%	68.81%	0.00%	31.19%	0.00%	51.72%	0.00%	48.28%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	6	1168	2	18	4	1914	44	31	47	0	17	0	10	0	6	0	3267
PEAK HR FACTOR :	0.375	0.854	0.500	0.750	0.333	0.867	0.733	0.554	0.588	0.000	0.607	0.000	0.625	0.000	0.375	0.000	0.961
		0.853				0.871				0.593				0.800			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	513	1	4	2	337	6	14	10	0	6	0	1	0	2	0	896
4:15 PM	3	463	2	6	2	315	11	12	8	0	7	0	3	0	7	0	839
4:30 PM	2	450	0	7	1	430	12	6	11	0	4	0	1	0	2	0	926
4:45 PM	3	456	0	6	1	317	8	13	11	0	8	0	2	0	1	0	826
5:00 PM	3	520	0	2	1	368	2	20	13	0	2	0	0	0	4	0	935
5:15 PM	3	515	2	8	3	408	9	10	9	0	2	0	3	0	3	0	975
5:30 PM	9	520	3	7	1	354	5	7	10	0	5	0	1	0	4	0	926
5:45 PM	2	422	5	6	1	310	2	12	12	0	6	0	1	1	3	0	783
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	25	3859	13	46	12	2839	55	94	84	0	40	0	12	1	26	0	7106
APPROACH %'s :	0.63%	97.87%	0.33%	1.17%	0.40%	94.63%	1.83%	3.13%	67.74%	0.00%	32.26%	0.00%	30.77%	2.56%	66.67%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	11	1941	2	23	6	1523	31	49	44	0	16	0	6	0	10	0	3662
PEAK HR FACTOR :	0.917	0.933	0.250	0.719	0.500	0.885	0.646	0.613	0.846	0.000	0.500	0.000	0.500	0.000	0.625	0.000	0.939
		0.936				0.896				0.789				0.667			

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Carricker Rd/Tower Rd
City: Land O' Lakes
Control: 2-Way Stop(EB/WB)

Project ID: 25-120553-003
Date: 11/18/2025

Data - HT

NS/EW Streets:	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Carricker Rd/Tower Rd				Carricker Rd/Tower Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	15	0	0	0	12	0	0	0	0	0	0	0	0	0	0	27
7:15 AM	0	11	0	0	0	14	0	0	0	0	1	0	0	0	0	0	26
7:30 AM	0	9	0	0	0	15	0	0	0	0	2	0	1	0	0	0	27
7:45 AM	0	14	0	0	0	16	0	0	0	0	0	0	0	0	3	0	33
8:00 AM	1	19	0	0	0	21	1	1	0	0	0	0	0	0	0	0	43
8:15 AM	0	13	0	0	0	17	0	2	0	0	1	0	0	0	0	0	33
8:30 AM	0	10	0	1	0	13	0	0	0	0	0	0	0	0	0	0	24
8:45 AM	0	13	0	0	0	9	1	1	0	0	0	0	0	0	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	104	0	1	0	117	2	4	0	0	4	0	1	0	3	0	237
APPROACH %'s :	0.94%	98.11%	0.00%	0.94%	0.00%	95.12%	1.63%	3.25%	0.00%	0.00%	100.00%	0.00%	25.00%	0.00%	75.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	53	0	0	0	66	1	1	0	0	3	0	1	0	3	0	129
PEAK HR FACTOR :	0.250	0.697	0.000	0.000	0.000	0.786	0.250	0.250	0.000	0.000	0.375	0.000	0.250	0.000	0.250	0.000	0.750
		0.675				0.739				0.375				0.333			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	10	0	0	0	11	0	0	0	0	0	0	0	0	0	0	21
4:15 PM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	16
4:30 PM	0	11	0	0	0	5	0	0	0	0	0	0	0	0	2	0	18
4:45 PM	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	0	14
5:00 PM	0	8	0	1	0	8	0	0	0	0	0	0	0	0	0	0	17
5:15 PM	1	5	0	0	0	7	0	0	0	0	1	0	0	0	0	0	14
5:30 PM	1	10	0	0	0	4	0	0	0	0	0	0	0	0	0	0	15
5:45 PM	0	10	2	0	0	8	0	1	0	0	0	0	0	0	0	0	21
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	72	2	1	0	55	0	1	0	0	1	0	0	0	2	0	136
APPROACH %'s :	2.60%	93.51%	2.60%	1.30%	0.00%	98.21%	0.00%	1.79%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	34	0	1	0	24	0	0	0	0	1	0	0	0	2	0	63
PEAK HR FACTOR :	0.250	0.773	0.000	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.875
		0.818				0.750				0.250				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Carricker Rd/Tower Rd
City: Land O' Lakes
Control: 2-Way Stop(EB/WB)

Project ID: 25-120553-003
Date: 11/18/2025

Data - Bikes

NS/EW Streets:	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Carricker Rd/Tower Rd				Carricker Rd/Tower Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	9	0	0	0	2	0	0	0	0	1	0	0	0	0	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	2	0	0	0	0	1	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.300
	0.250				0.250				0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Carricker Rd/Tower Rd
City: Land O' Lakes
Project ID: 25-120553-003
Date: 11/18/2025

Data - Pedestrians (Crosswalks)

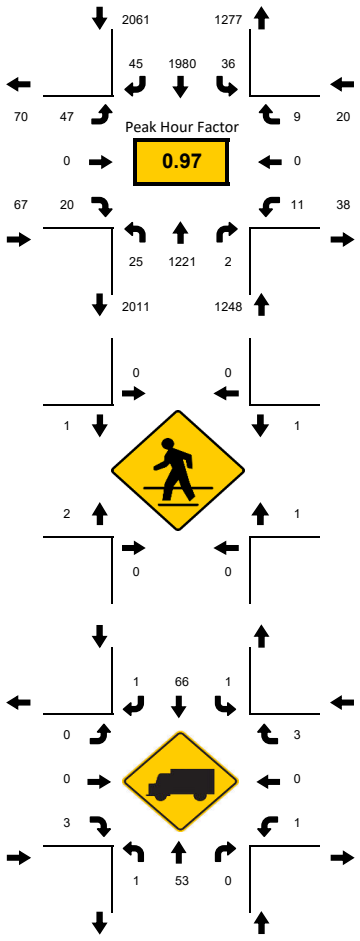
NS/EW Streets:	US 41/Land O' Lakes Blvd		US 41/Land O' Lakes Blvd		Carricker Rd/Tower Rd		Carricker Rd/Tower Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	1	1	0	2
8:00 AM	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	2	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	3	2	1	8
APPROACH %'s :					40.00%	60.00%	66.67%	33.33%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	1	1	2	1	5
PEAK HR FACTOR :					0.250	0.250	0.500	0.250	0.625
					0.500		0.750		

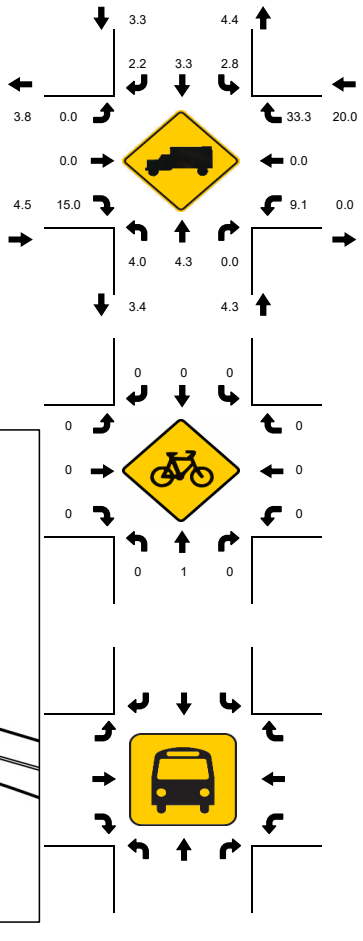
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	1	0	0	2
APPROACH %'s :					50.00%	50.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

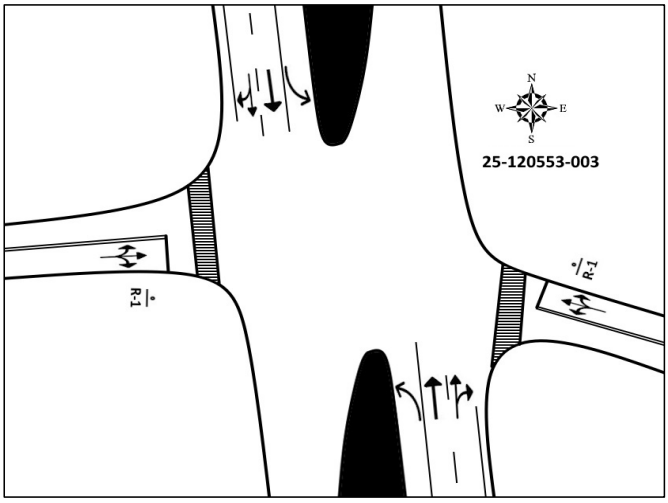
LOCATION: US 41/Land O' Lakes Blvd & Carricker Rd/Tower Rd
CITY/STATE: Land O' Lakes, FL

PROJECT ID: 25-120553-003
DATE: Tue, Nov 18, 2025

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:15 AM - 07:30 AM







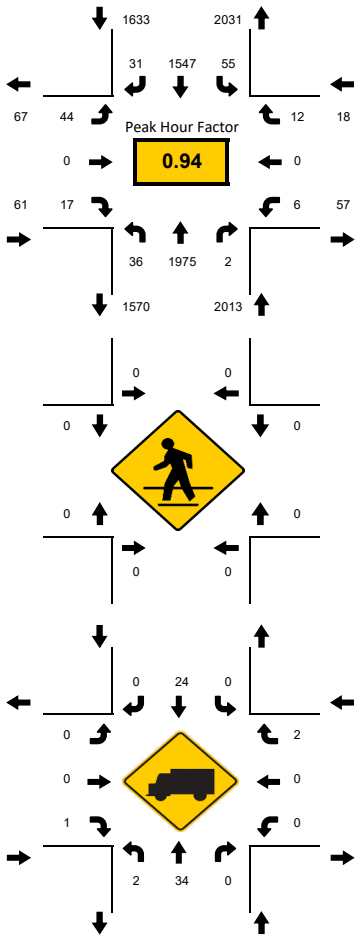
15-Min Count Period Beginning At	US 41/Land O' Lakes Blvd Northbound					US 41/Land O' Lakes Blvd Southbound					Carricker Rd/Tower Rd Eastbound					Carricker Rd/Tower Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	225	0	1		0	498	4	8		5	0	1	0		2	0	1	0		745	3286
7:15 AM	0	270	0	4		0	566	11	9		9	0	2	0		1	0	4	0		876	3396
7:30 AM	0	301	1	3		1	492	15	2		8	0	5	0		3	0	0	0		831	3351
7:45 AM	2	356	1	5		3	421	5	6		20	0	7	0		3	0	5	0		834	3288
8:00 AM	5	294	0	6		0	501	14	15		10	0	6	0		4	0	0	0		855	3124
8:15 AM	0	256	3	3		1	529	10	8		9	0	7	0		1	0	4	0		831	2269
8:30 AM	0	233	0	6		1	496	7	10		6	0	5	0		2	0	2	0		768	1438
8:45 AM	0	219	1	4		0	419	5	8		8	0	5	0		0	0	1	0		670	670

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	20	1424	4	24		12	2264	60	60		80	0	28	0		16	0	20	0		**4012**
Heavy Trucks	4	76	0	0		0	84	4	4		0	0	8	0		4	0	12	0		**192**
Pedestrians		0					0					4					4				**8**
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**4**
Buses																					**0**
Stopped Buses																					

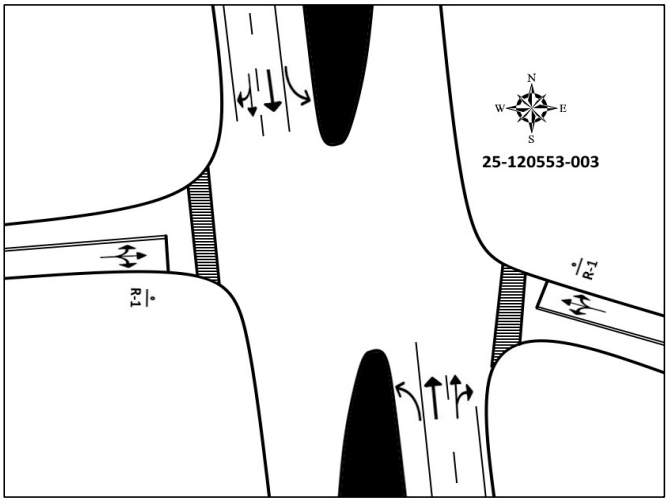
LOCATION: US 41/Land O' Lakes Blvd & Carricker Rd/Tower Rd
CITY/STATE: Land O' Lakes, FL

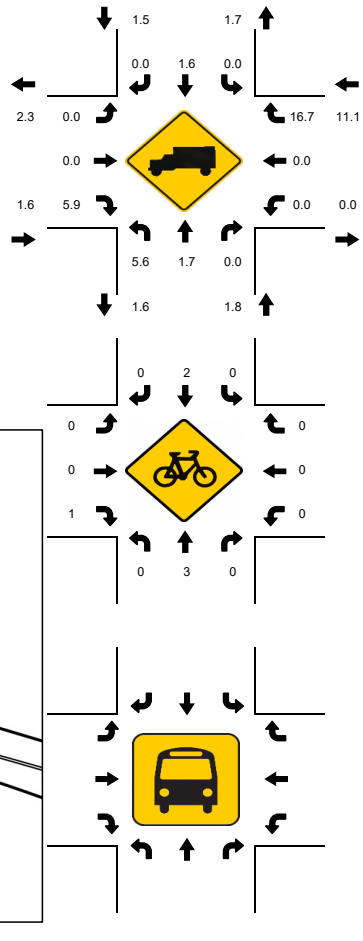
PROJECT ID: 25-120553-003
DATE: Tue, Nov 18, 2025

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services





15-Min Count Period Beginning At	US 41/Land O' Lakes Blvd Northbound					US 41/Land O' Lakes Blvd Southbound					Carricker Rd/Tower Rd Eastbound					Carricker Rd/Tower Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	523	1	4		2	348	6	14		10	0	6	0		1	0	2	0		917	3556
4:15 PM	3	471	2	6		2	323	11	12		8	0	7	0		3	0	7	0		855	3591
4:30 PM	2	461	0	7		1	435	12	6		11	0	4	0		1	0	4	0		944	3725
4:45 PM	3	466	0	6		1	321	8	13		11	0	8	0		2	0	1	0		840	3722
5:00 PM	3	528	0	3		1	376	2	20		13	0	2	0		0	0	4	0		952	3686
5:15 PM	4	520	2	8		3	415	9	10		9	0	3	0		3	0	3	0		989	2734
5:30 PM	10	530	3	7		1	358	5	7		10	0	5	0		1	0	4	0		941	1745
5:45 PM	2	432	7	6		1	318	2	13		12	0	6	0		1	1	3	0		804	804

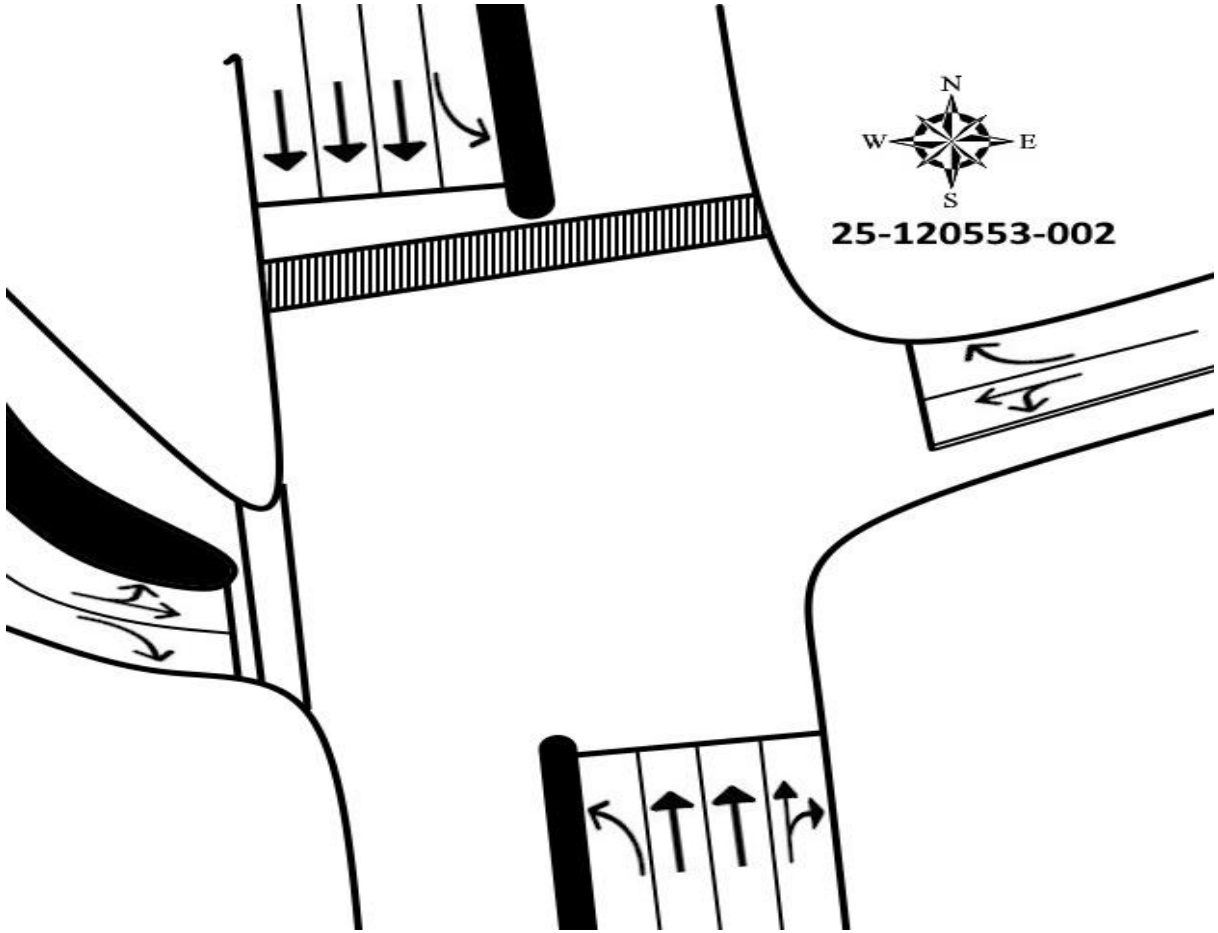
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	16	2112	8	32		12	1740	48	80		52	0	32	0		12	0	16	0		**4160**
Heavy Trucks	4	44	0	4		0	32	0	0		0	0	4	0		0	0	8	0		**92**
Pedestrians		0					0					0					0				**0**
Bicycles	0	12	0	0		0	8	0	0		0	0	4	0		0	0	0	0		**24**
Buses																					**0**
Stopped Buses																					

National Data & Surveying Services

Site Code:	**25-120553-002**
Date:	**11/18/2025**
Weather:	**Sunny**
City:	**Land O' Lakes**
County:	**Pasco**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**Signalized**

N

N/S Street: **US 41/Land O' Lakes Blvd** | Speed: **50 MPH**



E/W Street: **Ehren Cutoff/Preservation Dr/CR 583** | Speed: **45 MPH**

Prepared by National Data & Surveying Services

US 41/Land O' Lakes Blvd & Ehren Cutoff/Preservation Dr/CR 583

Peak Hour Turning Movement Count

ID: 25-120553-002
City: Land O' Lakes

Day: Tuesday
Date: 11/18/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 08:45 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 05:45 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	4072	0	4394
PHF	0.99		0.97

SOUTHBOUND — US 41/Land O' Lakes Blvd

	L	T	R	U	Total	
AM	0	1963	146	12	1282	AM
NOON	0	0	0	0	0	NOON
PM	1	1442	109	23	2157	PM

EASTBOUND — Ehren Cutoff/Preservation Dr/CR 583

	L	T	R	U	Total	
AM	0	0	1	0	1	AM
NOON	0	0	0	0	0	NOON
PM	8	0	21	0	29	PM
AM	7	0	10	0	17	AM
NOON	2	0	3	0	5	NOON
PM	12	0	10	0	22	PM

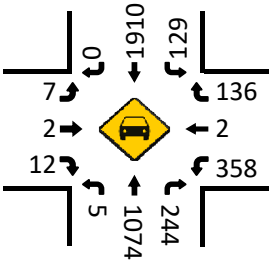
WESTBOUND — Ehren Cutoff/Preservation Dr/CR 583

	L	T	R	U	Total	
PM	169	0	139	0	308	PM
NOON	6	0	3	0	9	NOON
AM	232	0	373	0	605	AM
PM	1	0	0	0	1	PM
NOON	470	0	426	0	896	NOON
AM	1746	62	13	1955	357	AM

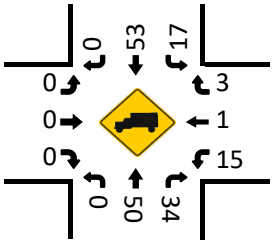
NORTHBOUND — US 41/Land O' Lakes Blvd

	L	T	R	U	Total	
PM	1746	62	13	1955	357	PM
NOON	0	0	0	0	0	NOON
AM	2356	8	5	1124	278	AM

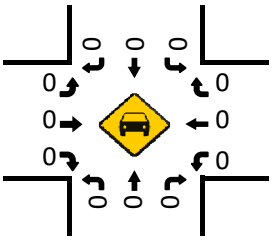
Cars (AM)



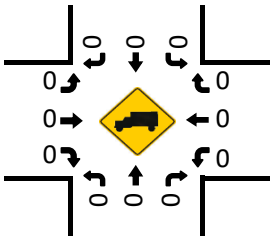
HT (AM)



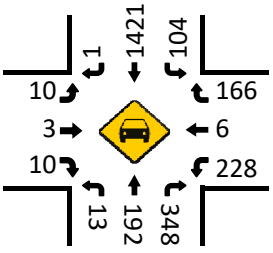
Cars (NOON)



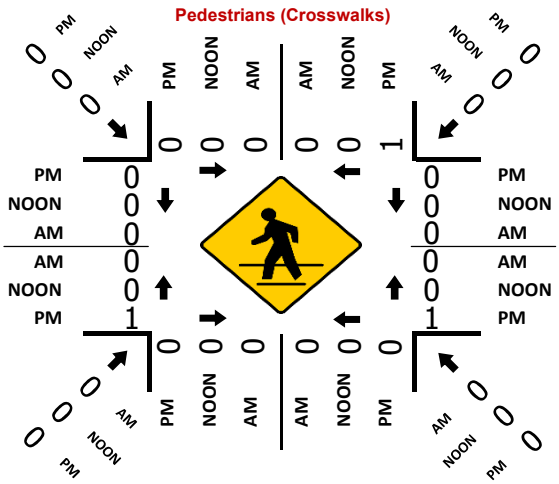
HT (NOON)



Cars (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
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1
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0

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Ehren Cutoff/Preservation Dr/CR 583
City: Land O' Lakes
Control: Signalized

Project ID: 25-120553-002
Date: 11/18/2025

Data - Total

NS/EW Streets:	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Ehren Cutoff/Preservation Dr/CR 583				Ehren Cutoff/Preservation Dr/CR 583				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	182	36	4	42	451	0	2	3	0	4	0	121	0	21	0	866
7:15 AM	2	251	48	2	30	564	0	3	2	0	3	0	103	1	23	0	1032
7:30 AM	1	297	65	3	30	504	0	1	2	0	4	0	89	0	35	0	1031
7:45 AM	2	289	74	2	47	434	0	4	1	0	4	0	94	0	42	0	993
8:00 AM	0	287	91	1	39	461	0	4	2	2	1	0	87	2	39	0	1016
8:15 AM	2	224	75	5	37	500	0	2	0	1	4	0	96	0	26	0	972
8:30 AM	2	195	44	3	12	451	0	0	0	2	2	0	102	0	22	0	835
8:45 AM	2	254	37	6	21	483	0	5	0	1	4	0	53	2	18	0	886
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	1979	470	26	258	3848	0	21	10	6	26	0	745	5	226	0	7631
APPROACH %'s :	0.44%	79.61%	18.91%	1.05%	6.25%	93.24%	0.00%	0.51%	23.81%	14.29%	61.90%	0.00%	76.33%	0.51%	23.16%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	5	1124	278	8	146	1963	0	12	7	2	12	0	373	3	139	0	4072
PEAK HR FACTOR :	0.625	0.946	0.764	0.667	0.777	0.870	0.000	0.750	0.875	0.250	0.750	0.000	0.905	0.375	0.827	0.000	0.986
	0.933				0.888				0.875				0.947				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	496	105	10	30	304	0	6	1	1	3	0	76	1	36	0	1073
4:15 PM	6	469	106	10	24	327	0	3	1	0	0	0	55	0	37	0	1038
4:30 PM	1	387	83	6	40	356	0	7	0	0	2	0	71	1	49	0	1003
4:45 PM	4	469	80	13	23	343	0	10	3	0	5	0	72	1	46	1	1070
5:00 PM	4	491	96	25	30	378	0	4	1	2	3	0	61	3	40	0	1138
5:15 PM	4	468	102	19	35	375	1	4	4	1	2	1	64	2	44	0	1126
5:30 PM	1	527	79	5	21	346	0	5	2	0	0	0	35	0	39	0	1060
5:45 PM	3	425	81	7	24	329	0	3	1	2	1	0	51	1	36	0	964
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	27	3732	732	95	227	2758	1	42	13	6	16	1	485	9	327	1	8472
APPROACH %'s :	0.59%	81.38%	15.96%	2.07%	7.50%	91.08%	0.03%	1.39%	36.11%	16.67%	44.44%	2.78%	59.00%	1.09%	39.78%	0.12%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	13	1955	357	62	109	1442	1	23	10	3	10	1	232	6	169	1	4394
PEAK HR FACTOR :	0.813	0.927	0.875	0.620	0.779	0.954	0.250	0.575	0.625	0.375	0.500	0.250	0.806	0.500	0.918	0.250	0.965
	0.969				0.949				0.750				0.850				

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Ehren Cutoff/Preservation Dr/CR 583
City: Land O' Lakes
Control: Signalized

Project ID: 25-120553-002
Date: 11/18/2025

Data - Cars

NS/EW Streets:	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Ehren Cutoff/Preservation Dr/CR 583				Ehren Cutoff/Preservation Dr/CR 583				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	170	34	2	40	435	0	2	2	0	4	0	116	0	20	0	825
7:15 AM	2	241	40	2	29	553	0	3	2	0	3	0	99	1	22	0	997
7:30 AM	1	287	57	2	28	489	0	1	2	0	4	0	82	0	35	0	988
7:45 AM	2	277	60	2	39	423	0	4	1	0	4	0	92	0	41	0	945
8:00 AM	0	269	87	1	33	445	0	4	2	2	1	0	85	1	38	0	968
8:15 AM	2	212	72	5	35	486	0	2	0	1	4	0	90	0	25	0	934
8:30 AM	2	187	42	3	12	436	0	0	0	2	2	0	91	0	22	0	799
8:45 AM	2	236	32	5	20	474	0	5	0	1	4	0	47	2	18	0	846
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	1879	424	22	236	3741	0	21	9	6	26	0	702	4	221	0	7302
APPROACH %'s :	0.47%	80.44%	18.15%	0.94%	5.90%	93.57%	0.00%	0.53%	21.95%	14.63%	63.41%	0.00%	75.73%	0.43%	23.84%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	5	1074	244	7	129	1910	0	12	7	2	12	0	358	2	136	0	3898
PEAK HR FACTOR :	0.625	0.936	0.701	0.875	0.827	0.863	0.000	0.750	0.875	0.250	0.750	0.000	0.904	0.500	0.829	0.000	0.977
		0.931				0.876				0.875				0.932			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	486	101	10	29	296	0	5	1	1	3	0	74	1	35	0	1046
4:15 PM	6	461	104	10	24	317	0	2	1	0	0	0	53	0	37	0	1015
4:30 PM	1	373	82	6	39	350	0	7	0	0	2	0	65	1	49	0	975
4:45 PM	4	461	78	13	21	339	0	10	3	0	5	0	71	1	44	1	1051
5:00 PM	4	487	95	24	29	372	0	4	1	2	3	0	60	3	40	0	1124
5:15 PM	4	461	100	19	34	368	1	4	4	1	2	1	62	2	43	0	1106
5:30 PM	1	517	75	5	20	342	0	5	2	0	0	0	35	0	39	0	1041
5:45 PM	3	416	80	7	23	322	0	3	1	2	1	0	47	1	34	0	940
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	27	3662	715	94	219	2706	1	40	13	6	16	1	467	9	321	1	8298
APPROACH %'s :	0.60%	81.41%	15.90%	2.09%	7.38%	91.23%	0.03%	1.35%	36.11%	16.67%	44.44%	2.78%	58.52%	1.13%	40.23%	0.13%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	13	1926	348	61	104	1421	1	23	10	3	10	1	228	6	166	1	4322
PEAK HR FACTOR :	0.813	0.931	0.870	0.635	0.765	0.955	0.250	0.575	0.625	0.375	0.500	0.250	0.803	0.500	0.943	0.250	0.961
		0.962				0.951				0.750				0.857			

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Ehren Cutoff/Preservation Dr/CR 583
City: Land O' Lakes
Control: Signalized

Project ID: 25-120553-002
Date: 11/18/2025

Data - HT

NS/EW Streets:	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Ehren Cutoff/Preservation Dr/CR 583				Ehren Cutoff/Preservation Dr/CR 583				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	12	2	2	2	16	0	0	1	0	0	0	5	0	1	0	41
7:15 AM	0	10	8	0	1	11	0	0	0	0	0	0	4	0	1	0	35
7:30 AM	0	10	8	1	2	15	0	0	0	0	0	0	7	0	0	0	43
7:45 AM	0	12	14	0	8	11	0	0	0	0	0	0	2	0	1	0	48
8:00 AM	0	18	4	0	6	16	0	0	0	0	0	0	2	1	1	0	48
8:15 AM	0	12	3	0	2	14	0	0	0	0	0	0	6	0	1	0	38
8:30 AM	0	8	2	0	0	15	0	0	0	0	0	0	11	0	0	0	36
8:45 AM	0	18	5	1	1	9	0	0	0	0	0	0	6	0	0	0	40
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	100	46	4	22	107	0	0	1	0	0	0	43	1	5	0	329
APPROACH %'s :	0.00%	66.67%	30.67%	2.67%	17.05%	82.95%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	87.76%	2.04%	10.20%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	50	34	1	17	53	0	0	0	0	0	0	15	1	3	0	174
PEAK HR FACTOR :	0.000	0.694	0.607	0.250	0.531	0.828	0.000	0.000	0.000	0.000	0.000	0.000	0.536	0.250	0.750	0.000	0.906
		0.817				0.795								0.679			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	10	4	0	1	8	0	1	0	0	0	0	2	0	1	0	27
4:15 PM	0	8	2	0	0	10	0	1	0	0	0	0	2	0	0	0	23
4:30 PM	0	14	1	0	1	6	0	0	0	0	0	0	6	0	0	0	28
4:45 PM	0	8	2	0	2	4	0	0	0	0	0	0	1	0	2	0	19
5:00 PM	0	4	1	1	1	6	0	0	0	0	0	0	1	0	0	0	14
5:15 PM	0	7	2	0	1	7	0	0	0	0	0	0	2	0	1	0	20
5:30 PM	0	10	4	0	1	4	0	0	0	0	0	0	0	0	0	0	19
5:45 PM	0	9	1	0	1	7	0	0	0	0	0	0	4	0	2	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	70	17	1	8	52	0	2	0	0	0	0	18	0	6	0	174
APPROACH %'s :	0.00%	79.55%	19.32%	1.14%	12.90%	83.87%	0.00%	3.23%					75.00%	0.00%	25.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	29	9	1	5	21	0	0	0	0	0	0	4	0	3	0	72
PEAK HR FACTOR :	0.000	0.725	0.563	0.250	0.625	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.900
		0.696				0.813								0.583			

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Ehren Cutoff/Preservation Dr/CR 583
City: Land O' Lakes
Control: Signalized

Project ID: 25-120553-002
Date: 11/18/2025

Data - Bikes

NS/EW Streets:	US 41/Land O' Lakes Blvd				US 41/Land O' Lakes Blvd				Ehren Cutoff/Preservation Dr/CR 583				Ehren Cutoff/Preservation Dr/CR 583				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250											

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41/Land O' Lakes Blvd & Ehren Cutoff/Preservation Dr/CR 583 **Project ID:** 25-120553-002
City: Land O' Lakes **Date:** 11/18/2025

Data - Pedestrians (Crosswalks)

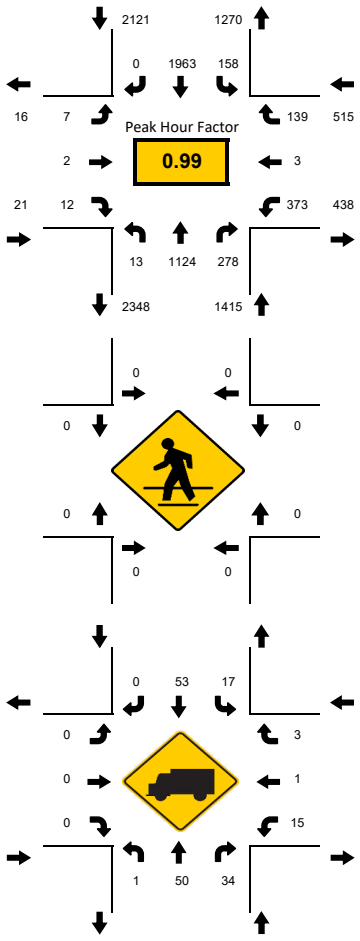
NS/EW Streets:	US 41/Land O' Lakes Blvd		US 41/Land O' Lakes Blvd		Ehren Cutoff/Preservation Dr/CR 583		Ehren Cutoff/Preservation Dr/CR 583		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

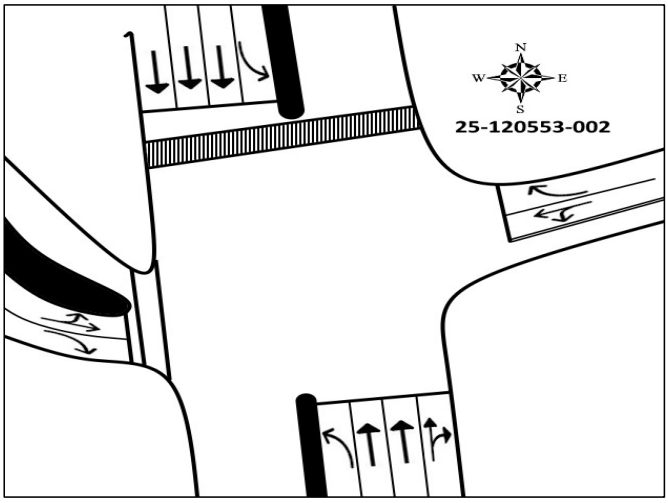
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	1	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	1	0	0	1	1	1	0	5
APPROACH %'s :	50.00%	50.00%			50.00%	50.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	1	0	0	1	0	1	0	3
PEAK HR FACTOR :	0.250				0.250		0.250		0.375
		0.250				0.250		0.250	

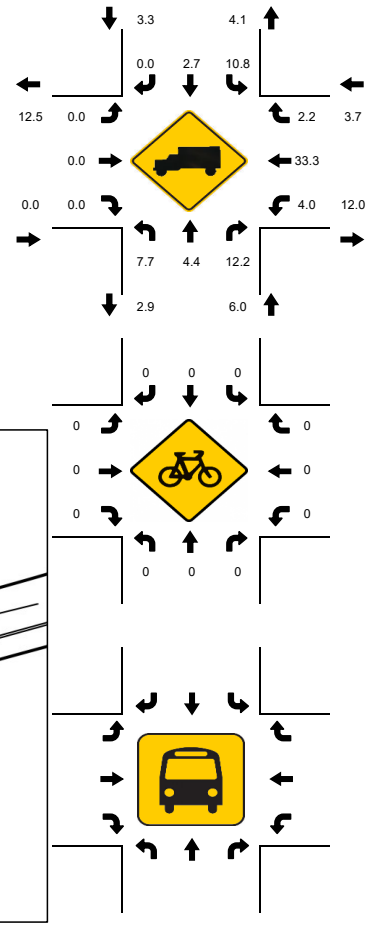
LOCATION: US 41/Land O' Lakes Blvd & Ehren Cutoff/Preservation Dr/CR 583
CITY/STATE: Land O' Lakes, FL

PROJECT ID: 25-120553-002
DATE: Tue, Nov 18, 2025

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:15 AM - 07:30 AM





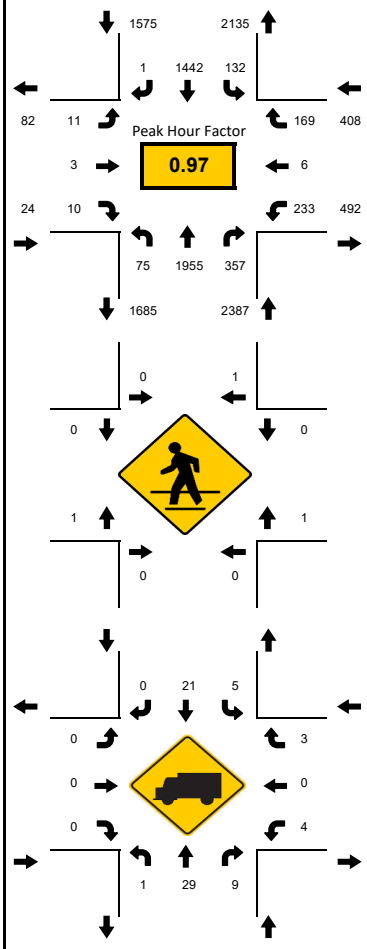


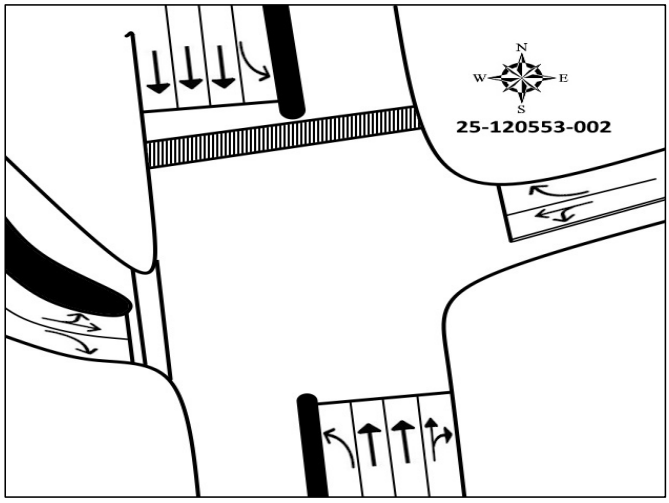
15-Min Count Period Beginning At	US 41/Land O' Lakes Blvd Northbound					US 41/Land O' Lakes Blvd Southbound					hren Cutoff/Preservation Dr/CR 5 Eastbound					hren Cutoff/Preservation Dr/CR 5 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	182	36	4		42	451	0	2		3	0	4	0		121	0	21	0		866	3922
7:15 AM	2	251	48	2		30	564	0	3		2	0	3	0		103	1	23	0		1032	4072
7:30 AM	1	297	65	3		30	504	0	1		2	0	4	0		89	0	35	0		1031	4012
7:45 AM	2	289	74	2		47	434	0	4		1	0	4	0		94	0	42	0		993	3816
8:00 AM	0	287	91	1		39	461	0	4		2	2	1	0		87	2	39	0		1016	3709
8:15 AM	2	224	75	5		37	500	0	2		0	1	4	0		96	0	26	0		972	2693
8:30 AM	2	195	44	3		12	451	0	0		0	2	2	0		102	0	22	0		835	1721
8:45 AM	2	254	37	6		21	483	0	5		0	1	4	0		53	2	18	0		886	886

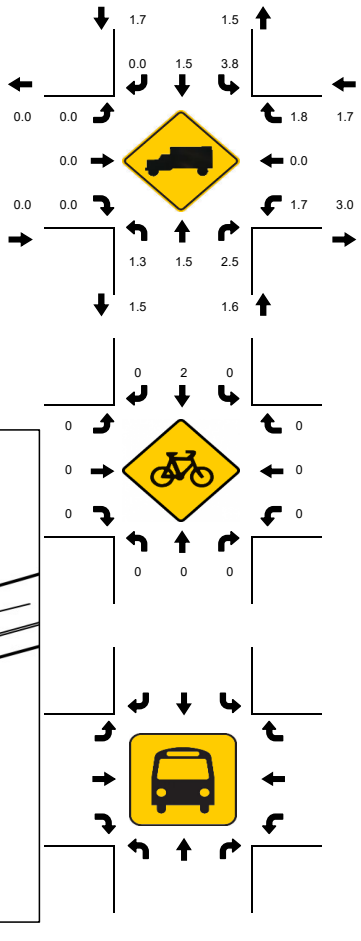
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	8	1188	364	12		188	2256	0	16		8	8	16	0		412	8	168	0		**4652**
Heavy Trucks	0	72	56	4		32	64	0	0		0	0	0	0		28	4	4	0		**260**
Pedestrians		0					0					0					0				**0**
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**
Buses																					**0**
Stopped Buses																					

LOCATION: US 41/Land O' Lakes Blvd & Ehren Cutoff/Preservation Dr/CR 583 **PROJECT ID:** 25-120553-002
CITY/STATE: Land O' Lakes, FL **DATE:** Tue, Nov 18, 2025

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM







15-Min Count Period Beginning At	US 41/Land O' Lakes Blvd Northbound					US 41/Land O' Lakes Blvd Southbound					hren Cutoff/Preservation Dr/CR 5 Eastbound					hren Cutoff/Preservation Dr/CR 5 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	4	496	105	10		30	304	0	6		1	1	3	0		76	1	36	0		1073	4184
4:15 PM	6	469	106	10		24	327	0	3		1	0	0	0		55	0	37	0		1038	4249
4:30 PM	1	387	83	6		40	356	0	7		0	0	2	0		71	1	49	0		1003	4337
4:45 PM	4	469	80	13		23	343	0	10		3	0	5	0		72	1	46	1		1070	4394
5:00 PM	4	491	96	25		30	378	0	4		1	2	3	0		61	3	40	0		1138	4288
5:15 PM	4	468	102	19		35	375	1	4		4	1	2	1		64	2	44	0		1126	3150
5:30 PM	1	527	79	5		21	346	0	5		2	0	0	0		35	0	39	0		1060	2024
5:45 PM	3	425	81	7		24	329	0	3		1	2	1	0		51	1	36	0		964	964

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	16	2108	408	100		140	1512	4	40		16	8	20	4		288	12	184	4		**4864**
Heavy Trucks	0	40	16	4		8	28	0	0		0	0	0	0		8	0	8	0		**108**
Pedestrians		0					4					4					4				**12**
Bicycles	0	0	0	0		0	8	0	0		0	0	0	0		0	0	0	0		**8**
Buses																					**0**
Stopped Buses																					

Location Details			
Signal ID:	**643**	Date:	**September 12, 2024**
Major Street:	**US 41**	Orientation:	**N-S**
Minor Street:	**Gator Ln-Wilderness Lake Blvd**	Orientation:	**E-W**

Controller Timings (seconds)

Movement # (Controller Phase Ø)	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16	Notes
Direction	**SBLT**	**NB**	**WBLT**	**EB**	**NBLT**	**SB**	**EBLT**	**WB**					**NBLT**				
Turn Type	Prot		Prot Perm		Prot		FYA						Prot				
Min Green	**7**	**20**	**7**	**10**	**7**	**20**	**7**	**10**					**7**				
Ext	**3.0**	**5.0**	**3.0**	**3.0**	**3.0**	**5.0**	**4.0**	**3.0**					**3.0**				
Yellow	**5.5**	**5.5**	**3.4**	**3.4**	**5.5**	**5.5**	**3.4**	**3.4**					**5.5**				
All Red	**2.0**	**2.0**	**6.0**	**6.0**	**2.0**	**2.0**	**4.4**	**6.0**					**2.0**				
Max I	**30**	**90**	**25**	**30**	**65**	**90**	**25**	**30**					**30**				
Max II		**105**	**25**	**80**	**60**	**105**	**45**	**50**									
Walk		**7**		**7**		**7**		**7**									
Flashing Don't Walk		**21**		**32**		**23**		**29**									
Detector Memory																	
Det. Switching to:			**Ø8**				**Ø4**										
Recall		**MIN**				**MIN**											
CNA																	

Coordination Timings (seconds)

Pattern	C-S-O	Cycle Length	Splits															Offset	Seq	Coord Ø
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16			
1		**240**	**30**	**145** MAX	**21**	**44**	**54**	**121** MAX	**25**	**40**									**29**	**2**	**2, 6**
3		**240**	**32**	**143** MAX	**21**	**44**	**40**	**135** MAX	**25**	**40**									**1**	**2**	**2, 6**
5															OMT				**-**	**1**	**-**
11		**240**	**24**	**151** MAX	**21**	**44**	**33**	**115** MAX	**21**	**44**					**27**				**58**	**2**	**2, 6**
21		**240**	**30**	**112** MAX	**25**	**73**	**32**	**110** MAX	**50**	**48**									**11**	**2**	**2, 6**

Offset Reference Point	Phase Mode
Beginning of Yellow	**STD8**

Notes:
1) Use 'Max I' during FREE Operation.
2) Max recall Ø2 and Ø6 during coordination.
3) Red Lock programmed on Ø1, Ø4, Ø5, and Ø8 detectors.
4) 5.0 second LPI programmed on Ø4 and Ø8.
5) Timing Plan 2 uses 10 seconds of Walk for Ø8, operating during actions 1, 5,11, and 21.

SEQ 1

Ring - 1	1	2		3	4
Ring - 2	5	6	13	7	8

SEQ 2

Ring - 1	2	1		3	4
Ring - 2	5	6	13	7	8

Signal ID:	**643**
Major Street:	**US 41**
Minor Street:	**Gator Ln-Wilderness Lake Blvd**

Day Plans

Weekday (Reg Sch)			
Day Plan 1			
Hr	Min	Patt	Cycl
00	00	254	FREE
06	00	1	240
06	40	11	240
07	00	21	240
07	15	1	240
09	00	254	FREE
13	35	5	FREE
14	35	254	FREE
15	30	3	240
18	00	254	FREE

Weekend			
Day Plan 2			
Hr	Min	Patt	Cycl
00	00	254	FREE

Weekday (ERD Sch)			
Day Plan 3			
Hr	Min	Patt	Cycl
00	00	254	FREE
06	00	1	240
06	40	11	240
07	00	21	240
07	15	1	240
09	00	254	FREE
11	35	5	FREE
12	35	254	FREE
15	30	3	240
18	00	254	FREE

Weekday (No Sch)			
Day Plan 4			
Hr	Min	Patt	Cycl
00	00	254	FREE
06	30	1	240
09	00	254	FREE
15	30	3	240
18	00	254	FREE

Day Plan 5			
Hr	Min	Patt	Cycl

Day Plan 6			
Hr	Min	Patt	Cycl

Day Plan 7			
Hr	Min	Patt	Cycl

Day Plan 8			
Hr	Min	Patt	Cycl

Patt	Force Mode	Detector Plan	Timing Plan	Coord Max Plan	Alt Time Table Max Values (Seconds)															
					Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16
1	Float		2	MAXINH																
3	Float			MAXINH																
5	Float		2	MAX2/3	30	90	25	95	65	90	45	50								
11	Float		2	MAXINH																
21	Float		2	MAXINH																

Location Details			
Signal ID:	**706**	Date:	**September 12, 2024**
Major Street:	**US 41**	Orientation:	**N-S**
Minor Street:	**Ehren Cutoff**	Orientation:	**E-W**

Controller Timings (seconds)

Movement # (Controller Phase Ø)	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16	Notes
Direction	SBLT	NB		EB	NBLT	SB		WB									
Turn Type	Prot Perm				Prot Perm												
Min Green	7	20		10	7	23		10									
Ext	3.0	5.0		3.0	3.0	5.0		4.0									
Yellow	5.2	5.2		4.8	5.1	5.2		4.8									
All Red	2.0	2.0		2.8	2.0	2.0		2.8									
Max I	15	60		15	10	60		35									
Max II		70		30		70		60									
Walk		7						7									
Flashing Don't Walk		22						29									
Detector Memory																	
Det. Switching to:	Ø6				Ø2												
Recall		MIN				MIN											
CNA																	

Coordination Timings (seconds)

Pattern	C-S-O	Cycle Length	Splits																Offset	Seq	Coord Ø
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16			
1		160	30	66 MAX		64	15	81 MAX		64									64	1	2, 6
3		160	24	78 MAX		58	17	85 MAX		58									54	1	2, 6

Offset Reference Point	Phase Mode
Beginning of Yellow	STD8

SEQ 1

Ring - 1	1	2	4
Ring - 2	5	6	8

Notes:
1) Use 'Max I' during FREE Operation.
2) Max recall Ø2 and Ø6 during coordination.
3) Red Lock programmed on Ø4 and Ø8 detectors.
4) 3.0 second LPI programmed on Ø2 and Ø8.

Signal ID:	**706**
Major Street:	**US 41**
Minor Street:	**Ehren Cutoff**

Day Plans

Weekday

Day Plan 1

Hr	Min	Patt	Cycl
00	00	254	FREE
06	15	1	160
09	15	254	FREE
14	45	3	160
18	00	254	FREE

Weekend

Day Plan 2

Hr	Min	Patt	Cycl
00	00	254	FREE

Day Plan 3

Hr	Min	Patt	Cycl

Day Plan 4

Hr	Min	Patt	Cycl

Day Plan 5

Hr	Min	Patt	Cycl

Day Plan 6

Hr	Min	Patt	Cycl

Day Plan 7

Hr	Min	Patt	Cycl

Day Plan 8

Hr	Min	Patt	Cycl

Patt	Force Mode	Detector Plan	Timing Plan	Coord Max Plan	Alt Time Table Max Values (Seconds)															
					Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16
1	Float			MAXINH																
3	Float			MAXINH																

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1400 PASCO COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.00	1.04
2	01/07/2024 - 01/13/2024	1.02	1.06
3	01/14/2024 - 01/20/2024	1.03	1.07
4	01/21/2024 - 01/27/2024	1.02	1.06
5	01/28/2024 - 02/03/2024	1.00	1.04
6	02/04/2024 - 02/10/2024	0.99	1.03
* 7	02/11/2024 - 02/17/2024	0.97	1.01
* 8	02/18/2024 - 02/24/2024	0.96	1.00
* 9	02/25/2024 - 03/02/2024	0.96	1.00
*10	03/03/2024 - 03/09/2024	0.95	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.98
*12	03/17/2024 - 03/23/2024	0.95	0.99
*13	03/24/2024 - 03/30/2024	0.95	0.99
*14	03/31/2024 - 04/06/2024	0.96	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.00
*16	04/14/2024 - 04/20/2024	0.96	1.00
*17	04/21/2024 - 04/27/2024	0.97	1.01
*18	04/28/2024 - 05/04/2024	0.97	1.01
*19	05/05/2024 - 05/11/2024	0.98	1.02
20	05/12/2024 - 05/18/2024	0.98	1.02
21	05/19/2024 - 05/25/2024	0.99	1.03
22	05/26/2024 - 06/01/2024	1.00	1.04
23	06/02/2024 - 06/08/2024	1.00	1.04
24	06/09/2024 - 06/15/2024	1.01	1.05
25	06/16/2024 - 06/22/2024	1.01	1.05
26	06/23/2024 - 06/29/2024	1.02	1.06
27	06/30/2024 - 07/06/2024	1.02	1.06
28	07/07/2024 - 07/13/2024	1.03	1.07
29	07/14/2024 - 07/20/2024	1.03	1.07
30	07/21/2024 - 07/27/2024	1.04	1.08
31	07/28/2024 - 08/03/2024	1.04	1.08
32	08/04/2024 - 08/10/2024	1.04	1.08
33	08/11/2024 - 08/17/2024	1.05	1.09
34	08/18/2024 - 08/24/2024	1.05	1.09
35	08/25/2024 - 08/31/2024	1.05	1.09
36	09/01/2024 - 09/07/2024	1.06	1.10
37	09/08/2024 - 09/14/2024	1.06	1.10
38	09/15/2024 - 09/21/2024	1.07	1.11
39	09/22/2024 - 09/28/2024	1.05	1.09
40	09/29/2024 - 10/05/2024	1.04	1.08
41	10/06/2024 - 10/12/2024	1.03	1.07
42	10/13/2024 - 10/19/2024	1.02	1.06
43	10/20/2024 - 10/26/2024	1.01	1.05
44	10/27/2024 - 11/02/2024	1.01	1.05
45	11/03/2024 - 11/09/2024	1.00	1.04
46	11/10/2024 - 11/16/2024	1.00	1.04
47	11/17/2024 - 11/23/2024	1.00	1.04
48	11/24/2024 - 11/30/2024	1.00	1.04
49	12/01/2024 - 12/07/2024	1.00	1.04
50	12/08/2024 - 12/14/2024	1.00	1.04
51	12/15/2024 - 12/21/2024	1.00	1.04
52	12/22/2024 - 12/28/2024	1.02	1.06
53	12/29/2024 - 12/31/2024	1.03	1.07

* PEAK SEASON

04-MAR-2025 16:32:54 830UPD 7_1400_PKSEASON.TXT

Appendix F
Detailed Intersection Volumes

Project No. 25941.02.04
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
AM Peak	1.00	2.00%	6	21	65	Backg'd + {Vested} + [Pass-by] + (Project) = Total

Intersection: US 41 & Project Access 4

App	Mvmt	Raw	SF	Adjusted	GR	Adj Bg'd	ProjIn	ProjOut	Init Proj	Proj Adjst	Project	BldOut	Volumes
	U	0	1	**0**	1.12	**0**			0		**0**	**0**	
	L	0	1	**0**	1.12	**0**			0		**0**	**0**	
NB	T	1309	1	**1309**	1.12	**1466**			0		**0**	**1466**	1466
	R	0	1	**0**	1.12	**0**	100%		21		**21**	**21**	(21)
	U	0	1	**0**	1.12	**0**			0		**0**	**0**	
	L	0	1	**0**	1.12	**0**			0		**0**	**0**	
SB	T	2061	1	**2061**	1.12	**2308**	45%	55%	45		**45**	**2353**	2308 + (45) = 2353
	R	0	1	**0**	1.12	**0**			0		**0**	**0**	
	U	0	0	**0**	0	**0**	0%	0%	0	0	**0**	**0**	
	L	0	0	**0**	0	**0**	0%	0%	0	0	**0**	**0**	
EB	T	0	0	**0**	0	**0**	0%	0%	0	0	**0**	**0**	
	R	0	0	**0**	0	**0**	0%	0%	0	0	**0**	**0**	
	U	0	1	**0**	1.12	**0**			0		**0**	**0**	
	L	0	1	**0**	1.12	**0**			0		**0**	**0**	
WB	T	0	1	**0**	1.12	**0**			0		**0**	**0**	
	R	0	1	**0**	1.12	**0**		100%	65		**65**	**65**	(65)

Project No. 25941.02.04
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
PM Peak	1.00	2.00%	6	51	39	Backg'd + {Vested} + [Pass-by] + (Project) = Total

Intersection: US 41 & Wilderness Lakes Blvd — 1

App	Mvmt	Raw	SF	Adjusted	GR	Adj Bg'd	ProjIn	ProjOut	Init Proj	Proj Adjst	Project	BldOut	Volumes
	U	6	1	**6**	1.12	**7**		55%	21		**21**	**28**	7 + (21) = 28
	L	68	1	**68**	1.12	**76**		2%	1		**1**	**77**	76 + (1) = 77
NB	T	1790	1	**1790**	1.12	**2005**		40%	16		**16**	**2021**	2005 + (16) = 2021
	R	91	1	**91**	1.12	**102**		2%	1		**1**	**103**	102 + (1) = 103
	U	9	1	**9**	1.12	**10**			0		**0**	**10**	10
	L	93	1	**93**	1.12	**104**			0		**0**	**104**	104
SB	T	1336	1	**1336**	1.12	**1496**	40%		20	1	**21**	**1517**	1496 + (21) = 1517
	R	51	1	**51**	1.12	**57**			0		**0**	**57**	57
	U	1	1	**1**	1.12	**1**			0		**0**	**1**	1
	L	97	1	**97**	1.12	**109**			0		**0**	**109**	109
EB	T	18	1	**18**	1.12	**20**			0		**0**	**20**	20
	R	87	1	**87**	1.12	**97**	2%		1		**1**	**98**	97 + (1) = 98
	U	0	1	**0**	1.12	**0**			0		**0**	**0**	
	L	95	1	**95**	1.12	**106**	2%		1		**1**	**107**	106 + (1) = 107
WB	T	14	1	**14**	1.12	**16**			0		**0**	**16**	16
	R	120	1	**120**	1.12	**134**			0		**0**	**134**	134

Intersection: US 41 & Carricker Road — 2

App	Mvmt	Raw	SF	Adjusted	GR	Adj Bg'd	ProjIn	ProjOut	Init Proj	Proj Adjst	Project	BldOut	Volumes
	U	24	1	**24**	1.12	**27**			0		**0**	**27**	27
	L	12	1	**12**	1.12	**13**			0		**0**	**13**	13
NB	T	1975	1	**1975**	1.12	**2212**	55%		28		**28**	**2240**	2212 + (28) = 2240
	R	2	1	**2**	1.12	**2**			0		**0**	**2**	2
	U	49	1	**49**	1.12	**55**	45%		23		**23**	**78**	55 + (23) = 78
	L	6	1	**6**	1.12	**7**			0		**0**	**7**	7
SB	T	1547	1	**1547**	1.12	**1733**		55%	21		**21**	**1754**	1733 + (21) = 1754
	R	31	1	**31**	1.12	**35**			0		**0**	**35**	35
	U	0	1	**0**	1.12	**0**			0		**0**	**0**	
	L	44	1	**44**	1.12	**49**			0		**0**	**49**	49
EB	T	0	1	**0**	1.12	**0**			0		**0**	**0**	
	R	17	1	**17**	1.12	**19**			0		**0**	**19**	19
	U	0	1	**0**	1.12	**0**			0		**0**	**0**	
	L	6	1	**6**	1.12	**7**			0		**0**	**7**	7
WB	T	0	1	**0**	1.12	**0**			0		**0**	**0**	
	R	12	1	**12**	1.12	**13**			0		**0**	**13**	13

Intersection: US 41 & Ehren Cutoff — 3

App	Mvmt	Raw	SF	Adjusted	GR	Adj Bg'd	ProjIn	ProjOut	Init Proj	Proj Adjst	Project	BldOut	Volumes
	U	62	1	**62**	1.12	**69**			0		**0**	**69**	69
	L	13	1	**13**	1.12	**15**			0		**0**	**15**	15
NB	T	1955	1	**1955**	1.12	**2190**	50%		26		**26**	**2216**	2190 + (26) = 2216
	R	357	1	**357**	1.12	**400**			0		**0**	**400**	400
	U	23	1	**23**	1.12	**26**			0		**0**	**26**	26
	L	109	1	**109**	1.12	**122**		5%	2		**2**	**124**	122 + (2) = 124
SB	T	1442	1	**1442**	1.12	**1615**		50%	20	-1	**19**	**1634**	1615 + (19) = 1634
	R	1	1	**1**	1.12	**1**			0		**0**	**1**	1
	U	1	1	**1**	1.12	**1**			0		**0**	**1**	1
	L	10	1	**10**	1.12	**11**			0		**0**	**11**	11
EB	T	3	1	**3**	1.12	**3**			0		**0**	**3**	3
	R	10	1	**10**	1.12	**11**			0		**0**	**11**	11
	U	1	1	**1**	1.12	**1**			0		**0**	**1**	1
	L	232	1	**232**	1.12	**260**			0		**0**	**260**	260
WB	T	6	1	**6**	1.12	**7**			0		**0**	**7**	7
	R	169	1	**169**	1.12	**189**	5%		3	-1	**2**	**191**	189 + (2) = 191

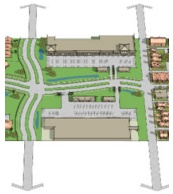
Intersection: US 41 & Project Access — 4

App	Mvmt	Raw	SF	Adjusted	GR	Adj Bg'd	ProjIn	ProjOut	Init Proj	Proj Adjst	Project	BldOut	Volumes
	U	0	1	**0**	1.12	**0**			0		**0**	**0**	
	L	0	1	**0**	1.12	**0**			0		**0**	**0**	
NB	T	2080	1	**2080**	1.12	**2330**			0		**0**	**2330**	2330
	R	0	1	**0**	1.12	**0**	100%		51		**51**	**51**	(51)
	U	0	1	**0**	1.12	**0**			0		**0**	**0**	
	L	0	1	**0**	1.12	**0**			0		**0**	**0**	
SB	T	1633	1	**1633**	1.12	**1829**	45%	55%	44		**44**	**1873**	1829 + (44) = 1873
	R	0	1	**0**	1.12	**0**			0		**0**	**0**	
	U	0	0	**0**	0	**0**	0%	0%	0	0	**0**	**0**	
	L	0	0	**0**	0	**0**	0%	0%	0	0	**0**	**0**	
EB	T	0	0	**0**	0	**0**	0%	0%	0	0	**0**	**0**	
	R	0	0	**0**	0	**0**	0%	0%	0	0	**0**	**0**	
	U	0	1	**0**	1.12	**0**			0		**0**	**0**	
	L	0	1	**0**	1.12	**0**			0		**0**	**0**	
WB	T	0	1	**0**	1.12	**0**			0		**0**	**0**	
	R	0	1	**0**	1.12	**0**		100%	39		**39**	**39**	(39)

Appendix G
FDOT 2023 Generalized Capacity Table & Synchro Arterial Analysis

C3C

Motor Vehicle Highway Generalized Service Volume Tables



(C3C-Suburban Commercial)

Adjusted Capacity

Peak Hour Directional

	B	C	D	E
1 Lane	*	758	1,067	**
2 Lane	*	1,516	1,805	**
3 Lane	*	2,354	2,673	**
4 Lane	*	3,162	3,172	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,377	1,945	**
4 Lane	*	2,753	3,282	**
6 Lane	*	4,279	4,858	**
8 Lane	*	5,746	5,766	**

AADT

	B	C	D	E
2 Lane	*	15,262	21,646	**
4 Lane	*	30,623	36,509	**
6 Lane	*	47,581	53,965	**
8 Lane	*	63,840	64,040	**

Round results to the nearest tens (i.e. 1,754 should be rounded to 1,750)

Base Capacity

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1380	1950	**
4 Lane	*	2760	3290	**
6 Lane	*	4290	4870	**
8 Lane	*	5760	5780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**

Source: 2023 FDOT MQ/LOS Handbook

Apply Adjustment Factors

One-way Facility: PHDS Multiply by 1.2 ; AADT: Multiply by 0.6	☐
2 Lane Divided Roadway **with** Exclusive Left Turn Adjustment: Multiply by 1.05	☐
2 Lane Undivided Roadway **with No** Exclusive Left Turn Lane(s): Multiply by 0.80	☐
Exclusive Right Turn Lane(s): Multiply by 1.05	☑
Multilane Undivided Roadway **with** Exclusive Left Turn: Multiply by 0.95	☑
Multilane Undivided Roadway **with No** Exclusive Left Turn Lane(s): Multiply by 0.75	☐
Non-State Signalized Roadway	☐

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

*Cannot be achieved using table input value defaults.

**Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

Source: 2023 FDOT MQ/LOS Handbook, Appendix B: Florida's Generalized Service Volume Tables

PHDS: Peak Hour Directional Service

2023 Multimodal Quality/ Level Of Service Handbook, January 2023

Arterial Level of Service: NB US 41

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ehren Cutoff	I	50	50.9	44.4	95.3	0.71	26.7	D
Wilderness Lake Blvd	I	53	112.7	33.0	145.7	1.67	41.3	B
Total	I		163.6	77.4	241.0	2.38	35.5	B

Arterial Level of Service: SB US 41

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Wilderness Lake Blvd	I	55	41.5	19.0	60.5	0.63	37.7	B
Ehren Cutoff	I	53	112.7	24.5	137.2	1.67	43.9	A
Total	I		154.2	43.5	197.7	2.31	42.0	B

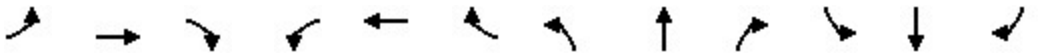
Arterial Level of Service: NB US 41

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ehren Cutoff	I	50	51.3	46.0	97.3	0.71	26.3	D
Wilderness Lake Blvd	I	53	112.7	33.4	146.1	1.67	41.2	B
Total	I		164.0	79.4	243.4	2.38	35.3	B

Arterial Level of Service: SB US 41

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Wilderness Lake Blvd	I	55	41.5	20.1	61.6	0.63	37.0	B
Ehren Cutoff	I	53	112.7	24.6	137.3	1.67	43.8	A
Total	I		154.2	44.7	198.9	2.31	41.7	B

Appendix H
HCM Worksheets & Signal Timings



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	20	97	106	16	134	83	2005	102	114	1496	57
Future Volume (veh/h)	110	20	97	106	16	134	83	2005	102	114	1496	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	21	71	112	17	99	87	2111	0	120	1575	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	2	3	2	2	3	2	2	2	2	2
Cap, veh/h	164	170	148	220	19	112	118	2280		135	2427	
Arrive On Green	0.07	0.09	0.09	0.05	0.08	0.08	0.03	0.64	0.00	0.08	0.68	0.00
Sat Flow, veh/h	1781	1811	1585	1767	238	1384	3428	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	116	21	71	112	0	116	87	2111	0	120	1575	0
Grp Sat Flow(s),veh/h/ln	1781	1811	1585	1767	0	1621	1714	1777	1585	1781	1777	1585
Q Serve(g_s), s	14.2	2.6	10.2	11.6	0.0	17.0	6.0	125.9	0.0	16.0	60.6	0.0
Cycle Q Clear(g_c), s	14.2	2.6	10.2	11.6	0.0	17.0	6.0	125.9	0.0	16.0	60.6	0.0
Prop In Lane	1.00		1.00	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	170	148	220	0	131	118	2280		135	2427	
V/C Ratio(X)	0.71	0.12	0.48	0.51	0.00	0.88	0.74	0.93		0.89	0.65	
Avail Cap(c_a), veh/h	171	261	229	220	0	207	464	2280		182	2427	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	93.7	99.7	103.2	97.2	0.0	109.2	114.8	38.0	0.0	109.9	21.7	0.0
Incr Delay (d2), s/veh	12.2	0.3	2.4	1.9	0.0	22.7	8.8	8.0	0.0	31.2	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.7	2.2	7.8	11.0	0.0	12.8	5.1	66.4	0.0	13.4	32.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	105.9	100.1	105.6	99.1	0.0	131.8	123.6	45.9	0.0	141.1	23.0	0.0
LnGrp LOS	F	F	F	F		F	F	D		F	C	
Approach Vol, veh/h		208			228			2198			1695	
Approach Delay, s/veh		105.2			115.8			49.0			31.4	
Approach LOS		F			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.6	161.5	21.0	31.9	15.7	171.4	24.0	28.8
Change Period (Y+Rc), s	7.5	7.5	9.4	9.4	7.5	7.5	7.8	9.4
Max Green Setting (Gmax), s	24.5	135.5	11.6	34.6	32.5	127.5	17.2	30.6
Max Q Clear Time (g_c+I1), s	18.0	127.9	13.6	12.2	8.0	62.6	16.2	19.0
Green Ext Time (p_c), s	0.1	6.5	0.0	0.3	0.2	16.3	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	48.3
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	8.9

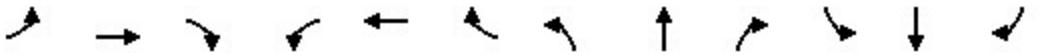
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	0	19	7	0	13	40	2212	2	62	1733	35
Future Vol, veh/h	49	0	19	7	0	13	40	2212	2	62	1733	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	525	-	-	510	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	17	6	2	2	2	2	2
Mvmt Flow	52	0	20	7	0	14	43	2353	2	66	1844	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3256	4435	940	3493	4452	1178	1881	0	0	2355	0	0
Stage 1	1994	1994	-	2439	2439	-	-	-	-	-	-	-
Stage 2	1262	2440	-	1054	2013	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.02	7.54	6.54	7.24	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.36	3.52	4.02	3.47	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 4	1	257	~ 2	1	162	299	-	-	205	-	-
Stage 1	62	104	-	32	61	-	-	-	-	-	-	-
Stage 2	180	61	-	242	102	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	1	257	-	1	162	299	-	-	205	-	-
Mov Cap-2 Maneuver	~ 34	-	-	-	22	-	-	-	-	-	-	-
Stage 1	~ 42	70	-	27	52	-	-	-	-	-	-	-
Stage 2	141	52	-	151	69	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 505.78		0.34	1.04
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	299	-	-	45	-	205	-	-
HCM Lane V/C Ratio	0.142	-	-	1.622	-	0.322	-	-
HCM Ctrl Dly (s/v)	19	-	-	-$ 505.8	-	30.7	-	-
HCM Lane LOS	C	-	-	F	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	-	7.2	-	1.3	-	-

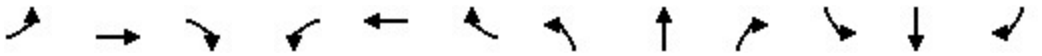
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	3	11	261	7	189	84	2190	400	148	1615	1
Future Volume (veh/h)	12	3	11	261	7	189	84	2190	400	148	1615	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1856	1826	1870	1870
Adj Flow Rate, veh/h	12	3	9	269	7	142	87	2258	302	153	1665	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	3	5	2	2
Cap, veh/h	42	6	517	46	0	517	200	2093	273	175	2573	2
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.04	0.46	0.46	0.07	0.49	0.49
Sat Flow, veh/h	0	19	1585	0	0	1585	1781	4571	596	1739	5271	3
Grp Volume(v), veh/h	15	0	9	276	0	142	87	1667	893	153	1075	591
Grp Sat Flow(s),veh/h/ln	19	0	1585	0	0	1585	1781	1702	1763	1739	1702	1870
Q Serve(g_s), s	0.0	0.0	0.6	0.0	0.0	10.3	4.0	70.8	70.8	9.3	36.5	36.5
Cycle Q Clear(g_c), s	50.4	0.0	0.6	50.4	0.0	10.3	4.0	70.8	70.8	9.3	36.5	36.5
Prop In Lane	0.80		1.00	0.97		1.00	1.00		0.34	1.00		0.00
Lane Grp Cap(c), veh/h	48	0	517	46	0	517	200	1559	807	175	1662	913
V/C Ratio(X)	0.31	0.00	0.02	6.00	0.00	0.27	0.43	1.07	1.11	0.87	0.65	0.65
Avail Cap(c_a), veh/h	48	0	517	46	0	517	236	1559	807	236	1713	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	0.0	35.3	77.3	0.0	38.6	24.8	41.9	41.9	47.2	29.6	29.6
Incr Delay (d2), s/veh	3.6	0.0	0.0	2297.5	0.0	0.3	1.5	44.0	64.7	22.9	0.8	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	0.4	54.8	0.0	7.2	3.0	50.2	58.7	6.9	20.7	22.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.7	0.0	35.3	2374.8	0.0	38.9	26.3	85.9	106.7	70.1	30.4	31.1
LnGrp LOS	E		D	F		D	C	F	F	E	C	C
Approach Vol, veh/h		24			418			2647			1819	
Approach Delay, s/veh		51.2			1581.3			90.9			34.0	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.6	78.0		58.0	13.9	82.7		58.0				
Change Period (Y+Rc), s	7.2	7.2		7.6	7.1	7.2		7.6				
Max Green Setting (Gmax), s	16.8	70.8		50.4	9.9	77.8		50.4				
Max Q Clear Time (g_c+I1), s	11.3	72.8		52.4	6.0	38.5		52.4				
Green Ext Time (p_c), s	0.2	0.0		0.0	0.1	14.2		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			196.6									
HCM 7th LOS			F									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	3	11	261	7	189	84	2190	400	148	1615	1
Future Volume (veh/h)	12	3	11	261	7	189	84	2190	400	148	1615	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1856	1826	1870	1870
Adj Flow Rate, veh/h	12	3	9	269	7	142	87	2258	302	153	1665	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	3	5	2	2
Cap, veh/h	62	16	69	279	7	254	234	2381	311	165	2826	2
Arrive On Green	0.04	0.04	0.04	0.16	0.16	0.16	0.05	0.52	0.52	0.06	0.54	0.54
Sat Flow, veh/h	1439	360	1585	1738	45	1585	1781	4571	596	1739	5271	3
Grp Volume(v), veh/h	15	0	9	276	0	142	87	1667	893	153	1075	591
Grp Sat Flow(s),veh/h/ln	1798	0	1585	1783	0	1585	1781	1702	1763	1739	1702	1870
Q Serve(g_s), s	1.1	0.0	0.8	21.4	0.0	11.5	3.1	64.2	68.6	7.8	29.9	29.9
Cycle Q Clear(g_c), s	1.1	0.0	0.8	21.4	0.0	11.5	3.1	64.2	68.6	7.8	29.9	29.9
Prop In Lane	0.80		1.00	0.97		1.00	1.00		0.34	1.00		0.00
Lane Grp Cap(c), veh/h	78	0	69	286	0	254	234	1773	918	165	1825	1003
V/C Ratio(X)	0.19	0.00	0.13	0.96	0.00	0.56	0.37	0.94	0.97	0.93	0.59	0.59
Avail Cap(c_a), veh/h	211	0	186	286	0	254	280	1776	920	165	1825	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	0.0	64.2	58.2	0.0	54.0	17.5	31.4	32.4	42.5	21.9	21.9
Incr Delay (d2), s/veh	1.2	0.0	0.8	43.3	0.0	2.7	1.0	10.4	23.0	49.5	0.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	0.6	18.8	0.0	8.3	2.2	35.2	42.0	12.0	16.8	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.6	0.0	65.1	101.4	0.0	56.7	18.5	41.8	55.4	92.0	22.4	22.8
LnGrp LOS	E		E	F		E	B	D	E	F	C	C
Approach Vol, veh/h		24			418			2647			1819	
Approach Delay, s/veh		65.4			86.2			45.6			28.4	
Approach LOS		E			F			D			C	

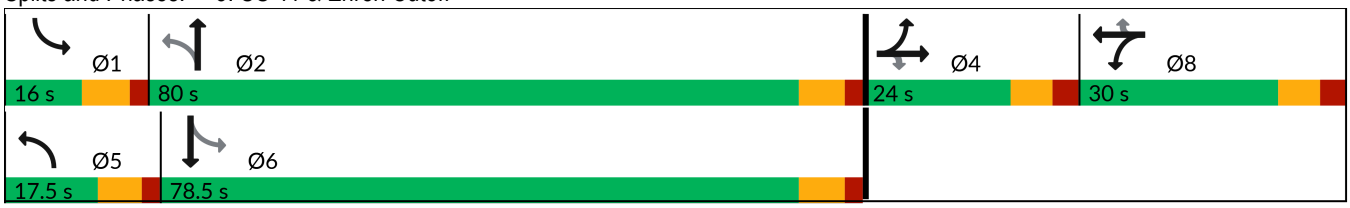
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	79.9		13.7	13.9	82.0		30.0				
Change Period (Y+Rc), s	7.2	7.2		7.6	7.1	7.2		7.6				
Max Green Setting (Gmax), s	8.8	72.8		16.4	10.4	71.3		22.4				
Max Q Clear Time (g_c+I1), s	9.8	70.6		3.1	5.1	31.9		23.4				
Green Ext Time (p_c), s	0.0	2.1		0.0	0.1	14.2		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			42.8									
HCM 7th LOS			D									

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	11	7	189	84	2190	148	1615
Future Volume (vph)	3	11	7	189	84	2190	148	1615
Turn Type	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8	2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	7.0	20.0	7.0	23.0
Minimum Split (s)	25.6	25.6	25.6	25.6	14.1	27.2	14.2	30.2
Total Split (s)	24.0	24.0	30.0	30.0	17.5	80.0	16.0	78.5
Total Split (%)	16.0%	16.0%	20.0%	20.0%	11.7%	53.3%	10.7%	52.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.2	5.2	5.2
All-Red Time (s)	2.8	2.8	2.8	2.8	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.6	7.6	7.6	7.6	7.1	7.2	7.2	7.2
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 136.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: US 41 & Ehren Cutoff



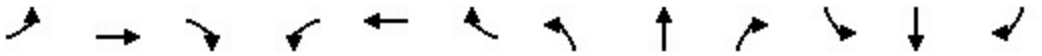
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	2330	0	0	1829
Future Vol, veh/h	0	0	2330	0	0	1829
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2533	0	0	1988

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1266	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	160	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	160	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	20	98	107	16	134	105	2021	103	114	1517	57
Future Volume (veh/h)	110	20	98	107	16	134	105	2021	103	114	1517	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	21	103	113	17	141	111	2127	0	120	1597	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	2	3	2	2	3	2	2	2	2	2
Cap, veh/h	160	214	187	250	19	154	143	2193		135	2314	
Arrive On Green	0.07	0.12	0.12	0.05	0.11	0.11	0.04	0.62	0.00	0.08	0.65	0.00
Sat Flow, veh/h	1781	1811	1585	1767	173	1438	3428	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	116	21	103	113	0	158	111	2127	0	120	1597	0
Grp Sat Flow(s),veh/h/ln	1781	1811	1585	1767	0	1612	1714	1777	1585	1781	1777	1585
Q Serve(g_s), s	13.8	2.5	14.7	11.6	0.0	23.3	7.7	137.0	0.0	16.0	68.3	0.0
Cycle Q Clear(g_c), s	13.8	2.5	14.7	11.6	0.0	23.3	7.7	137.0	0.0	16.0	68.3	0.0
Prop In Lane	1.00		1.00	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	214	187	250	0	172	143	2193		135	2314	
V/C Ratio(X)	0.73	0.10	0.55	0.45	0.00	0.92	0.78	0.97		0.89	0.69	
Avail Cap(c_a), veh/h	170	261	229	250	0	205	464	2193		182	2314	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	89.0	94.4	99.8	91.5	0.0	106.1	113.9	43.8	0.0	109.9	26.5	0.0
Incr Delay (d2), s/veh	13.5	0.2	2.5	1.3	0.0	36.9	8.8	13.3	0.0	31.2	1.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.5	2.2	10.4	10.8	0.0	17.3	6.5	73.8	0.0	13.4	37.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	102.6	94.6	102.4	92.8	0.0	143.0	122.7	57.1	0.0	141.1	28.2	0.0
LnGrp LOS	F	F	F	F		F	F	E		F	C	
Approach Vol, veh/h		240			271			2238			1717	
Approach Delay, s/veh		101.8			122.1			60.3			36.1	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.6	155.6	21.0	37.7	17.5	163.8	23.7	35.1
Change Period (Y+Rc), s	7.5	7.5	9.4	9.4	7.5	7.5	7.8	9.4
Max Green Setting (Gmax), s	24.5	135.5	11.6	34.6	32.5	127.5	17.2	30.6
Max Q Clear Time (g_c+I1), s	18.0	139.0	13.6	16.7	9.7	70.3	15.8	25.3
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.3	16.4	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	57.0
HCM 7th LOS	E

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	14.8

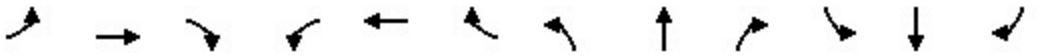
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	0	19	7	0	13	40	2240	2	85	1754	35
Future Vol, veh/h	49	0	19	7	0	13	40	2240	2	85	1754	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	525	-	-	510	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	17	6	2	2	2	2	2
Mvmt Flow	52	0	20	7	0	14	43	2383	2	90	1866	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3342	4536	952	3583	4553	1193	1903	0	0	2385	0	0
Stage 1	2065	2065	-	2469	2469	-	-	-	-	-	-	-
Stage 2	1277	2470	-	1114	2084	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.02	7.54	6.54	7.24	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.36	3.52	4.02	3.47	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 3	1	253	~ 2	1	159	293	-	-	199	-	-
Stage 1	56	96	-	31	59	-	-	-	-	-	-	-
Stage 2	176	59	-	222	93	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 1	1	253	-	1	159	293	-	-	199	-	-
Mov Cap-2 Maneuver	~ 23	-	-	-	8	-	-	-	-	-	-	-
Stage 1	~ 31	52	-	26	50	-	-	-	-	-	-	-
Stage 2	137	50	-	112	51	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 864.97		0.34	1.69
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	293	-	-	31	-	199	-	-
HCM Lane V/C Ratio	0.145	-	-	2.302	-	0.454	-	-
HCM Ctrl Dly (s/v)	19.3	-	-	$ 865	-	37.2	-	-
HCM Lane LOS	C	-	-	F	-	E	-	-
HCM 95th %tile Q(veh)	0.5	-	-	8.4	-	2.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	3	11	261	7	191	84	2216	400	150	1634	1
Future Volume (veh/h)	12	3	11	261	7	191	84	2216	400	150	1634	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1856	1826	1870	1870
Adj Flow Rate, veh/h	12	3	9	269	7	144	87	2285	302	155	1685	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	3	5	2	2
Cap, veh/h	62	16	69	279	7	254	231	2386	307	163	2828	2
Arrive On Green	0.04	0.04	0.04	0.16	0.16	0.16	0.05	0.52	0.52	0.06	0.54	0.54
Sat Flow, veh/h	1439	360	1585	1738	45	1585	1781	4578	590	1739	5271	3
Grp Volume(v), veh/h	15	0	9	276	0	144	87	1684	903	155	1088	598
Grp Sat Flow(s),veh/h/ln	1798	0	1585	1783	0	1585	1781	1702	1764	1739	1702	1870
Q Serve(g_s), s	1.1	0.0	0.8	21.5	0.0	11.7	3.1	65.4	70.1	8.1	30.4	30.4
Cycle Q Clear(g_c), s	1.1	0.0	0.8	21.5	0.0	11.7	3.1	65.4	70.1	8.1	30.4	30.4
Prop In Lane	0.80		1.00	0.97		1.00	1.00		0.33	1.00		0.00
Lane Grp Cap(c), veh/h	78	0	69	286	0	254	231	1774	919	163	1826	1003
V/C Ratio(X)	0.19	0.00	0.13	0.96	0.00	0.57	0.38	0.95	0.98	0.95	0.60	0.60
Avail Cap(c_a), veh/h	211	0	186	286	0	254	277	1775	920	163	1826	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	0.0	64.3	58.2	0.0	54.1	17.7	31.7	32.8	43.5	22.0	22.0
Incr Delay (d2), s/veh	1.2	0.0	0.8	43.5	0.0	2.9	1.0	11.6	25.3	55.2	0.5	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	0.6	18.8	0.0	8.4	2.2	36.1	43.4	12.4	17.0	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.6	0.0	65.1	101.7	0.0	57.0	18.7	43.2	58.1	98.8	22.6	23.0
LnGrp LOS	E		E	F		E	B	D	E	F	C	C
Approach Vol, veh/h		24			420			2674			1841	
Approach Delay, s/veh		65.4			86.4			47.5			29.1	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	80.0		13.7	13.9	82.1		30.0				
Change Period (Y+Rc), s	7.2	7.2		7.6	7.1	7.2		7.6				
Max Green Setting (Gmax), s	8.8	72.8		16.4	10.4	71.3		22.4				
Max Q Clear Time (g_c+I1), s	10.1	72.1		3.1	5.1	32.4		23.5				
Green Ext Time (p_c), s	0.0	0.6		0.0	0.1	14.5		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			44.0									
HCM 7th LOS			D									

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	65	1466	21	0	2353
Future Vol, veh/h	0	65	1466	21	0	2353
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	1593	23	0	2558

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	808	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	324	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	324	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.19	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	324	-
HCM Lane V/C Ratio	-	-	0.218	-
HCM Ctrl Dly (s/v)	-	-	19.2	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.8	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	39	2330	51	0	1873
Future Vol, veh/h	0	39	2330	51	0	1873
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	2533	55	0	2036

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1294	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	153	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	153	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

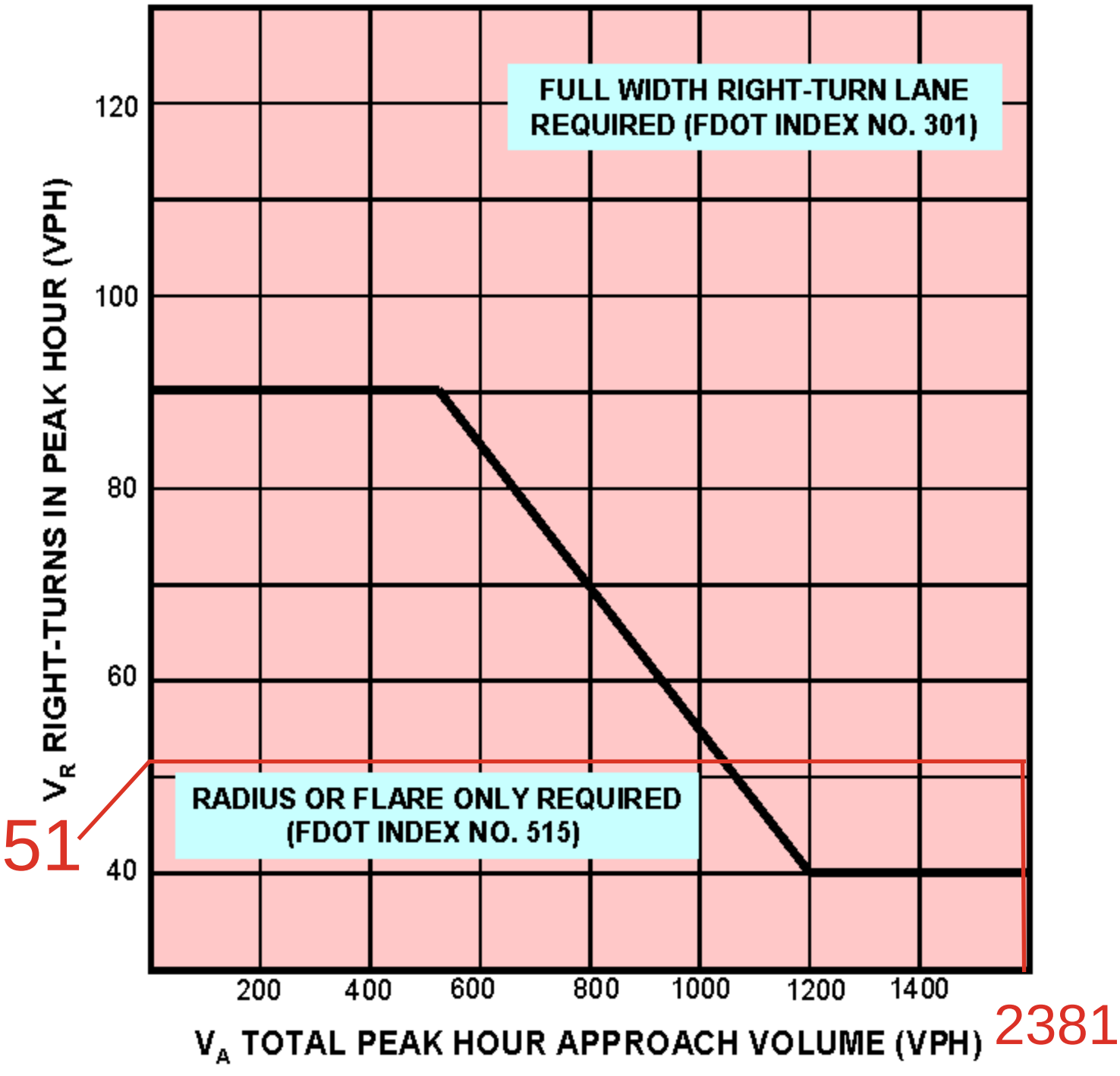
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	37.23	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	153	-
HCM Lane V/C Ratio	-	-	0.277	-
HCM Ctrl Dly (s/v)	-	-	37.2	-
HCM Lane LOS	-	-	E	-
HCM 95th %tile Q(veh)	-	-	1.1	-

Appendix I
Pasco County LDC 901.3 & FDOT Exhibit 212-1

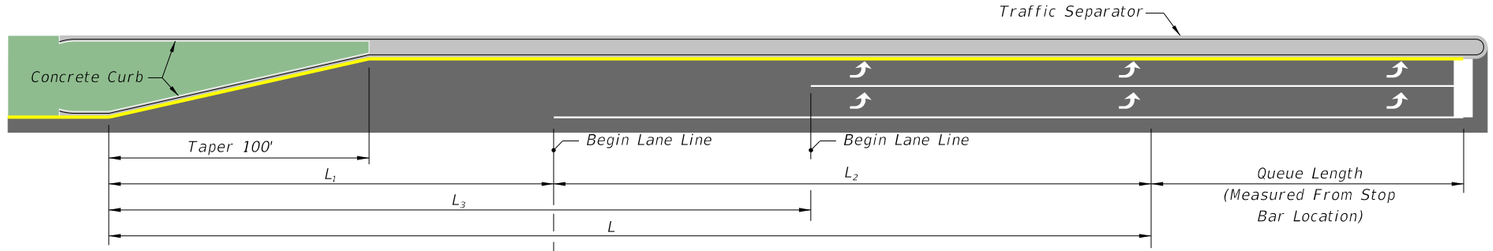
Unsignalized		
Condition 1	On major roads without stop control and on major through roads with stop control (approach).	Deceleration Length: FDOT Index 301 Storage Length: 25 feet desirable unless there are site-specific conditions that require a longer storage length.
Condition 2	On access roads (approach).	Deceleration Length: Taper only Storage Length = $V_R/2$
Signalized		
Condition 3	On major roads (approach).	Deceleration Length: FDOT Index 301 Storage Length = $V_R/2$
Condition 4	On access roads (approach).	Deceleration Length: FDOT Index 301 Storage Length = $V_R/2$

GRAPH 1B. RIGHT-TURN LANE WARRANTS
FOUR- OR SIX-LANE FACILITIES

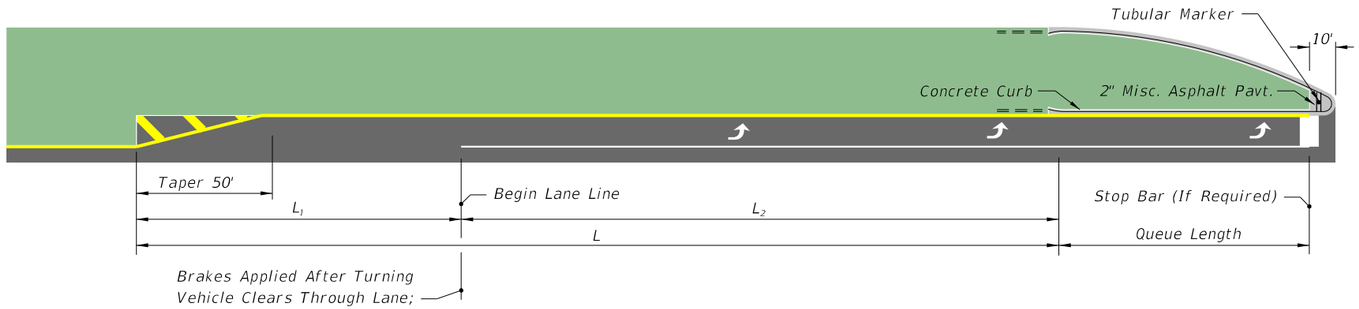


NOTE: For application on high speed highways.

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES					
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
25	15	70	25	95	90
30	20	70	50	120	100
35	25	70	75	145	110
40	30	80	75	155	120
45	35	85	100	185	135
50	44	105	185	290	160
55	48	125	225	350	195
60	52	145	260	405	230
65	55	170	290	460	270
70	58	200	325	525	300

NOTE:

1) For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:
   - Entry Speed of 40 mph
   - Brake to stop distance (L_2) of 135 ft.
   - Total deceleration distance (L) of 240 ft.

2) For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances (L_2) of 135 ft. and total deceleration distances (L) of 240 ft. may be retained.

NOT TO SCALE

EXHIBIT 212-1
01/01/2025

Pasco County Schools
Dr. John Legg, Superintendent of Schools
7227 Land O' Lakes Boulevard • Land O' Lakes, Florida 34638

School Impact Analysis

Project Name	US 41 Townhomes MPUD	09-Dec-25
Project Location	East side of US 41 Highway, 456 feet north of the intersection of US 41 Highway and Carriker Road	
Parcel ID Numbers	02-26-18-0050-00000-0130 (25.79 acres)	
Property Owner/Developer	CA Properties Inc./Rangewater	
Applicant	Barbara L. Wilhite	

This development will be subject to school impact fees and a school concurrency review. Any project that exceeds the adopted Level of Service will be required to mitigate the impacts that are created by the development.

Proposed Entitlements

Student Impacts		Student Generation Rates			Students Generated			
Housing Unit Type	# Units	Elementary School	Middle School	High School	Elementary School	Middle School	High School	Totals
Single Family	174	0.184	0.079	0.122	33	14	22	69
Multi-Family	0	0.093	0.04	0.05	0	0	0	0
Mobile Home	0	0.094	0.04	0.04	0	0	0	0
Totals	174				33	14	22	69

School Impacts*	School Capacity	2025-26 Current Enrollment	Percent of Capacity	Enrollment with Proposed Development	Percent of Capacity with Proposed Development
School					
Connerton Elemtary	762	633	83%	666	87%
Pine View Middle	1,229	820	67%	834	68%
Land O' Lakes High	1,978	2,233	113%	2,255	114%

*School attendance boundaries are subject to change and could affect schools listed above.

AFFIDAVIT ATTESTING TO PUBLIC NOTICING

STATE OF FLORIDA
COUNTY OF PASCO

Barbara L. Wilhite, that I am, we are, the owner(s) and record title holder(s) or the authorized representative for same of the following described property:

Parcel Identification Numbers (List All): 02-26-18-0050-00000-0130 & 02-26-18-0050-00000-0060 (portion of)

That this property constitutes the property for which a variance(s) and or development approval is requested according to Project Name and Project Number and Variance(s) is listed below:

Project Name: US 41 Townhomes MPUD

Project Number: RZ-7933

That attached is the following:

X Certificate of Mailing for which public hearing notices were mailed on 07/23/2026

X Photos showing the placement of the public hearing sign posted on the property on 07/21/2026

Barbara L. Wilhite, Agent of Record

FURTHER AFFIANT SAYETH NOT.

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☒ online notarization, this 23 day of July, 2026, by Barbara L. Wilhite. She is personally known to me ☒ or has produced _____ as identification.

My Commission Expires: 8/4/2029

Notary Public
Jocelyn Taylor

JOCELYN TAYLOR
Notary Public
State of Florida
Comm# HH706454
Expires 8/4/2029

BARBARA L. WILHITE, P.A.

ATTORNEY AT LAW

6327 Grand Boulevard
New Port Richey, FL 34652

Barbara L. Wilhite, P.A.
Barbara @wilhitelaw.net

TELEPHONE: (727)-942-0733
FAX: (727) 944-3711

July 23, 2026

RE: US 41 Townhomes MPUD (RZ-7933)
Parcel I.D. No(s): 02-26-18-0050-00000-0130 & 02-26-18-0050-00000-0060 (portion of)

Dear Property Owner:

This letter is to notify you that a Rezoning Application (RZ-7933) has been filed in the name of the property owner, CA PROPERTIES INC (US 41 Townhomes MPUD) to request amendment from MPUD (Caliente) to MPUD (US 41 Townhomes) to allow for the development of a maximum of 171 platted townhomes.

The property is generally located on the east side of US 41 and south of Wilderness Lake Boulevard and contains 23.7 acres m.o.l.

The public hearings for the consideration of this application will be held as follows:

Planning Commission RZ-7933	**08/06/2026**	**Historic Courthouse 37918 Meridian Avenue Dade City, FL 33525**	**1:30 p.m.**
Board of County Commissioners RZ-7933	**09/09/2026**	**Historic Courthouse 37918 Meridian Avenue Dade City, FL 33525**	**1:30 p.m.**

The application and all supporting documentation on file regarding the Rezoning Application can be viewed by contacting, Kurt Siverson, Planner II, Planning, Development, and Economic Growth Department, 8731 Citizens Drive, Suite 200, New Port Richey, FL 34644; 727-380-2689; ksiverson@pascocountyfl.net.

If you are in opposition to the above-stated application, you will need competent, substantial evidence presented to support your opposition. Any person desiring to appeal any decision made by the Board of County Commissioners with respect to any matter considered at any meeting or hearing will need a record of the proceedings and may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is based.

On occasion, applications may be continued. It is your responsibility to contact this office or the above-contact at the County to confirm the above-scheduled public hearing dates.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact either the Pasco County Customer Service Center, 8731 Citizens Drive, New Port Richey, FL 34654, (727) 847-2411 (V) or the Pasco County Risk Management Office, 7536 State Street, New Port Richey, FL 34654, (727) 847-8028 (V) at least 7 days before the public hearing, or immediately upon receiving this notification if the time before the public hearing is less than 7 days; if you are hearing or voice impaired, call 711.

Very truly yours,

Barbara L. Wilhite

RZ-7933

01-26-18-0050-00F00-1040	KOCHMAN CAROL REVOCABLE	KOCHMAN CA	21150 LOS CABOS CT		LAND O LAKES, FL 34637
01-26-18-0040-00300-0290	KUMMEROW RICHARD E TRUS	KUMMEROW F	6932 COZUMEL CT		LAND O LAKES, FL 34637
01-26-18-0040-00300-0270	LIT MATTHEW		6933 COZUMEL COURT		LAND O LAKES, FL 34637
01-26-18-0050-00G00-2030	LYKE DAVID WILLIAM & PETRY MEGAN ANNE		9210 BRINDLEWOOD DR		ODESSA, FL 33556-3154
02-26-18-0050-00000-0027	MARTINEZ VERONICA JUAREZ		6711 ABSHER DR		LAND O LAKES, FL 34637-3253
36-25-18-0010-00C00-0120	MASSE JOSEPH & ANTONELLA		7027 PALMETTO PINES LN		LAND O LAKES, FL 34637-7826
02-26-18-0050-00000-0030	MCGEE KATHLEEN M & SCHWARTZ DANIEL G		6732 ABSHER DR		LAND O LAKES, FL 34367
01-26-18-0050-00G00-1040	MELLO JOHN		PO BOX 702		EAST FREETOWN, MA 02717-0702
01-26-18-0040-00300-0230	MOOR LARRY S & JULIA G		7842 LAND O LAKES BLVD	STE 410	LAND O LAKES, FL 34638-5701
01-26-18-0050-00I00-2010	MOYER JAMES & RACHEL		21011 PICASSO CT 201		LAND O LAKES, FL 34637
01-26-18-0050-00F00-2040	NELSON WRENN & SHERRY A		6815 DALI AVE UNIT 204		LAND O LAKES, FL 34637-7888
01-26-18-0050-00G00-2060	NICHOLSON RITA K		6801 DALI AVE UNIT 206		LAND O LAKES, FL 34637-7856
36-25-18-0010-00C00-0070	PALMA HANS E & LAURA J		7016 PALMETTO LN		LAND OLAKES, FL 34637
36-25-18-0010-49900-0000	PASCO COUNTY	C/O FACILITIES	7220 OSTEEN RD		NEW PORT RICHEY, FL 34653-2359
35-25-18-0040-00000-0P10	PRESERVE AT WILDERNESS L	COMMUNITY D	C/O VESTA DISTRICT SVCS-LOGAN	250 INTERNAT	LAKE MARY, FL 32746-5018
01-26-18-0040-00300-0250	QUAY H EDWARD REVOCABLE	QUAY H EDW/	21023 LOS CABOS CT		LAND O LAKES, FL 34637-7810
01-26-18-0050-00F00-1030	RAMBEAU RICHARD GRAY & ANN MARIE		2450 ROTHFIELD PL		MOBILE, AL 36605
01-26-18-0050-00G00-1060	REILLY BRUCE		8880 IVY STARK BLVD		WESLEY CHAPEL, FL 33545-2270
01-26-18-0050-00E00-2050	RIDDELL STEPHEN		21221 CALLE ROSA DR		LAND O LAKES, FL 34637-3292
01-26-18-0050-00I00-1050	RITTENHOUSE DAVID W & TERESA M		8067 TRUE LOVE MOUNTAIN RD		YOUNG HARRIS, GA 30582
01-26-18-0050-00I00-1030	ROBINSON TONY CHRISTOPHER & STACIE LY		723 CW 51ST TER		CAPE CORAL, FL 33914
36-25-18-0010-00C00-0090	RODRIGUEZ RAFAEL S		7008 PALMETTO PINES LN		LAND O LAKES, FL 34637-7826
01-26-18-0050-00I00-2040	ROSE THOMAS J & ROSE KIMBERLY A		6104 STILLWATER COURT		BRADENTON, FL 34201
01-26-18-0050-00E00-1040	RUBIN BRUCE D		1227 SAMANTHA SCOTT TRL		THE VILLAGES, FL 34762
36-25-18-0010-00C00-0110	SALIM TARIG & ULLUMINAIR		750 MILLER ST APT 606		SAN JOSE, CA 95110
01-26-18-0050-00G00-2020	SARKO ROLAND F & CHRISTINE R		847 COUNTY ROAD JG		MOUNT HOREB, WI 53572-2922
02-26-18-0050-00000-0033	SCHWARTZ DANIEL G & MCGEE KATHLEEN M		6732 ABSHER DR		LAND O LAKES, FL 34367
01-26-18-0040-00300-0190	SHEARON FAMILY TRUST	SHEARON DA\	21006 LOS CABOS CT		LAND O LAKES, FL 34637
01-26-18-0050-00G00-2050	STRONG DEANE J		7244 ACORN WAY		NAPLES, FL 34119
01-26-18-0050-00E00-1030	SUNCOR LLC & JENNINGS CHARLENE		7519 E STATE HWY 88 #8		FRANKTOWN, CO 80116
01-26-18-0040-00300-0200	TAYLOR JOHN ANDERSON JR		21000 LOS CABOS CT		LAND O LAKES, FL 34637
01-26-18-0040-00300-0180	TAYLOR ROBIN REVOCABLE TRUST		21012 LOS CABOS CT		LAND O LAKES, FL 34637-7808
01-26-18-0040-00300-0150	THOMPSON CARRIE ANN	CARRIE ANN	21040 LOS CABOS COURT		LAND O LAKES, FL 34637
01-26-18-0050-00F00-1010	TRUST NO 6815-101	LAND TRUST S	PO BOX 547945		ORLANDO, FL 32854-7945
01-26-18-0040-00300-0320	TURNER EDDIE A		21039 LOS CABOS COURT		LAND O LAKES, FL 34637
01-26-18-0050-00E00-2030	UMLAUF RICHARD M TRUST	UMLAUF RICH	15311 WHITE OAK AVE		LOWELL, IN 46356-9557
01-26-18-0050-00E00-2040	WARREN RICK &	SHOCK DIANE	6816 DALI AVENUE UNIT 204 BUILDING E		LAND O LAKES, FL 34637
01-26-18-0050-00I00-2050	WEBER BRIAN C & MEREDITH C		623 MANNELA DR		STRAW PLAINS, TN 37871-1429
02-26-18-0020-01500-0020	WEBER BRUCE L & KATHY J		6521 TOWER RD		LAND O LAKES, FL 34638-3146
01-26-18-0040-00300-0160	WERTZ GERALD M JR		21007 LOS CABOS CT		LAND O LAKES, FL 34637-3263
35-25-18-0040-00200-0010	WILDERNESS CENTER LLC		7916 EVOLUTIONS WAY STE 210		TRINITY, FL 34655-9900
01-26-18-0050-00G00-1010	WISER MARK		6801 DALI AVE UNIT 101		LAND O LAKES, FL 34637-7856
01-26-18-0050-00E00-2060	WOLD SCOTT		6056 MOORINGS DR S		SAINT PETERSBURG, FL 33712
01-26-18-0050-00F00-1050	YATES SHERRI L		17808 SAINT LUCIA ISLE DRIVE		TAMPA, FL 33647
01-26-18-0050-00G00-1050	ZYNGIER DOUGLAS JOHN & PARKYN MICHEL		4270 LANNEY LN		METAMORA, MI 48455

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RZ-7933

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Parcel ID	Owner Name	Name 2	Address 1	Address 2	City/State/Zip
02-26-18-0050-00000-0050	421 HOLDINGS LLC		421 N MACARTHUR AVE		PANAMA CITY, FL 32401
02-26-18-0050-00000-0081	6812 LOL LLC		2502 LAND O LAKES BLVD		LAND O LAKES, FL 34639
01-26-18-0050-00I00-1060	AICON REALTY LLC		PO BOX 541510		LAKE WORTH, FL 33454-1510
01-26-18-0050-00I00-1020	ALEXANDER CYNTHIA B		21011 PICASSO CT # UNIT 102		LAND O LAKES, FL 34637
01-26-18-0050-00G00-1020	BEAN KAREN		1833 LAKE HERON DR		LUTZ, FL 33549-9042
01-26-18-0050-00F00-2020	BOLLENBACH PAUL E & MICHELLE P		6824 SOMBRAS WAY		LAND O LAKES, FL 34637
01-26-18-0050-00I00-2030	BROWN JUDY L		7341 CR 575		BUSHNELL, FL 33513-7859
02-26-18-0050-00000-0110	CA PROPERTIES INC		16332 EMERALD COVE DR		LUTZ, FL 33549
01-26-18-0040-00300-0310	CAIN JOHN E & MACDONALD MARJORIE M		21033 LOS CABOS CT		LAND O LAKES, FL 34637
01-26-18-0050-00000-0CE0	CALIENTE APARTMENTS CONDOMINIUM ASS(		5901 US HWY 19 STE 7Q		NEW PORT RICHEY , FL 34652-2940
01-26-18-0050-00I00-1040	CALIENTE I-104 LLC		2376 NORTON RD		ROCHESTER HILLS, MI 48307
01-26-18-0040-00000-00L0	CALIENTE MASTER ASSOCIATI INC		C/O QUALIFIED PROPERTY MGMT	5901 US HIGH	NEW PORT RICHEY, FL 34652-2940
36-25-18-0010-00C00-0080	CALTA JOHN & AMANDA		7012 PALMETTO PINES LN		LAND O LAKES, FL 34637-7826
01-26-18-0050-00F00-2050	CARROLL JOHN F & JANNINE L	CARROLL JOH	24430 MCCAW RD		BROOKSVILLE, FL 34601-5011
02-26-18-0050-00000-0082	CHEEK EAST LANDS LLC		8743 SKYLINE BLVD		OAKLAND, CA 94611-1652
01-26-18-0040-00300-0210	CHRIETZBERG TRUST	CHRIETZBERG	5171 YACHT CLUB RD		JACKSONVILLE, FL 32210-8323
01-26-18-0040-00300-0220	DEGEN ALEXANDER M &	SALTA MARIA	21007 LOS CABOS CT		LAND O LAKES, FL 34637-7810
01-26-18-0050-00F00-2060	DEVINCENZO PAUL & MARCA		7542 FISHING CREEK VALLEY RD		HARRISBURG, PA 17112-9604
01-26-18-0040-00300-0260	EICHACKER BRUCE FAMILY TR	EICHACKER B	PO BOX 133		AMANA, IA 52203-0133
01-26-18-0040-00300-0280	FINLEY JANET DARLENE		6937 COZUMEL CT		LAND O LAKES, FL 34637-7812
02-26-18-0020-01400-113A	FL DEPT OF TRANSPORTATION	BUREAU OF R	11201 MCKINLEY DR		TAMPA, FL 33612-6456
01-26-18-0050-00F00-2030	FLACK TRENT A & KAMI J		6815 DALI AVE F203		LAND O LAKES, FL 34637
36-25-18-0010-00C00-0100	FREIRE BYRON & CORONADO MERCEDES		7004 PALMETTO PINES LN		LAND O LAKES, FL 34637
02-26-18-0050-00000-0090	FRONTIER TAMPA BAY FL FIBER 1 LLC		401 MERRITT 7		NORWALK, CT 06851
01-26-18-0050-00F00-1020	GARCIA ROSA BELKYS & PEREZ JOSE ANGEL		6815 DALI AVENUE UNIT 102 BUILDING F		LAND O LAKES, FL 34637
02-26-18-0050-00000-0120	GERGES GERGES S & TERIZA	GERGES AIHA	27255 FORDHAM DR		WESLEY CHAPEL, FL 33544-8735
02-26-18-0050-00000-0022	GIRALDO FAMILY REVOCABLE	GIRALDO RUB	6447 SAWYER RD		TAMPA, FL 33634-4940
01-26-18-0050-00I00-2020	GOMEZ MICHAEL & JOANN		21011 PICASSO CT I202		LAND O LAKES, FL 34637
01-26-18-0050-00G00-2040	GOODSON BRUCE C & KATHRYN P		20444 LACE CASCADE RD		LAND O LAKES, FL 34637-5807
01-26-18-0050-00I00-2060	GREENE EVA B & MICHAEL E		PO BOX 2562		ASHEVILLE, NC 28802-2562
02-26-18-0050-00000-0023	GRIFFIN EDWARD C III		6630 LAND O LAKES BLVD		LAND O LAKES, FL 34638-3223
01-26-18-0050-00G00-1030	HACKMAN MARTIN & MARIA		6801 DALI AVENUE UNIT 103 BUILDING G		LAND O LAKES, FL 34637
01-26-18-0050-00F00-1060	HAND-CR PROPERTY MANAGE INC		21104 LOS CABOS CT		LAND O LAKES, FL 34637-7805
36-25-18-0010-00C00-0130	HOLIDAY SCOTT F & DEBRA A		7039 PALMETTO PINES LN		LAND O LAKES, FL 34637-7826
01-26-18-0040-00300-0170	HUGS RAVEN LEO THOMAS		PO BOX 1069		LAND O LAKES, FL 34639
02-26-18-0020-01400-0020	INFINITY REALESTATE HOLDINGS CORP		6743 LAND O LAKES BLVD		LAND O LAKES, FL 34638-3234
01-26-18-0050-00I00-1010	JANIGA JOSEPH		21011 PICASSO CT UNIT 101		LAND O LAKES, FL 34637
01-26-18-0040-00300-0240	JENNINGS SAMANTHA		21019 LOS CABOS CT		LAND O LAKES, FL 34637-7810
01-26-18-0050-00E00-1050	JJADONALLC		18 WESTON COURT		MARLBORO, NJ 07746
01-26-18-0050-00G00-2010	JOHNSON ERIC L		732 S 159 AVE		OMAHA, NE 68118
01-26-18-0050-00F00-2010	KAYE LINDA		6815 DALI AVE UNIT 201		LAND O LAKES, FL 34637-7854
01-26-18-0040-00300-0300	KENNEALLY TRUST	KENNEALLY T	6928 COZUMEL CT		LAND O LAKES, FL 34637

PG 1 - 42

RZ-7933

UNITED STATES POSTAL SERVICE®

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U.S. POSTAGE PAID
NEW PORT RICHEY, FL
34653
JUL 23, 26
AMOUNT
$16.45
S2324D502680-55

NEW PORT RICHEY, FL
JUL 23 2026
USPS 34653-9998

UNITED STATES POSTAL SERVICE®

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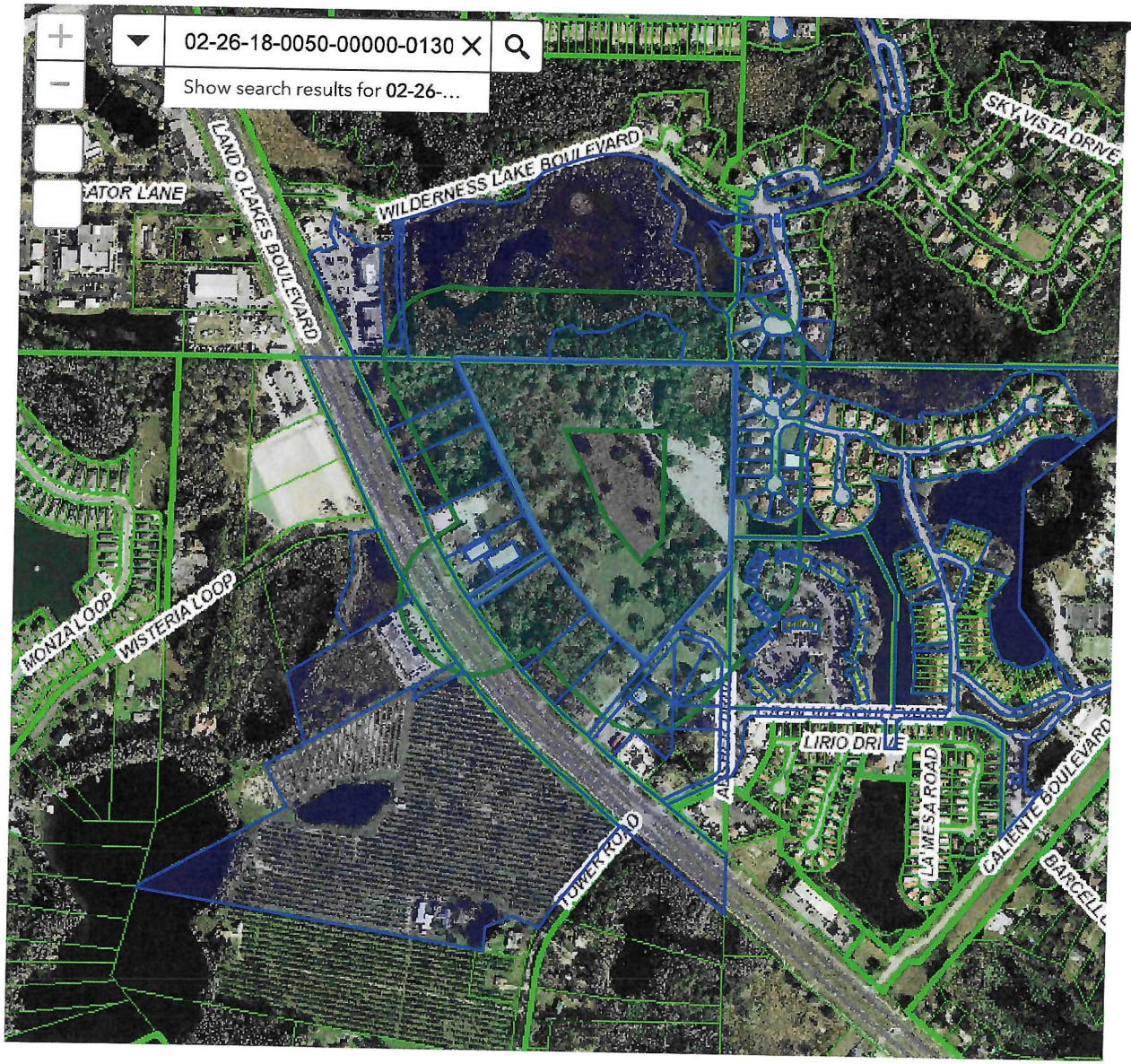
U.S. POSTAGE PAID
NEW PORT RICHEY, FL
34653
JUL 23, 26
AMOUNT
$16.45
S2324D502680-55

NEW PORT RICHEY, FL
JUL 23 2026
USPS 34653-9998

Pg 3 - 0

Mike Wells Pasco County Property Appraiser



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Public Notification

Select or search for a feature in the map

Apply a search distance

300 Feet

Addressee Layer

Address

Format

Comma-separated values (CSV)

105 addressees found; do you want to continue?

Review Download

https://maps.pascopa.com/?find=33-24-18-0000-04000-0000

PUBLIC HEARINGS

PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.

App. No. RZ-7933

Project Type: REZONING

Request for a rezoning amendment from MPUD (Caliente) to MPUD (US 41 Townhomes) to allow for development of a max. of 171 platted townhomes.

Planning Commission

08/06/26 **1:30 p.m.**

Historic Courthouse, 37918 Meridian Avenue, Dade City

Board of County Commissioners

09/09/26 **1:30 p.m.**

Historic Courthouse, 37918 Meridian Avenue, Dade City

Planning@MyPasco.net / 727-847-8140

Hearing/Voice Impaired Call 711

MyPasco.net/MeetingAgendas

PUBLIC HEARINGS
PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.
App. No. RZ-7933
Project Type: REZONING
Request for a rezoning amendment from MPUD (Caliente) to MPUD (US 41 Townhomes) to allow for development of a max. of 171 platted townhomes.
Planning Commission
08/06/26 1:30 p.m.
Historic Courthouse, 37918 Meridian Avenue, Dade City
Board of County Commissioners
09/09/26 1:30 p.m.
Historic Courthouse, 37918 Meridian Avenue, Dade City
Planning@MyPasco.net / 727-847-8140
Hearing/Voice Impaired Call 711
MyPasco.net/MeetingAgendas

PUBLIC HEARINGS
PASCO
App. No. RZ 7933
Project Type: REZONING
Planning Commission
08 06 20 1:30 p.m.
Board of County Commissioners
09 09 26 1:30 p.m.

97165

Tampa Bay Times

Published Daily

STATE OF FLORIDA} ss
COUNTY OF PASCO County

Before the undersigned authority personally appeared Deirdre Bonett who on oath says that he/she is a Legal Advertising Representative of the Tampa Bay Times a daily newspaper printed in St. Petersburg, in Pasco County, Florida that the attached copy of advertisement being a Legal Notice in the matter PDE26-050 was published in said newspaper by print in the issues of 07/22/26 or by publication on the newspaper's website, if authorized.

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes. Affiant further says the said Tampa Bay Times is a newspaper published in Pasco County, Florida and that the said newspaper has heretofore been continuously published in said Pasco County, Florida each day and has been entered as a second class mail matter at the post office in said Pasco County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he/she neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Signature of Affiant _____
Sworn to and subscribed before me this **07/22/2026**

Signature of Notary of Public
Personally known **X** or produced identification.
Type of identification produced _____

JEAN M MITOTES
Notary Public - State of FLORIDA
Commission # HH 577686
My Commission Expires July 31, 2028

NOTICE OF PUBLIC HEARING ON REZONINGS FOR PROPERTIES LOCATED IN PASCO COUNTY

PUBLIC NOTICE is hereby given that the Pasco County Planning Commission will hold a public hearing **on Thursday, August 6, 2026, at the Historic Pasco County Courthouse, Board Room, 2nd Floor, 37918 Meridian Avenue, Dade City, Florida, at 1:30 p.m.**, and that the Pasco County Board of County Commissioners will hold a public hearing **on Wednesday, September 9, 2026, at the Historic Pasco County Courthouse, Board Room, 2nd Floor, 37918 Meridian Avenue, Dade City, at 1:30 p.m.**, to consider applications for rezoning and/or conditional use pursuant to the provisions of the Pasco County Land Development Code, Chapter 400. All hearings will be conducted at the stated time or as soon thereafter as is practical on the following application(s):

1. Thunder Developments LLC/Emmaus Commons (RZ-7922) petition for a rezoning from an A-R Agricultural-Residential District to a C-2 General Commercial District for a parcel located on the northwest corner of intersection of Emmaus Cemetery Road and County Road 52, (aka 10-25-20-0000-01500-0000).

2. CA Properties Inc/US-41 Townhomes MPUD (RZ-7933) a petition for a rezoning from a MPUD Master Planned Unit Development District to a MPUD Master Planned Unit Development District for a parcel located east of Land O Lakes Boulevard, approximately 450 feet southeast of the Land O Lakes Boulevard and Wisteria Loop intersection, (aka 02-26-18-0050-00000-0130 and 02-26-18-0050-00000-0060).

3. Jacob P Steel & Malia Ingrao/Steel Residential Helicopter Pad (CU26-15) petition for a conditional use for a helicopter landing pad in an A-C Agricultural District. The parcel of land is located on the east side of Bower Road, approximately .3 miles southof the intersection of Main Line Road and Bower Road (aka 35-23-21-0000-00200-0010).

Information concerning these matters will be on file and available for examination by appointment only in the office of the Pasco County Planning, Development and Economic Growth Department, West Pasco Government Center, 8731 Citizens Drive, Suite 200, New Port Richey, Florida 34654, or anytime on our website: www.pascocountyfl.net. To make an appointment or for further information, you may call 727-847-8140. All interested parties may participate in the public hearing and be heard. To learn how to participate in this hearing virtually, which requires advance registration, please visit http://mypasco.net/meetingagendas.

Any person desiring to appeal any decision made by the Planning Commission or the Pasco County Board of County Commissioners with respect to any matter considered at any hearing will need a record of the proceedings and may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based. Persons may obtain a verbatim record of the proceeding by contacting the Clerk and Comptroller's Office, East Pasco Government Center, 14236 6th Street, Suite 201, Dade City, Florida 33523-3414; or at (727) 847-2411 ext. 4345.

For questions or inquiries about this meeting, members of the public can reach out to the County's Customer Service Center (727) 847-2411 or County Administration (727) 847-8115 or visit www.mypasco.net. To view the Local Planning Agency and Board of County Commissioners Agendas, please visit http://mypasco.net/meetingagendas.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact the County's Human Resources Department, Internal Services Building, 7536 State Street, New Port Richey, Florida 34654, (727) 847-8030 (V) at least 7 days before the public hearing, or immediately upon receiving this notification if the time before the public hearing is less than 7 days; if you are hearing or voice impaired, call 711.

PASCO COUNTY PLANNING COMMISSION
PASCO COUNTY BOARD OF COUNTY COMMISSIONERS

July 22, 2026 97165

PLANNING COMMISSION
AGENDA MEMORANDUM

COMMISSION DISTRICT: 1 **FILE NO.:** PDE26-7866 **DATE:** 8/6/2026

SUBJECT: Zoning Amendment (Consent) - Chanzep LLC - Chanzep MPUD Master Planned Unit Development - A Rezoning Petition Request From an A-R Agricultural Residential District to an MPUD Master Planned Unit Development District to Allow for the Development of 96 Platted Townhome Units and Associated Infrastructure - Southeast Pasco County - Located South of Chancey Road Approximately 777 Feet East of the Chancey Road and Gall Boulevard Intersection - Containing Approximately 20.42 Acres

REFERENCES: All Planning Commission (PC) and Board of County Commissioners (BCC) Public Hearings at 1:30 p.m. in New Port Richey (NPR) or Dade City (DC): PC at DC 7/9/2026 Continued; PC at DC 8/6/2026 - BCC at DC 8/11/2026 Continued; BCC at DC 9/9/2026

THRU: David Allen, Assistant County Administrator

FROM: David Engel, Director Planning, Development and Economic Growth

RECOMMENDED COMMITTEE ACTION:

Recommend approval to the Board of County Commissioners (BCC) of the proposed Zoning Amendment request with conditions.

BACKGROUND:

PROJECT OVERVIEW

Land Development Code (LDC) Section 402.2, Zoning Amendment - MPUD Master Planned Unit Development; Section 522 - MPUD Zoning District

Proposed is a zoning amendment in the name of the Chanzep MPUD from an A-R Agricultural-Residential District to an MPUD Master Planned Unit Development District to allow for the maximum development of 96 platted townhome units on a primarily vacant parcel. The Chanzep MPUD site has a gross acreage of approximately 20.42 acres. The prospective 96 townhome units equate to a gross density of 4.7 units per acre. The site retains a RES-9 (Residential-9 du/ga) Future Land Use which supports the proposed density.

As directed by Exhibit 1: Binding Concept Plan, the 96 platted townhome units are adequately buffered from both Crystal Springs Road, by way of varying fifteen (15) foot landscape buffers (types D-1, D-3, and B) and Chancey Road, by way of a type twenty (20) foot D-1 landscape buffer. The orientation of the townhome units frame Crystal Springs Road and provide recreation/open space for residents throughout the project.

Pedestrian Facility Improvements:
There are two major pedestrian facility improvements proposed with this project. They are listed below.
1. Extension of the pedestrian facilities to be developed along the east side of Crystal Springs Road, in coordination with the Cobblestone MPUD, continuing the five (5) foot sidewalk network from the southern boundary of the subject site to the terminus at Chancey Road.
2. Development of a ten (10) foot multi-use path is proposed along the project's Chancey Road frontage. Development of this path will contribute towards building the local path network and the ultimate facilitation of residents from the Chanzep MPUD to the Samuel W Pasco Recreation Center,

approximately 1.3 miles east.

The off-site portions of the aforementioned pedestrian facilities are creditable against the bike/ped portion of the mobility fees being assessed to the project. These pedestrian improvements have been codified by Condition of Approval No. 15.

The Chanzep MPUD contains one parcel. The permitted uses for the parcel are as follows:
Parcel 1: 96 Platted Townhome Units

Transportation Improvements in the Area

Gall Boulevard Improvements

- **Gall Boulevard & Cobble Creek Boulevard Intersection Signalization**
  - **Project:** Construct a new traffic signal.
  - **Agency:** Developer obligation of the Cobblestone MPUD.
  - **Timeline:** Expected construction within 2026.

- **State Road 56 Extension Study**
  - **Project:** Alternative Corridor Evaluation (ACE) study.
  - **Scope:** Extension of S.R. 56 from Gall Boulevard (U.S. 301) east to U.S. 98.
  - **Agency:** FDOT.

- **U.S. 301 / Gall Boulevard Widening (Hillsborough Line to South of S.R. 56)**
  - **Project:** Widen from two to four lanes with both multi-use paths and sidewalks.
  - **Scope:** From the Hillsborough/Pasco County line to 1,000 feet south of S.R. 56.
  - **Agency:** FDOT (currently in design phase, the timeline for construction is currently unknown, as funding has not yet been allocated for this improvement).

- **U.S. 301 / Gall Boulevard Widening (South of S.R. 56 to S.R. 39)**
  - **Project:** Widen from two to four lanes.
  - **Scope:** From south of S.R. 56 to S.R. 39 (Paul Buchman Highway).
  - **Agency:** FDOT (currently in design phase, the timeline for construction is currently unknown, as funding has not yet been allocated for this improvement).

- **U.S. 301 / Gall Boulevard Widening & Realignment (Downtown Zephyrhills)**
  - **Project:** Widen and realign Gall Boulevard.
  - **Scope:** From S.R. 39 to Corey Street, connecting to two (2) new three-lane one-way roadways that parallel existing US 301 from Corey Street to CR 54. Other improvements include the addition of bike lanes and sidewalks along both sides of the new roadways.
  - **Agency:** FDOT (currently in design phase, the timeline for construction is currently unknown, as funding has not yet been allocated for this improvement).

- **U.S. 301 / Gall Boulevard Widening (C.R. 54 to North of Kossik Road)**
    - **Project:** Widen from a four-lane divided roadway to a six-lane divided roadway.
    - **Scope:** From C.R. 54 (Eiland Boulevard) to north of Kossik Road.
    - **Agency:** FDOT (currently in design phase, the timeline for construction is currently unknown, as funding has not yet been allocated for this improvement).

Morris Bridge Road Improvements
As directed by the Capital Improvement Program (CIP) and the Morris Bridge Development Agreement, plans to improve Morris Bridge Road are as follows:

- **Colston Avenue to State Road 56**
    - **Project:** Widen to four lanes.
    - **Scope:** Add 10-foot multi-use paths on both the east and west sides.
    - **Agency:** BCC approved the Morris Bridge DA, April 21, 2026, construction of Colston Avenue to State Road 56 shall be completed by April 30, 2028, as part of the aforementioned Development Agreement.
- **North of State Road 56 to South of Chancey Road**
    - **Project:** Widen to four lanes.
    - **Agency:** Design funded by the CIP in FY 29. This is a Pasco County project.
- **South of Chancey Road to South of Pure Water Way**
    - **Project:** Widen to four lanes.
    - **Scope:** Add a second through lane plus exclusive left and right turn lanes on all approaches at Chancey Road.
    - **Agency:** Design funded by the CIP in FY 29. This is a Pasco County project.

<u>The applicant is also seeking the following variation from the LDC:</u>
Variation No. 1 - **LDC Section 901.6.D.11**- *Continuation of Existing Street Pattern and Street Access to Adjoining Property,* from **LDC Section 901,** *Infrastructure Standards,* and any other applicable section of the LDC.

Variation No. 1 - Applicant requests a variation from LDC section 901, *Infrastructure Standards,* specifically 901.6.D.11, *Continuation of Existing Street Pattern and Street Access to Adjoining Property,* as to not provide a vehicular connection east or south of the subject property as part of the proposed development. The eastern-most onsite acreage of the project is an extensive category 1 wetland system, which prevents a vehicular connection. The remaining uplands to the east of the subject site (the central “carve out” parcel) is unrelated to this proposal, undeveloped, and owned by Pasco County Facilities Management. The southern-most boundary of the project abuts a phase of the Cobblestone MPUD which has submitted development plans without a feasible vehicular connection.

PDE is amenable to the request as it accomplishes the intent of LDC Section 901.6.D.11 as a vehicular connections east or south would not provide meaningful connectivity.

This agenda memo was prepared by Kurt Siverson, Planner II.

SITE DETAILS

The project is located in the East Market Area within southeast Pasco County, abutting the southeast corner of the intersection of Chancey Road and Crystal Springs Road (Parcel ID No's 23 26 21 0000 00800 0050, 23 26 21 0000 00800 0000, 23 26 21 0000 0080 0040).

Commission District:	The Honorable Commissioner Ronald E. Oakley
Project Name:	Chanzep MPUD
Applicants' Name(s):	Chanzep LLC
Current Zoning District:	A-R Agricultural-Residential District
Proposed Zoning District:	MPUD Master Planned Unit Development District
Future Land Use (FLU) Classification:	RES-9 (Residential-9 du/ga)
Water/Sewage	Pasco/Pasco
Flood Zone:	A, AE, X
Requested Entitlements:	96 platted townhome units
Road/Access:	Chancey Road (County, Arterial), Crystal Springs Road (County, Collector)

MPUD SURROUNDING CONDITIONS ANALYSIS

The immediate and peripheral built environment neighboring the Chanzep MPUD project boundary is primarily characterized by residential communities and a commercial development pattern of users.

Within a 1-mile radius of the prospective Chanzep MPUD multiple existing MPUD approvals encompass the area, most notably:

- Abutting to the south is the Cobblestone MPUD originally approved for 600 single-family attached & detached dwelling units (Resolution No. 19-22RZ).

- Approximately, 0.35 miles east along Chancey Road, is the Feliciano MPUD, aka Legacy Hills Subdivision, originally approved for 160 single-family detached dwelling units (File No. DR09-721).

SURROUNDING ZONING AND LAND USES

	Zoning District	Future Land Use (FLU)	Existing Use
North	C-2 General Commercial District	RES-9 (Residential-9 du/ga)	Non-residential user, primarily undeveloped.
South	MPUD Master Planned Unit Development (Cobblestone MPUD)	RES-9 (Residential-9 du/ga)	Single-family detached residences.
East	A-R Agricultural-Residential, MPUD Master Planned Unit Development (Feliciano MPUD aka Legacy Hills MPUD)	RES-9 (Residential-9 du/ga)	Single-family detached residences.
West	R-MH Mobile Home District, MPUD Master Planned Unit Development (Rucks MPUD)	RES-9 (Residential-9 du/ga), COM (Commercial)	Residences, primarily undeveloped.

PREVIOUS ZONING ACTION(S) AND BACKGROUND DETAILS

1. The subject site's original zoning designations were R-MH Mobile Home District and C-1 Neighborhood Commercial District. (Parcel ID No's 23 26 21 0000 00800 0050, 23 26 21 0000 00800 0000, 23 26 21 0000 0080 0040).

2. In April of 1996, the site was rezoned from R-MH Mobile Home District and C-1 Neighborhood Commercial Districts to an A-R Agricultural-Residential District by RZ-4990 (Parcel ID No's 23 26 21 0000 00800 0050, 23 26 21 0000 00800 0000, 23 26 21 0000 0080 0040).

3. The subject site is located approximately 1.50 miles south of the Zephyrhills Municipal Airport. Development is subject to protection of the Airport Influence Area (AIA) and Airport Approach Surface, requiring compliance with applicable regulations of LDC Section 605, including a maximum building height of 60 feet. Pursuant to LDC 605.7.G, a "Hold Harmless Agreement" has been incorporated within the conditions of approval, condition no. 54.

4. The Chanzep MPUD is adjacent to an unrelated MPUD rezoning project in the name of Gagne MPUD; a prospective development of 300 multi-family apartment units and 30,000 square feet of commercial uses. Contingent upon approval, these two projects will work in tandem to improve both Crystal Springs Road and Chancey Road ROWs.

FINDINGS OF FACT

1. Proposed is a zoning amendment seeking the maximum development of 96 platted townhome units. Development shall substantially conform to Exhibit 1 of the Conditions of Approval: "Binding Concept Plan."

2. The Chanzep MPUD shall include development of a ten (10) foot multi-use path along the frontage of Chancey Road and continuation of the planned sidewalk network along Crystal Springs Road.

3. The Chanzep MPUD is located within the East Market Area, in southeast Pasco County, Commission District 1.

4. The subject site is primarily undeveloped aside from a single residence on one (1) parcel.

5. The Live Local provision has been voluntarily included by the applicant in Condition of Approval number 39.

6. LDC Section 402.2.C.8 specifies that variations from this Code may be reviewed and approved by the PC and BCC during the public hearing held on any application for an MPUD zoning amendment and the BCC finds, in the particular case, that the proposed variation meets or exceeds the intent of the Code.The Planning, Development, & Economic Growth Department (PDE) has reviewed the requested variation and finds it meets the intent of the LDC as noted.

7. The proposed request is consistent with the Pasco County LDC, Chapter 400, Subsection 402.2 Zoning Amendment - MPUD Master Planned Unit Development, and with the applicable provisions of the Pasco County Comprehensive Plan.

PRELIMINARY FEASIBILITY ANALYSIS

1. Timing and Phasing (T&P) and/or Substandard Road Analysis (SSRRA): All segments and intersections within the analysis will operate according to adopted levels of service with the inclusion of project trips and background trips out to the buildout date of 2031. The design phase is under way for the widening of US-301 from 2-lanes to 4-lanes (FDOT project #416564-2-52-01) from SR 56 to SR 39. The T&P utilized these improvements in the attached analysis The developer shall pay a proportionate share for the improvement of Crystal Springs Road pursuant to LDC Section 901.4.
2. Pasco County Utilities (PCU): The Utilities Department is in agreement with the conditions provided.
3. Pasco Sheriff's Office (PSO): The Sheriff's Office did not provide comments.
4. Fire: The Fire Services Department is in agreement with the conditions provided.
5. Emergency Management: The Emergency Management Department is in agreement with the conditions provided.
6. Parks, Recreation, and Natural Resources (PRNR): The Parks, Recreation, and Natural Resources Department provided comments and have been incorporated within the Conditions of Approval.

FISCAL IMPACT/COST/REVENUE STATEMENT:
Funding is not required of this action.

REQUEST:

ATTACHMENT(S):
1. PDE26-7866: Visuals
2. PDE26-7866: Exhibits A, B, C
3. PDE26-7866: Exhibit 1: Binding Concept Plan
4. PDE26-7866: Timing & Phasing Analysis
5. PDE26-7866: School Impact Analysis
6. PDE26-7866: Proof of Notification

7. PDE26-7866: Proof of Publication

RZ-7866
A-R TO MPUD

23-26-21-0000-00800-0000
23-26-21-0000-00800-0050
23-26-21-0000-00800-0040

CHANZEP LLC/CHANZEP MPUD
83 CLARENDON CT
METUCHEN, NJ 08840

PHYSICAL ADDRESS:
3454 CRYSTAL SPRINGS ROAD

TAZ-333
COMMISSION DISTRICT: 1

SUBJECT PROPERTY

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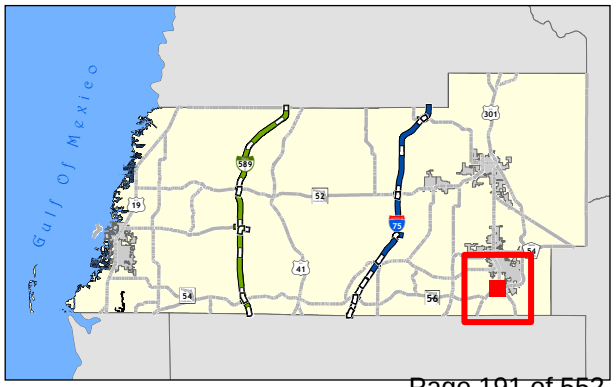

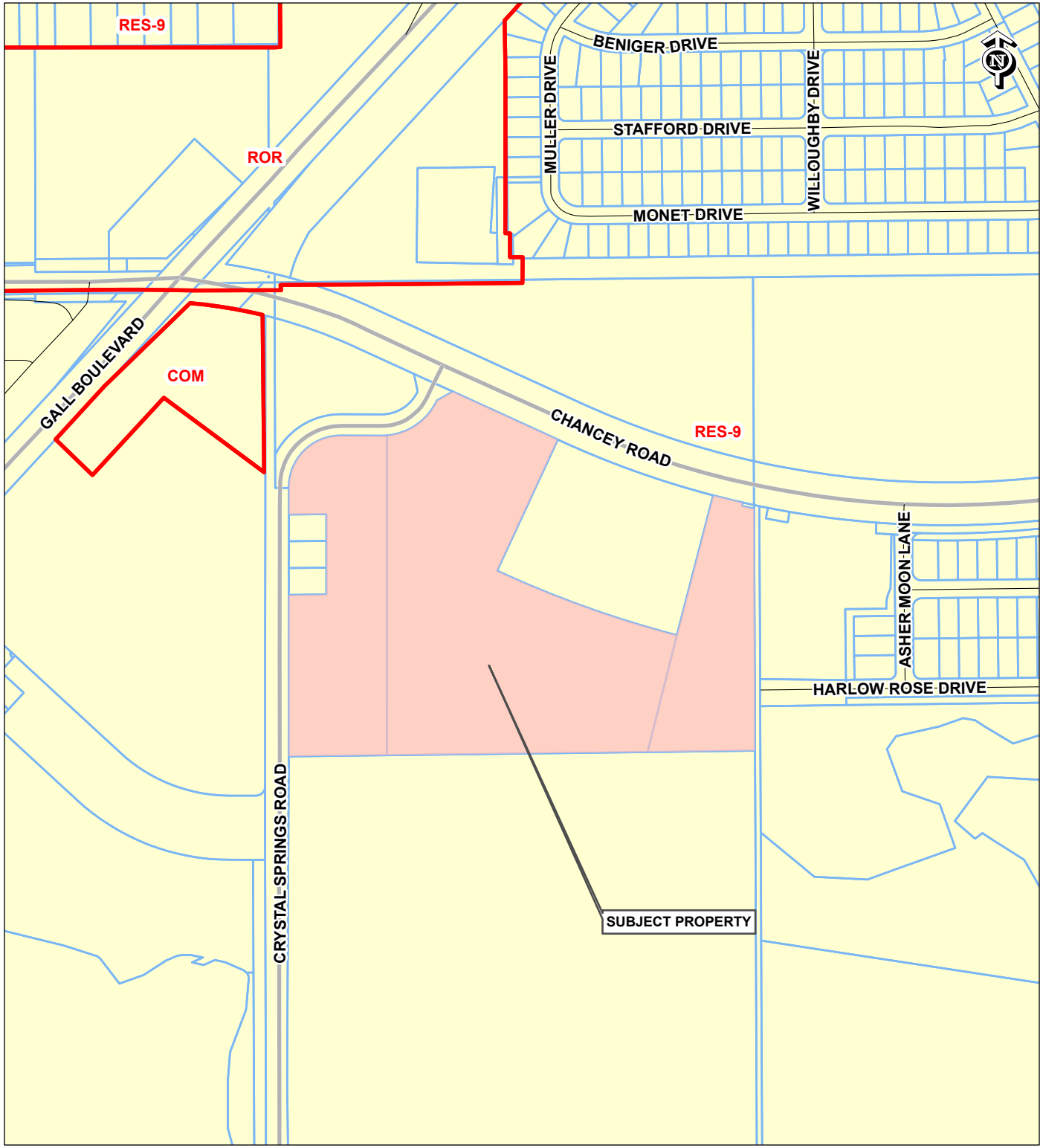

RZ-7866
A-R TO MPUD

23-26-21-0000-00800-0000
23-26-21-0000-00800-0050
23-26-21-0000-00800-0040

CHANZEP LLC/CHANZEP MPUD
83 CLARENDON CT
METUCHEN, NJ 08840

PHYSICAL ADDRESS:
3454 CRYSTAL SPRINGS ROAD

TAZ-333
COMMISSION DISTRICT: 1

SUBJECT PROPERTY
FUTURE LAND USE 2025

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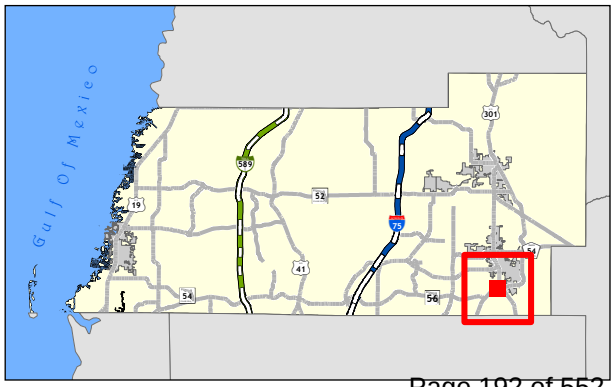

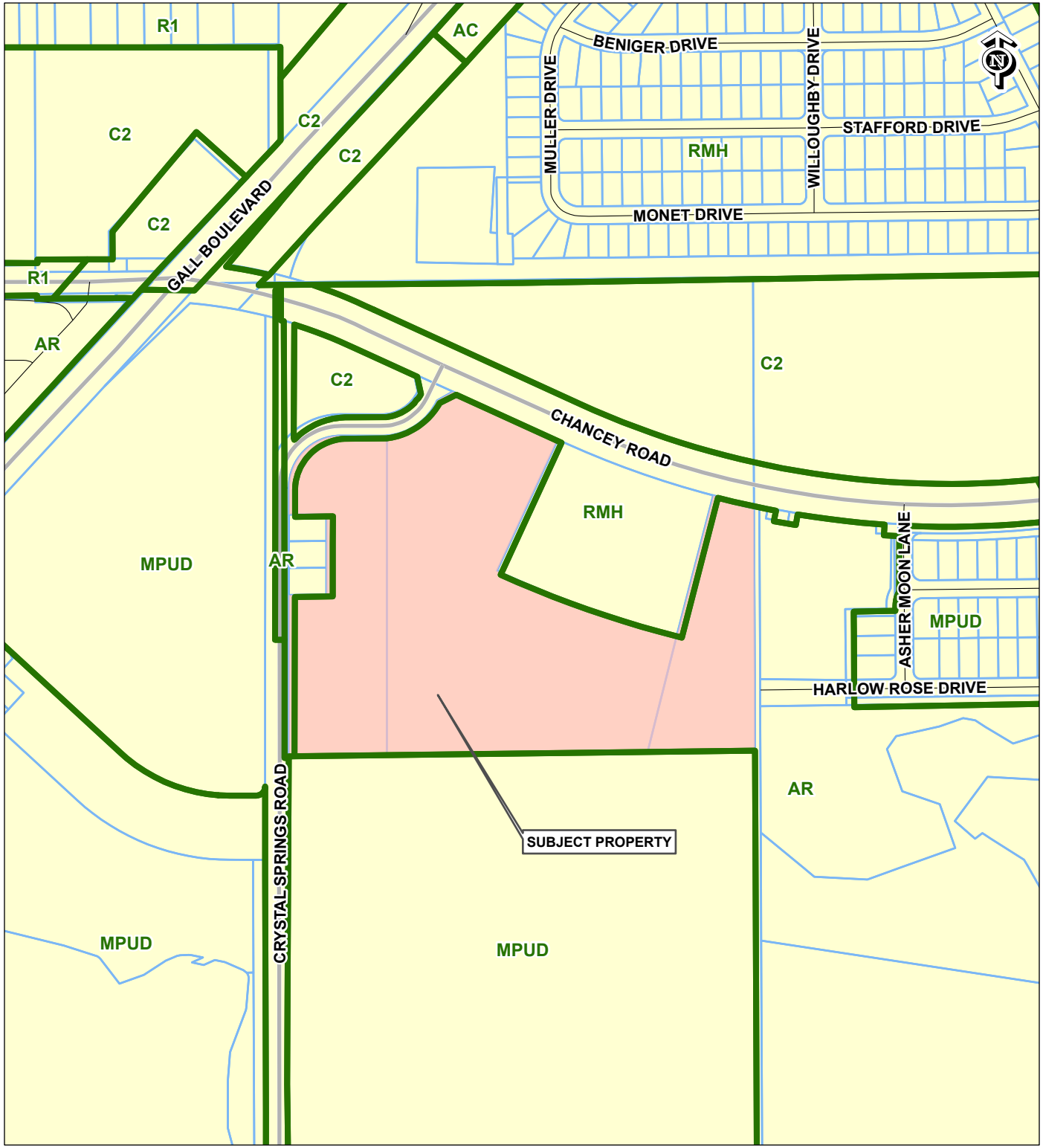

RZ-7866
A-R TO MPUD

23-26-21-0000-00800-0000
23-26-21-0000-00800-0050
23-26-21-0000-00800-0040

CHANZEP LLC/CHANZEP MPUD
83 CLARENDON CT
METUCHEN, NJ 08840

PHYSICAL ADDRESS:
3454 CRYSTAL SPRINGS ROAD

TAZ-333
COMMISSION DISTRICT: 1

SUBJECT PROPERTY
EXISTING ZONING

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Feet

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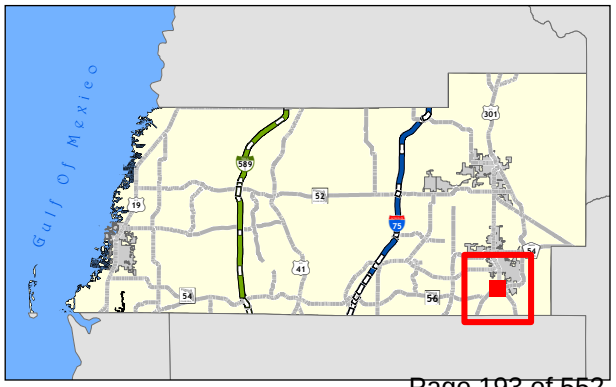
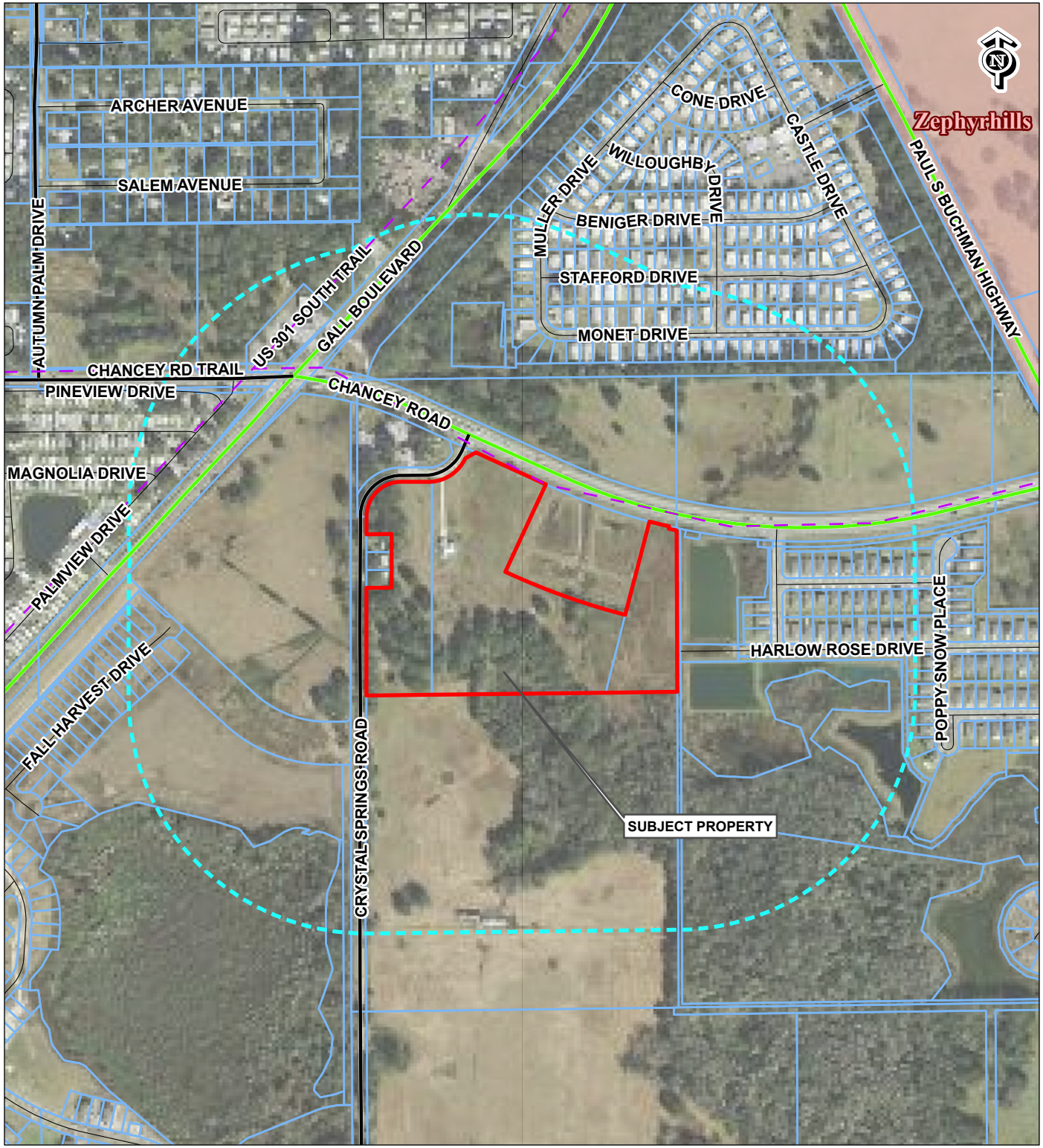




RZ-7866
A-R TO MPUD

23-26-21-0000-00800-0000
23-26-21-0000-00800-0050
23-26-21-0000-00800-0040

CHANZEP LLC/CHANZEP MPUD
83 CLARENDON CT
METUCHEN, NJ 08840

PHYSICAL ADDRESS:
3454 CRYSTAL SPRINGS ROAD

TAZ-333
COMMISSION DISTRICT: 1

- Subject Property
- 1000ft Buffer
- Conceptual Trails / Planned
- Exisiting Arterial
- Existing Collector

0 590 1,180
Feet

C:\Users\jhelmrich\AppData\Local\Temp\ArcGISProTemp8144\Untitled\Untitled.aprx Template_CONTEXT_MAP jhelmrich 1/22/2025

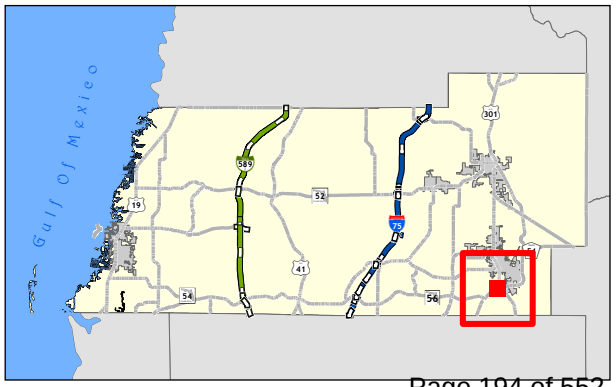


EXHIBIT A

LEGAL DESCRIPTION

SURVEYOR'S REPORT

MAP OF ALTA/NSPS LAND TITLE, BOUNDARY, TOPOGRAPHIC, AND TREE SURVEY:

THE MAP AND REPORT ARE NOT FULL AND COMPLETE WITHOUT THE OTHER. (SEE SHEET INDEX IN TITLE BLOCK)

LEGAL DESCRIPTION: (SEE DATA SOURCES 2)

PARCEL 1:

A portion of the Northeast 1/4 of the Southwest 1/4 of Section 23, Township 26 South, Range 21 East, Pasco County, Florida. Being further described as follows:

Commence at the Southeast corner of the Northeast 1/4 of the Southwest 1/4 of said Section 23, Township 26 South, Range 21 East. Thence along the South line thereof S. 89 degrees 08'59" W, 301.06 feet to the Southwest corner of that certain parcel of land described in Official Records Book 10077, Page 1035, and the Point of Beginning; Thence continue along the South line S. 89 degrees 08'59" W. 728.15 feet to a point 275.00 feet East of the Easterly Right of Way Line of Crystal Springs Road. Said Point being the Southeast corner of that certain parcel of Land described in Official Records Book 10337, Page 203; thence along the East line of said parcel and running parallel with the Easterly Right of Way line of Crystal Springs Road N 00 degrees 02' 02" E, 896.54 feet by record and N 00 degrees 07'20" W, 896.54 feet as field measured to an intersection with the Southerly Right of Way line of Crystal Springs Road; thence along said Right-of-Way Line, along a Curve Concave to the Northwest, having an angle of 59 degrees 04'52", Radius of 170.95 feet, Chord Bearing N 54 degrees 06'07" E, 168.57 feet; thence along the arc of said Curve 176.27 feet to an intersection with the Southerly Right-of-Way Line of Zephyrhills By-Pass East, also known as Chancey Road; thence along said Right-of-Way Line N 61 degrees 25'54" E, 50.00 feet; thence continue along said Right-of-Way Line S 65 degrees 26'19" E, 323.18 feet to the Northwest Corner of Pasco County Right of Way Parcel No. 111-4; thence along the Westerly Line of said Parcel, S 24 degrees, 33'41" W, 405.00 feet; thence along the Southerly Boundary of said parcel, along a curve concave to the Northeast, having and angle of 10 degrees 14'13", Radius of 3011.48 feet, Chord bearing S 70 degrees 33'25" E, 537.34 feet; thence along the arc of said curve 538.06 feet to the Southeast corner of said parcel and a point on the Westerly line of that certain parcel of land described in Official Records Book 10077, Page 1035, thence along said line S 14 degrees 19'28" W, 336.67 feet to the Point of Beginning.

PARCEL 2:

A portion of the Northeast 1/4 of the Southwest 1/4 of Section 23, Township 26 South, Range 21 East, Pasco County, Florida, being further described as follows:

Beginning at the Southeast corner of the Northeast 1/4 of the Southwest 1/4 of said Section 23, thence along the South line thereof S. 89°08'59" W., 301.06 feet; thence leaving said line N. 14°19'28" E., 741.67 feet to the Southerly right of way line of Chancey Road, being known also as Zephyrhills By-Pass East, thence along said right of way line along a curve concave Northerly with an angle of 00°52'04" radius of 2606.48 feet; arc of 84.97 feet; chord bearing S. 76°36'34" East, 84.96 feet; thence continue along said right-of-way line, S. 12°27'55" W., 10.00 feet; thence continue along said right-of-way line along a curve concave Northerly with an angle of 00°43'41"; radius of 2616.48 feet; arc of 33.25 feet; chord bearing S. 77°54'26" E., 33.25 feet to the East line of said Northeast 1/4 of Southwest 1/4, thence along said line S. 00°22'57" E., 677.75 feet to the Point of Beginning.

PARCEL 3:

A portion of the Northeast 1/4 of the Southwest 1/4 of Section 23, Township 26 South, Range 21 East, Pasco County, Florida, being further described as follows:

Commence at the Southeast corner of the Northeast 1/4 of the Southwest 1/4 of Section 23, Township 26 South, Range 21 East, thence along the South line thereof, S 89°18'36"W, 1029.21 feet for a Point Of Beginning; thence continue S 89°18'36"W, 275.00 feet to the East right-of-way line of Crystal Springs Road (former State Road 23), thence along said right-of-way line N 00°02'02"E, 451.25 feet, thence leaving said right-of-way line N 89°18'36"E, 105.00 feet, thence N 00°02'02"E, 225.00 feet, thence S 89°18'36"E, 105.00 feet to said right-of-way line, thence along said right-of-way line N 00°45'04"W, 76.13 feet to the beginning of a curve to the right and concave to the Southeast, said curve having an angle of 90°00'00"; radius of 145.00 feet; chord bearing N 44°40'52"E, 205.06 feet; thence along the arc of said curve 227.77 feet, thence continue along said right-of-way line N 89°40'52"E, 113.94 feet, to the beginning of a curve to the left and concave to the Northwest, said curve having an angle of 06°02'21", radius of 170.95 feet; chord bearing N 86°39'41"E, 18.01 feet; thence along the arc of said curve 18.02 feet; thence leaving said right-of-way line S 00°02'02"W, 896.54 feet to the Point of Beginning.

ACCURACY:

1. THE ACCURACY STANDARD USED FOR THIS SURVEY, AS CLASSIFIED IN THE STANDARDS OF PRACTICE (5J-17 FAC), IS "COMMERCIAL/HIGH RISK". THIS SURVEY MEETS OR EXCEEDS THE MINIMUM RELATIVE DISTANCE ACCURACY FOR THIS TYPE OF SURVEY, WHICH IS 1 FOOT IN 10,000 FEET.
2. CONTROL ELEVATIONS FOR THIS SURVEY ARE BASED A LEVEL RUN USING DIFFERENTIAL LEVELING TECHNIQUES. CLOSURES ACHIEVED ARE 0.020' ERROR IN A 1.914 MILE LOOP LENGTH WHICH EXCEEDS THE MINIMUM ACCURACY REQUIREMENT CALCULATED AT A MAXIMUM MIS-CLOSURE OF 0.069'.
3. HORIZONTAL CONTROL MEASUREMENTS WERE MADE WITH A TRANSIT AND STEEL TAPE, OR DEVICE WITH EQUIVALENT OR HIGHER DEGREES OF ACCURACY.
4. A FIELD CHECK OF THE CONTOURS WAS MADE AT 73 RANDOM LOCATIONS. 97% OF THE FIELD ELEVATIONS TAKEN ARE WITHIN 1/2 OF THE CONTOUR INTERVAL WITH THE MAXIMUM DIFFERENCE MEASURED AT 0.49 FEET.
5. PRIMARY CONTROL POINT POSITIONS FOR THIS SURVEY WERE ESTABLISHED FROM A MINIMUM OF TWO (2) KNOWN FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA PERMANENT REFERENCE NETWORK (FPRN) STATIONS (SEE PROJECT DATUM) USING GLOBAL POSITIONING SYSTEM METHODS (GPS) WITH REAL TIME KINEMATICS (RTK) SESSIONS. THE MAXIMUM POSITIONAL UNCERTAINTY OF THE PHYSICAL CONTROL POINTS IS COMPUTED TO BE 0.029 FEET (8.839 MILLIMETERS) USING THE ALGEBRAIC SUM MEAN OF THE PROCESSED POSITIONS.
6. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF LIDAR DATA, OBTAINED BY FLORIDA DESIGN CONSULTANTS, INC. USING A DJI MATRICE 300 DRONE EQUIPPED WITH A ROCK ROBOTIC R3PRO V2 LIDAR SCANNER, FAA REGISTRATION FA3M77XKLR, FLOWN BY MATT BARKSDALE, FAA CERTIFICATE NUMBER: 4448807, ON 9-19-2024.

DATA SOURCES:

1. THE BASIS OF BEARINGS FOR THIS SURVEY IS THE SOUTH LINE OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 26 SOUTH, RANGE 21 EAST, PASCO COUNTY, FLORIDA, BEING S89°19'13"W, AS SHOWN ON THE MAP OF SURVEY.
2. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A COMMITMENT FOR TITLE INSURANCE PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, COMMITMENT NUMBER: 31573, EFFECTIVE DATE: JUNE 21, 2024 AT 11:00PM. THE LEGAL DESCRIPTION SHOWN HEREON IS AS IT APPEARS IN SAID COMMITMENT.
3. THE SURVEY WAS PREPARED WITH THE BENEFIT OF THE RECORD DOCUMENTS SHOWN AND STATED HEREON, ALL OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA.
4. THE FOLLOWING PLATS WERE UTILIZED IN THE PREPARATION OF THIS SURVEY: ZEPHYRHILLS COLONY COMPANY LANDS, AS RECORDED IN PLAT BOOK 1, PAGE 55; AND BRISTOL MEADOWS PHASES 1A AND 1B, AS RECORDED IN PLAT BOOK 82, PAGE 144; BOTH OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA.
5. CERTIFIED CORNER RECORDS WERE OBTAINED FROM THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION LAND BOUNDARY INFORMATION SYSTEM WEB SITE (www.labins.org).
6. THE PARCEL AND RECORDING INFORMATION FOR ADJACENT PROPERTIES ARE PER THE PASCO COUNTY PROPERTY APPRAISER WEB SITE ON 10-11-2024.
7. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF THAT CERTAIN BOUNDARY, WETLAND, TOPOGRAPHIC AND TREE SURVEY TITLED "GAGNE PASCO", PREPARED BY FLORIDA DESIGN CONSULTANTS, INC., JOB NUMBER 2021-0031, DATED 6-24-2024, WITH A LATEST REVISION DATE OF 12-10-2021.

LIMITATIONS:

1. USE OF THIS SURVEY BY ANYONE OTHER THAN THOSE PREPARED FOR/CERTIFIED TO, WILL BE AT THE RE-USERS SOLE RISK WITHOUT LIABILITY TO THE SURVEYOR.
2. THERE MAY BE ADDITIONAL EASEMENTS AND/OR RESTRICTIONS AFFECTING THIS PROPERTY THAT MAY OR MAY NOT BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
3. ORIGINAL FIELD WORK WAS COMPLETED ON 10-07-2024 AND IS CONTAINED IN FIELD BOOK 2250, PAGE 74, FIELD BOOK 1357, PAGES 25-44, AND FIELD BOOK 2094, PAGES 39-43.
4. PRINTED DIMENSIONS SHOWN ON THE SURVEY SUPERSEDE SCALED DIMENSIONS. THERE MAY BE ITEMS DRAWN OUT OF SCALE TO GRAPHICALLY SHOW THEIR LOCATION.
5. CALCULATED (C) GEOMETRY SHOWN HEREON WAS CALCULATED USING FIELD LOCATED POINTS AND CERTAIN PUBLISHED DATA (SEE DATA SOURCES).
6. SHOWN ANYWHERE ON THIS SURVEY, THE WORD "CERTIFY" IS UNDERSTOOD TO BE AN EXPRESSION OF A PROFESSIONAL OPINION BASED UPON THE SURVEYOR'S BEST KNOWLEDGE, INFORMATION AND BELIEF, AND THAT IT THUS CONSTITUTES NEITHER A GUARANTEE NOR A WARRANTY.
7. SUBSURFACE FOUNDATIONS AND THEIR LOCATIONS HAVE NOT BEEN DETERMINED.
8. IRRIGATION EQUIPMENT AND/OR THEIR APPURTENANCES HAVE NOT BEEN LOCATED UNLESS OTHERWISE SHOWN ON THE MAP OF SURVEY.
9. THE LOCATIONS OF THE UNDERGROUND UTILITIES AND/OR THEIR APPURTENANCES WERE PERFORMED BY A FIELD SURVEY AND ONLY LOCATED AS SHOWN ON THE MAP OF SURVEY. ONLY THE UNDERGROUND UTILITIES AND/OR THEIR APPURTENANCES WHICH WERE VISIBLE FROM GROUND LEVEL TO THE SURVEYOR ON THE ACTUAL DAY OF THE FIELD SURVEY WERE LOCATED AND MAPPED. NO EXCAVATIONS OR SUBSURFACE WORK EFFORTS OF ANY KIND WERE PERFORMED BY THE SURVEYOR TO VERIFY THE EXISTENCE OF ANY UNDERGROUND UTILITIES AND/OR THEIR APPURTENANCES. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES AND/OR THEIR APPURTENANCES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED.

LIMITATIONS: (CONTINUED)

10. THE PIPES SHOWN BETWEEN THE STRUCTURES ARE DRAWN FROM CENTERLINE OF STRUCTURE TO CENTERLINE OF STRUCTURE USING THE STRUCTURES AS THEY EXISTED IN THE FIELD AT THE TIME OF THIS SURVEY WITH FIELD VERIFICATION OF THE SIZE AND TYPE OF PIPES CONTAINED IN EACH STRUCTURE. NO INSPECTION OR SURVEY WAS PERFORMED TO DETERMINE THE EXISTENCE AND/OR ALIGNMENT (HORIZONTAL AND/OR VERTICAL) OF THE PIPES SHOWN BETWEEN THE STRUCTURES. THE PIPE LINES SHOWN ON THE MAP OF SURVEY ARE FOR GRAPHIC PURPOSES ONLY. STRUCTURES SHOWN WITHOUT PIPES (IF ANY) WERE NOT ACCESSIBLE DUE TO VARIOUS FIELD CONDITIONS.
11. THE SECTION DATA AND FIELD MONUMENTS SHOWN WITH (*) HEREON IS FROM THE THAT CERTAIN BOUNDARY, WETLAND, TOPOGRAPHIC AND TREE SURVEY, REFERENCED IN DATA SOURCES 7, AND WERE NOT RE-SURVEYED FOR THIS SURVEY.
12. NO INFORMATION ON ADJOINING PROPERTY OWNERS WAS SUPPLIED TO THIS SURVEYOR (SEE DATA SOURCES 6)
13. HORIZONTAL DIMENSIONS FROM BOUNDARY LINES TO LOCATED ITEMS WHICH USE SYMBOLS (SEE SYMBOLS LEGEND) ARE MEASURED TO THEIR CENTER.
14. THE RELATIONSHIP OF SURVEYED FIGURES OR POINTS LYING WITHIN FIVE (5) FEET OF THE BOUNDARY LINE ARE SHOWN ON THE MAP OF SURVEY WITH DIRECTIONAL TIES.
15. THE LIMITS FOR THIS PROJECT WERE DETERMINED BY THE CLIENT.
16. NON-NUISANCE TREES 10 INCHES AND LARGER DIAMETER AT CHEST HEIGHT WERE LOCATED.
17. WETLAND LOCATIONS SHOWN ON THE MAP OF SURVEY ARE SHOWN FOR GRAPHICAL PURPOSES ONLY. WETLAND LINES HAVE NOT BEEN REVIEWED OR APPROVED BY ANY AGENCY.
18. THE PLATTED LOT LINES SHOWN ADJACENT TO THE SUBJECT AREA (SEE APPARENT PHYSICAL USE), WERE CALCULATED UTILIZING FIELD LOCATED POINTS TOGETHER WITH RECORD DOCUMENTS (AS REFERENCED ON THE MAP OF SURVEY). THE EXACT PARCEL BOUNDARY LINES ARE SUBJECT TO AN ACCURATE FIELD LAND BOUNDARY SURVEY.
19. A SCALE FACTOR OF 0.99994520 SHOULD BE CONSIDERED FOR GROUND EFFORTS.
20. FOUND CORNER MONUMENTS SHOWN WITH QUADRANT DIMENSIONS SERVE AS WITNESS CORNERS TO THE REAL LAND BOUNDARY CORNERS. THE QUADRANT DIMENSIONS REPRESENT THE HORIZONTAL RELATIONSHIP OF THE FOUND CORNER MONUMENT FROM THE INTENDED POSITION OF THE REAL LAND BOUNDARY CORNER.
21. ANY REPRODUCTION OF THIS SURVEY AND ITS CONTENTS SHOULD BE MADE WITH THE INTENT OF MAINTAINING THE COLORIZED ELEMENTS OF SAID SURVEY.

BOUNDARY INCONSISTENCIES:

1. ANY ANGULAR AND/OR DIMENSIONAL DISCREPANCIES BETWEEN THE LEGAL DESCRIPTION(S) AND THE FIELD LOCATED OCCUPATION BOUNDARY CORNERS, AND BOUNDARY CORNERS WITH MULTIPLE BOUNDARY MONUMENTS ALONG WITH THEIR CORRESPONDING QUADRANT DIRECTIONAL MISSES, ARE SHOWN ON THE MAP OF SURVEY.
2. THERE APPEARS TO BE A SCRIVENERS ERROR IN THE 40TH LINE OF THE LEGAL DESCRIPTION, WHICH READS "S 89°18'36"E", AND IS INTENDED TO READ "S 89°18'36"W".
3. MISCLOSURE IN THE LEGAL DESCRIPTION FOR PARCEL 1 IS 0.896', PARCEL 2 IS 0.004', AND PARCEL 3 IS 209.894'.

APPARENT PHYSICAL USE:

THE SUBJECT PROPERTY APPEARS TO BE A RESIDENTIAL PARCEL OF LAND WITH IMPROVEMENTS AS SHOWN ON THE MAP OF SURVEY.

EASEMENTS/RIGHTS-OF-WAY:

1. SEE DATA SOURCES 2 AND LIMITATIONS 2.
2. EASEMENTS OR RESTRICTIONS AFFECTING THIS PROPERTY ARE BASED SOLELY UPON THE TITLE COMMITMENT REFERENCED IN DATA SOURCES 2.
3. THE RIGHT-OF-WAY FOR CHANCEY ROAD IS PER THAT CERTAIN OFFICIAL RECORDS BOOK 1864, PAGE 1016, OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO SAID RIGHT-OF-WAY.
4. A PORTION OF RIGHT-OF-WAY FOR CRYSTAL SPRINGS ROAD IS PER THAT CERTAIN OFFICIAL RECORDS BOOK 1864, PAGE 1016, OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO SAID RIGHT-OF-WAY.
5. A PORTION OF RIGHT-OF-WAY FOR CRYSTAL SPRINGS ROAD IS PER THAT CERTAIN OFFICIAL RECORDS BOOKS 15032, PAGE 280, AND OFFICIAL RECORDS BOOK 10517, PAGE 824, BOTH OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO SAID RIGHT-OF-WAY.

THE FOLLOWING ARE PER SCHEDULE B-II OF THE TITLE COMMITMENT REFERENCED IN DATA SOURCES 2. [THE NUMBER SHOWN AS (#) CORRESPONDS WITH SAID COMMITMENT]

1-5. ITEMS 1-5 ARE NOT SURVEY MATTERS.

6. State Road reservations to the State of Florida as recorded in Deed Book 110, Page 287, of the Public Records of Pasco County, Florida.[DOES NOT AFFECT SUBJECT PROPERTY]
7. Roads as recorded in Plat Book 1, Page 55, of the Public Records of Pasco County, Florida.[DOES NOT AFFECT SUBJECT PROPERTY]
8. Rules and regulations of Southwest Florida Water Management District as recorded in Official Records Book 190, Page 79, of the Public Records of Pasco County, Florida.[AFFECTS SUBJECT PROPERTY IN A BLANKET NATURE]
9. Rights of tenants occupying all or part of the insured land under unrecorded leases or rental agreements.[NOT A SURVEY MATTER]

PROJECT DATUM:

HORIZONTAL:

BEARINGS AND COORDINATES (IN U.S. SURVEY FEET) ARE BASED ON NATIONAL GEODETIC SURVEY (NGS), STATE PLANE COORDINATES, FLORIDA WEST ZONE, NORTH AMERICAN DATUM 1983/2011 ADJUSTMENT.

FLORIDA PERMANENT REFERENCE NETWORK (FPRN) STATIONS UTILIZED:

1. DADE CITY (FLDC): RECEIVER TYPE/SERIAL#: LEICA GRIO / 1704222; ANTENNA TYPE/SERIAL#: LEIARIO / 18341008; (NORTHING = 1,465,759.37500, EASTING = 595,768.57973).
2. ZEPHYRHILLS (ZEFR): RECEIVER TYPE/SERIAL#: LEICA GRIO / 1701986; ANTENNA TYPE/SERIAL#: LEICA AR20 / 1626017; RECORDING RATE: 1s. (NORTHING = 1,415,483.5273, EASTING = 603,153.9017).

BOTH AS PUBLISHED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION WEBSITE. (https://www.fdot.gov/)

VERTICAL:

ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM, 1988 ADJUSTMENT (NAVD 88)

CONTROL BENCHMARKS UTILIZED:

1. A FOUND 4" DISK IN CONCRETE, STAMPED "FLORIDA DEPT. OF ENVIRONMENTAL PROTECTION P 682 2007", DESIGNATED BY NGS AS P 682, PID = DK5504, ELEVATION = 74.62'. (NAVD 88)
2. A FOUND 4" DISK IN CONCRETE, STAMPED "FLORIDA DEPT. OF ENVIRONMENTAL PROTECTION E 663 2007", DESIGNATED BY NGS AS E 663, PID = DJ8095, ELEVATION = 72.53'. (NAVD 88)

AS PUBLISHED BY THE NATIONAL GEODETIC SURVEY WEB SITE. (http://ngs.noaa.gov)

PREPARED FOR:

TAMPA CIVIL

CERTIFIED TO:

- TAMPA CIVIL
- WISCON ROAD, LLC A FLORIDA LIMITED LIABILITY COMPANY
- FIDELIN ENTERPRISES, LLC, A FLORIDA LIMITED LIABILITY COMPANY
- COMMONWEALTH LAND TITLE INSURANCE COMPANY

SURVEYOR AND MAPPER IN RESPONSIBLE CHARGE:

JARED T. PATENAUDE
PROFESSIONAL SURVEYOR AND MAPPER
LICENSE NUMBER LS6971
STATE OF FLORIDA
jpatenaude@fldesign.com

2021 ALTA/NSPS CERTIFICATION:

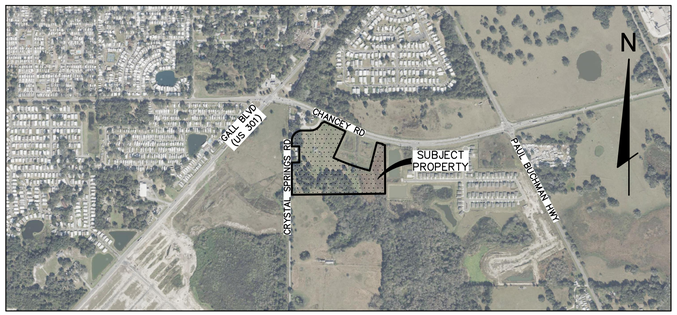
TO TAMPA CIVIL; WISCON ROAD, LLC A FLORIDA LIMITED LIABILITY COMPANY; FIDELIN ENTERPRISES, LLC, A FLORIDA LIMITED LIABILITY COMPANY; AND COMMONWEALTH LAND TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS NONE OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 10-07-2024.

DATE OF PLAT OR MAP:_____

JARED T. PATENAUDE
PROFESSIONAL SURVEYOR AND MAPPER
LICENSE NUMBER LS6971
STATE OF FLORIDA
jpatenaude@fldesign.com

Section 23, Township 26 South, Range 21 East,
County of Pasco, State of Florida



VICINITY MAP
NOT TO SCALE

TREE LEGEND

= Australian Pine Tree	= Camphor Tree	= Ear Tree	= Magnolia Tree	= Pine Tree
= Banana Tree	= Carrotwood Tree	= Elm Tree	= Maple Tree	= Punk Tree
= Bay Tree	= Cedar Tree	= Evergreen Tree	= Mimosa Tree	= Rosewood Tree
= Black Cherry Tree	= Citrus Tree	= Eucalyptus Tree	= Mango Tree	= Sweet Gum Tree
= Bottle Brush Tree	= Cherry Laurel Tree	= Hickory Tree	= Mulberry Tree	= Sycamore Tree
= Brazilian Pepper	= China Berry Tree	= Holly Tree	= Myrtle Tree	= Unknown Tree Type
= Bush	= Cypress Tree	= Jacaranda Tree	= Oak Tree	= Willow Tree
= Cactus	= Dead Tree	= Loquat Tree	= Palm Tree	

LINETYPE LEGEND

= Boundary Line	= Easement Line	= Right-Of-Way Line
= Building Line	= Edge of Water	= Sanitary Pipe
= Building O/H	= FEMA Line	= Section Line
= Center Line	= Fence Line	= Storm Pipe
= Contour Major	= Jurisdictional Line/ Wetland Line	= Toe of Slope/Grade Break
= Contour Minor		= Top Bank/Top of Berm

SYMBOLS LEGEND

= Air Conditioner	= Fire Department Connection	= Reclaimed Water Meter	= Unknown Utility Destination
= Aerial Target	= Fire Hydrant	= Reclaimed Water Valve	= Unk Utility Paint Stripe
= Air Release Valve	= Flag Pole	= Sanitary Sewer Manhole	= Utility Box
= Backflow Preventer	= Force Main Point Stripe	= Sanitary Cleanout	= Utility Manhole
= Bench Mark	= Gas Filler Cap	= Sanitary Paint Stripe	= Utility Marker Post
= Cable Paint Stripe	= Gas Line Marker	= Sanitary Sewer Valve	= Utility Pedestal
= Cable TV Box	= Gas Meter Box	= Section Corner	= Vent
= Communications Manhole	= Gas Paint Stripe	= Siamese Connection	= Water Meter
= Communications Paint Stripe	= Gas Valve	= Sign	= Water Paint Stripe
= Concrete Light Pole	= Grate Inlet	= Sprinkler Control Box	= Water Valve
= Concrete Monument	= Guy Anchor	= Sprinkler Head	= Well
= Concrete Post	= Handicapped Parking	= Storm Paint Stripe	= Wire Pull Box
= Concrete Utility Pole	= Iron Rod/Iron Pipe	= Telephone Box	= Wood Utility Pole
= Drainage Manhole	= Light Pole	= Telephone Manhole	= Wood Light Pole
= Electric Box	= Mail Box	= Telephone Marker	= Wood Post
= Electric Manhole	= Metal Post	= Telephone Paint Stripe	= Yard Drain
= Electric Paint Stripe	= Metal Utility Pole	= Telephone Pedestal	= Point of Elevation
= Electric Power Pedestal	= Monitoring Well	= Traffic Signal Box	= Calculated Dimension from Structure to Boundary / Right-of-Way Line
= Fiber Optic Paint Stripe	= Parking Meter	= Traffic Signal Pole	

ABBREVIATIONS LEGEND

AC	= Acres	FOP	= Found Open End Iron Pipe	PSM	= Professional Surveyor and Mapper
A/C	= Air Conditioner	FPP	= Found Pinched Iron Pipe	PT	= Point of Tangency / Point
ADS	= Advanced Drainage System	FRRS	= Found Railroad Spike	PVC	= Polyvinyl Chloride Pipe
AE	= Access Easement	FT	= Feet	(R)	= Record Data
AKA	= Also Known As	F/T	= Fence Tie	RCP	= Reinforced Concrete Pipe
ASPH	= Asphalt	FXC	= Found X-cut	RLS	= Registered Land Surveyor
B/C	= Back of Curb	G/A	= Guy Wire Anchor	RNG	= Range
BFPD	= Back Flow Prevention Device	GE	= Grate Elevation	R/W	= Right-of-Way
BLDG	= Building	GI	= Grate Inlet	(RW)	= Right-of-Way Data
BNDY	= Boundary	GV	= Gas Valve	SCM	= Set Conc Monument 4"x4" PRM LB 6707
BWF	= Barb Wire Fence	HDPE	= High Density Polyethylene	SCM(W)	= Set Conc Monument 4"x4" PDC LB 6707 Witness PT
(C)	= Calculated Data	I/E	= Invert Elevation	SEC	= Section
C/C	= Covered Concrete	I/E	= Ingress/Egress	SHW	= Seasonal High Water Elevation
CCR	= Certified Corner Record	INV	= Invert	SIR	= Set 5/8" Iron Rod and Cap FDC LB 6707
CDW	= Concrete Driveway	LB	= Corporate Certification Number	SIR(W)	= Set 5/8" Iron Rod and Cap FDC LB 6707 Witness PT
CI	= Curb Inlet	LP	= Light Pole	S'LY	= Southerly
CLF	= Chain Link Fence	LS	= Licensed Surveyor	SMH	= Sanitary Manhole
CM	= Concrete Monument	MAS	= Masonry	SNBD	= Set Nail and Disk FDC LB 6707
CMP	= Corrugated Metal Pipe	MES	= Mitered End Section	SNBD(W)	= Set Nail and Disk FDC LB 6707 Witness PT
CO	= Clean Out	M/F	= Metal Fence	SQ	= Square
CONC	= Concrete	MH	= Manhole	SR	= State Road
COR	= Corner	MHW	= Mean High Water	STY	= Story
CPB	= Condo Plat Book	MOL	= More or Less	SWFWMD	= Southwest Florida Water Management District
C/S	= Concrete Slab	M/R	= Metal Roll	S/W	= Sidewalk
C/T	= Curb Tie	MUP	= Metal Utility Pole	TBM	= Temporary Benchmark
(D)	= Deed Data	N/C	= No Cap	TOB	= Top of Bank
DB	= Deed Book	N/F	= Not Found	TRAV	= Traverse
DCVA	= Double Check Valve Assembly	NAD	= North American Datum	(TYP)	= Typical
DE	= Drainage Easement	NAVD	= North American Vertical Datum	TWP	= Township
DNR	= Department of Natural Resources	NGS	= National Geodetic Survey	U/B	= Utility Box
DEPT	= Department	NGVD	= National Geodetic Vertical Datum	UE	= Utility Easement
DIA	= Diameter	N,S,E,W	= Cardinal Directions	UNK	= Unknown
DIP	= Ductile Iron Pipe	N'LY	= Northerly	U/P	= Utility Pole
DMH	= Drainage Manhole	NP	= Normal Pool Elevation	VCP	= Vitrified Clay Pipe
ECMP	= Elliptical Corrugated Metal Pipe	(NR)	= Non Radial	W/	= With
EL	= Elevation	O/A	= Overall	W/F	= Wood Fence
E'LY	= Easterly	O/H	= Overhang	W'LY	= Westerly
EOW	= Edge of Water	OHW	= Overhead Wire	WM	= Water Meter
E/P	= Edge of Pavement	ORB	= Official Record Book	WUP	= Wood Utility Pole
ERCP	= Elliptical Reinforced Concrete Pipe	(P)	= Plat Data (See Data Sources)	W/T	= Wall Tie
ESMT	= Easement	(PA)	= Property Appraiser Map Data	WV	= Water Valve
(F)	= Field Data	PB	= Plat Book	xx°	= Degrees
FCM	= Found Concrete Monument	PC	= Point of Curvature	xx'	= Minutes (Bearing)
FDOT	= Florida Dept of Transportation	PCP	= Permanent Control Point	xx"	= Seconds (Bearing)
FH	= Fire Hydrant	PG(S)	= Pages	xx'	= Feet (Distance)
FIR	= Found Iron Rod	PI	= Point of Intersection		
FN	= Found Nail	PID	= Permanent Identification Number		
FND	= Found	PLS	= Professional Land Surveyor		
FNAD	= Found Nail and Disk	POB	= Point of Beginning		
FFE	= Finished Floor Elevation	POC	= Point of Commencement		
FNTT	= Found Nail and Tin Tab	POL	= Point on Line		
		PRM	= Permanent Reference Monument		

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JARED T. PATENAUDE
PROFESSIONAL SURVEYOR AND MAPPER
LICENSE NUMBER LS6971
STATE OF FLORIDA

JOB NO	DATE	DRAWN	CHECKED	QC
2024-0087	10-07-2024	NONE	SMS	JTP

SCALE: 1000
FIELD SURVEY DATE

NO	DATE	REVISIONS

PROJECT NAME: CHALFIN CRYSTAL SPRINGS
SHEET NAME: ALTA/NSPS LAND TITLE, BOUNDARY, TOPOGRAPHIC, AND TREE SURVEY
SURVEYOR'S REPORT AND LEGENDS
PREPARED FOR: TAMPA CIVIL

FLORIDA DESIGN CONSULTANTS, INC.
— THINK IT. ACHIEVE IT. —
1700 E. ARNOLD DRIVE, SUITE 103, LAND O' LAKES, FLORIDA 34638
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SHEET 1 OF 3

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J:\10000\Data\Surveys\Boundary\1000_Draft_ALTA_SYT\1000_Draft_ALTA_SYT_Report.dwg - Oct 16, 2024 @ 2:15pm - estroud

Section 23, Township 26 South, Range 21 East,
County of Pasco, State of Florida

S89°22'24"W(F) 2681.49'(F) (O/A)

NW COR OF THE SW 1/4 OF SEC 23-26S-21E
FCM 5"X5" PASCO(*)
COR: 112149

N LINE OF THE NW 1/4 OF THE SW 1/4 OF SEC 23-26S-21E
1340.70'(C)

NW COR OF THE NE 1/4 OF THE SW 1/4 OF SEC 23-26S-21E
NE COR OF THE NW 1/4 OF THE SW 1/4 OF SEC 23-26S-21E

N LINE OF THE NE 1/4 OF THE SW 1/4 OF SEC 23-26S-21E
1340.79'(C)

CENTER OF SEC 23-26S-21E
FCM 5"X5" PASCO(*)
COR: 112157

N

0 40 80 160

1" = 80'

US HIGHWAY 301
(GALL BOULEVARD)

ZEPHYRHILLS COLONY
COMPANY LANDS
PB 1, PG 55

NW 1/4 OF THE SW 1/4
OF SEC 23-26S-21E

E LINE OF THE NW 1/4 OF THE SW 1/4 OF SEC 23-26S-21E
W LINE OF THE NE 1/4 OF THE SW 1/4 OF SEC 23-26S-21E
S00°10'18"E(C) 1328.14'(C)

PARCEL ID:
23-26-21-0000-49900-0070
PASCO COUNTY FACILITIES MANAGEMENT DEPT
NO PHYSICAL ADDRESS
ORB 1864, PG 1016

FIR 1/2" CFD LB 107

FIR 1/2" N/C

FIR 1/2" ILLEGIBLE

SIR
FIR 5/8" LB 6382
(0.19'N, 0.24'E)

FIR 5/8" LB 6382

ZEPHYRHILLS BY-PASS EAST
AKA CHANCEY ROAD(L)
PARCEL 111.1, ORB 1864, PG 1016

S85°26'19"E(C)
S85°19'15"E(F)
323.18'(L)
323.35'(F)
S'LY R/W LINE OF ZEPHYRHILLS BY-PASS EAST AKA CHANCEY ROAD(L)

CRYSTAL SPRINGS ROAD(F,L)
PARCEL 111.3, ORB 1864, PG 1016
R/W WIDTH VARIES

FIR 1/2" ILLEGIBLE

FIR 5/8" LB 6382

FIR 5/8" SBT
LB 8382

S'LY R/W LINE OF
CRYSTAL SPRINGS ROAD(L)

FOP 3/4" ILLEGIBLE
NW COR OF PASCO COUNTY RIGHT
OF WAY PARCEL NO. 111-4(L)

PARCEL ID:
23-26-21-0000-49900-0060
PASCO COUNTY FACILITIES
MANAGEMENT DEPT
NO PHYSICAL ADDRESS
ORB 1864, PG 1016

FIR 5/8" FDC LB 6707

SIR
FIR 5/8" LB 6382
(0.18'S)

276.21'(C)
275'00(L)

SIR
FIR 1/2" RLS 827
(0.56'E)

SIR
FIR 1/2" N/C
(0.33'E)

PARCEL ID:
23-26-21-0000-00800-0011
ARNEY ANNEW
3338 CRYSTAL SPRINGS ROAD
ORB 8722, PG 3788

74.78'(F)

PARCEL ID:
23-26-21-0000-00800-0013
LYNCH KERI L
3330 CRYSTAL SPRINGS ROAD
ORB 10698, PG 3794

150.22'(F)

PARCEL ID:
23-26-21-0000-00800-0010
SIMMONS LAVERNE
3322 CRYSTAL SPRINGS ROAD
ORB 9247, PG 3229

FOP 1/2"
ILLEGIBLE

FIR 1/2"
RLS 827

FIR 1/2" N/C

NO RECORDING INFORMATION
S00°10'18"E(C)
225.00'(F) (O/A)
PG 280(L)

NO RECORDING INFORMATION
PG 824(L)
ORB 10517,
PG 823,

E LINE OF ORB 10337, PG 203(L)
N00°00'53"E(C) 895.02'(C)
N00°02'02"E(L) 895.54'(L)
N00°07'20"W(L)

CRYSTAL SPRINGS ROAD(F,L)
R/W WIDTH VARIES

E L'Y R/W LINE OF CRYSTAL SPRINGS ROAD, ORB 10517, PG 824(L), ORB 253, PG 280(L), ORB 1152, PG 152(L)
E R/W LINE OF CRYSTAL SPRINGS ROAD (FORMER R.R.)

N00°10'18"W(F) 450.41'(F)
N00°02'02"E(L) 451.25'(L)

PARCEL 3(L)

PARCEL ID:
23-26-21-0000-00800-0050
FIDELIN ENTERPRISES LLC
NO PHYSICAL ADDRESS
ORB 10532, PG 280

274.18'(C)
275.00'(L)

SIR
FIR 5/8" N/C
(0.77'S, 1.44'W)

S89°18'36"W(L) 275.00'(L) 273.89'(C)

POB(L)(PARCEL 3)
SE COR OF ORB
10337, PG 203(L)

FOP 1/2" LB 148

S89°18'36"W(L) 728.15'(L) 727.87'(C)

S LINE OF THE NE 1/4 OF THE SW 1/4 OF SEC 23-26S-21E(L)
N LINE OF THE SE 1/4 OF THE SW 1/4 OF SEC 23-26S-21E

S89°19'13"W(F) 1302.90'(F)
S89°19'13"W(C) 1342.73'(C) (O/A)
(BEARING BASIS)

POB(L)(PARCEL 1)
SW COR OF ORB
10077, PG 1035(L)
FIR 1/2" ILLEGIBLE

S89°08'59"W(L) 301.06'(L) 301.15'(F)

POC(L)(PARCEL 1 & 3)
POB(L)(PARCEL 2)
SIR
SE COR OF NE 1/4 OF THE SW
1/4 OF SEC 23-26S-21E(L)
FIR 1/2" ILLEGIBLE
(0.23'W)

N00°15'17"W(F) 2653.54'(F) (O/A)

PARCEL 111.4(L)
ORB 1864, PG 1016

NE 1/4 OF THE SW 1/4
OF SEC 23-26S-21E(L)

PARCEL ID:
23-26-21-0000-49900-0080
PASCO COUNTY FACILITIES
MANAGEMENT DEPT
NO PHYSICAL ADDRESS
ORB 1864, PG 1016

W'LY LINE OF PASCO COUNTY RIGHT OF WAY PARCEL NO. 111-4(L)
S24°41'54"W(F) 404.98'(F)
S24°33'41"W(L) 405.00'(L)

FIR 5/8" LB 6382

S'LY LINE OF PASCO COUNTY RIGHT OF WAY PARCEL NO. 111-4(L)
C5

SUBJECT PROPERTY
889,334 SQUARE FEET
OR 20.416 ACRES,
MORE OR LESS

PARCEL 1(L)

PARCEL ID:
23-26-21-0000-00800-0000
FIDELIN ENTERPRISES LLC
3454 CRYSTAL SPRINGS ROAD
ORB 10517, PG 824

ORB 10337,
PG 203(L)

SIR
SE COR OF PASCO COUNTY
RIGHT OF WAY PARCEL 111-4(L)
FIR 5/8" LB 6382
(0.17'N, 0.17'W)

W'LY LINE OF ORB 10077, PG 1035(L)
N14°26'40"E(F) 741.45'(F)
N14°19'28"E(L) 741.87'(L)

N14°26'40"E(F) 405.13'(F)

S14°26'40"W(F) 336.32'(F)
S14°19'28"W(L) 336.87'(L)

PARCEL 2(L)

PARCEL ID:
23-26-21-0000-00800-0040
FIDELIN ENTERPRISES LLC
NO PHYSICAL ADDRESS
ORB 11048, PG 1236

ORB 10077,
PG 1035(L)

PARCEL ID:
23-26-21-0000-00800-0041
FELICIANO CARMEN ANN
NO PHYSICAL ADDRESS
ORB 10077, PG 1035

FIR 5/8" LB 6382

FIR 5/8" LB 6382

FOP 3/4"

1326.84'(F)

15.00' UNIMPROVED R/W,
PB 1, PG 55(P,C)

(PUBLIC) DRAINAGE
EASEMENT NO. 4
PB 82, PG 144

NO RECORDING INFORMATION

S00°22'57"E(L) 677.75'(L)
S00°15'17"E(F) 677.59'(F)
E LINE OF THE NE 1/4 OF THE SW 1/4 OF SEC 23-26S-21E(L)

BRISTOL MEADOWS
PHASES 1A AND 1B
PB 82, PG 144

(PUBLIC) DRAINAGE
EASEMENT NO. 3
PB 82, PG 144

ZEPHYRHILLS COLONY
COMPANY LANDS
PB 1, PG 55

PARCEL ID:
23-26-21-0020-11800-0000
M/I HOMES OF TAMPA LLC
NO PHYSICAL ADDRESS
ORB 11030, PG 1946

SE 1/4 OF THE SW 1/4
OF SEC 23-26S-21E

E LINE OF THE SE 1/4 OF THE
SW 1/4 OF SEC 23-26S-21E

1326.70'(F)

SE COR OF THE SW 1/4
OF SEC 23-26S-21E
FOP 2"(*)
COR: 112156

N00°05'49"W(F) 2658.97'(F) (O/A)

W LINE OF THE SW 1/4 OF SEC 23-26S-21E
1329.36'(C)

SW COR OF THE NW 1/4 OF THE
SW 1/4 OF SEC 23-26S-21E
NW COR OF THE SW 1/4 OF THE
SW 1/4 OF SEC 23-26S-21E

S LINE OF THE NW 1/4 OF THE SW 1/4 OF SEC 23-26S-21E
N LINE OF THE SW 1/4 OF THE SW 1/4 OF SEC 23-26S-21E
N89°19'13"E(C) 1342.44'(C)

SW COR OF THE NE 1/4 OF THE
SW 1/4 OF SEC 23-26S-21E

FCM 4"X4"
PRM LB 7768

SW 1/4 OF THE SW 1/4
OF SEC 23-26S-21E

W LINE OF THE SW 1/4 OF THE
SW 1/4 OF SEC 23-26S-21E
1329.60'(C)

SW COR OF THE SW 1/4
OF SEC 23-26S-21E
FCM 4"X4" BROKEN(*)
COR: 112159

1344.42'(C)
S LINE OF THE SW 1/4 OF THE SW 1/4 OF SEC 23-26S-21E

FCM 4"X4"
PRM LB 7768

CRYSTAL SPRINGS ROAD
R/W WIDTH VARIES
NO RECORDING INFORMATION

SW COR OF THE SE 1/4 OF THE
SW 1/4 OF SEC 23-26S-21E
SE COR OF THE SW 1/4 OF THE
SW 1/4 OF SEC 23-26S-21E

S00°10'55"E(C) 1328.15'(C)
W LINE OF THE SE 1/4 OF THE
SW 1/4 OF SEC 23-26S-21E
E LINE OF THE SW 1/4 OF THE
SW 1/4 OF SEC 23-26S-21E

1344.42'(C)
S LINE OF THE SE 1/4 OF THE SW 1/4 OF SEC 23-26S-21E

N89°15'32"E(F) 2688.84'(F) (O/A)

LINE TABLE		
LINE	BEARING	LENGTH
L1	N89°06'16"E(F) N89°18'36"E(L)	105.00'(L,F)
L2	N00°10'18"W(F) N00°02'02"E(L)	225.00'(L,F)
L3	S89°06'16"W(F) S89°18'36"E(L)	105.00'(L,F)
L4	N00°10'18"W(F) N00°45'04"W(L)	75.92'(F) 76.13'(L)
L5	N89°47'37"E(F) N89°40'52"E(L)	113.94'(L,F)
L6	N61°32'39"E(F) N61°25'54"E(L)	49.84'(F) 50.00'(L)
L7	S12°56'30"W(F) S12°27'55"W(L)	9.95'(F) 10.00'(L)

CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD	BEARING	DELTA
C1	145.00'(L,C)	227.77'(L,C)	205.06'(L,F)	N44°47'37"E(F) N44°40'52"E(L)	090°00'00"(L,C)
C2	170.95'(C)	194.29'(C)	184.00'(F)	N57°14'03"E(F)	065°07'09"(C)
C3	170.95'(L,C)	17.96'(C) 18.02'(L)	17.96'(F) 18.01'(L)	N86°46'59"E(F) N86°39'41"E(L)	006°01'16"(C) 006°02'21"(L)
C4	170.95'(L,C)	176.33'(C) 176.27'(L)	168.61'(F) 168.57'(L)	N54°13'25"E(F) N54°06'07"E(L)	059°05'53"(C) 059°04'52"(L)
C5	3011.48'(L,C)	538.06'(L,C)	537.34'(L,F)	S70°25'12"E(F) S70°33'25"E(L)	010°14'13"(L,C)
C6	2606.48'(L,C)	85.03'(C) 84.97'(L)	85.02'(F) 84.96'(L)	S76°29'22"E(F) S76°36'34"E(L)	001°52'09"(C) 000°52'04"(L)
C7	2616.48'(L,C)	33.53'(C) 33.25'(L)	33.53'(F) 33.25'(L)	S77°26'02"E(F) S77°54'26"E(L)	000°44'03"(C) 000°43'41"(L)
C8	2606.48'(C)	72.00'(C)	71.99'(F)	S78°12'55"E(F)	001°34'57"(C)

JARED T. PATENAUDE
PROFESSIONAL SURVEYOR AND MAPPER
LICENSE NUMBER LS 6971
STATE OF FLORIDA

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JOB NO	DRN	FIELD SURVEY DATE	SCALE	DRAWN	CHECKED	QC
2024-0087	1000	10-07-2024	1"=80'	SMS	RCW3	JTP

NO	DATE	REVISIONS

PROJECT NAME
CHALFIN CRYSTAL SPRINGS

SHEET NAME
ALTA/NSPS LAND TITLE, BOUNDARY, TOPOGRAPHIC, AND TREE SURVEY
OVERALL BOUNDARY AND SECTION DATA

PREPARED FOR
TAMPA CIVIL

FLORIDA DESIGN CONSULTANTS, INC.
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17807 APRILE DRIVE, SUITE 150, LAND O' LAKES, FLORIDA 34638
PHONE: (813) 512-1047 FAX: (727) 846-3648 WWW.FLDESIGN.COM LB NO. 8107

SHEET 2 OF 3

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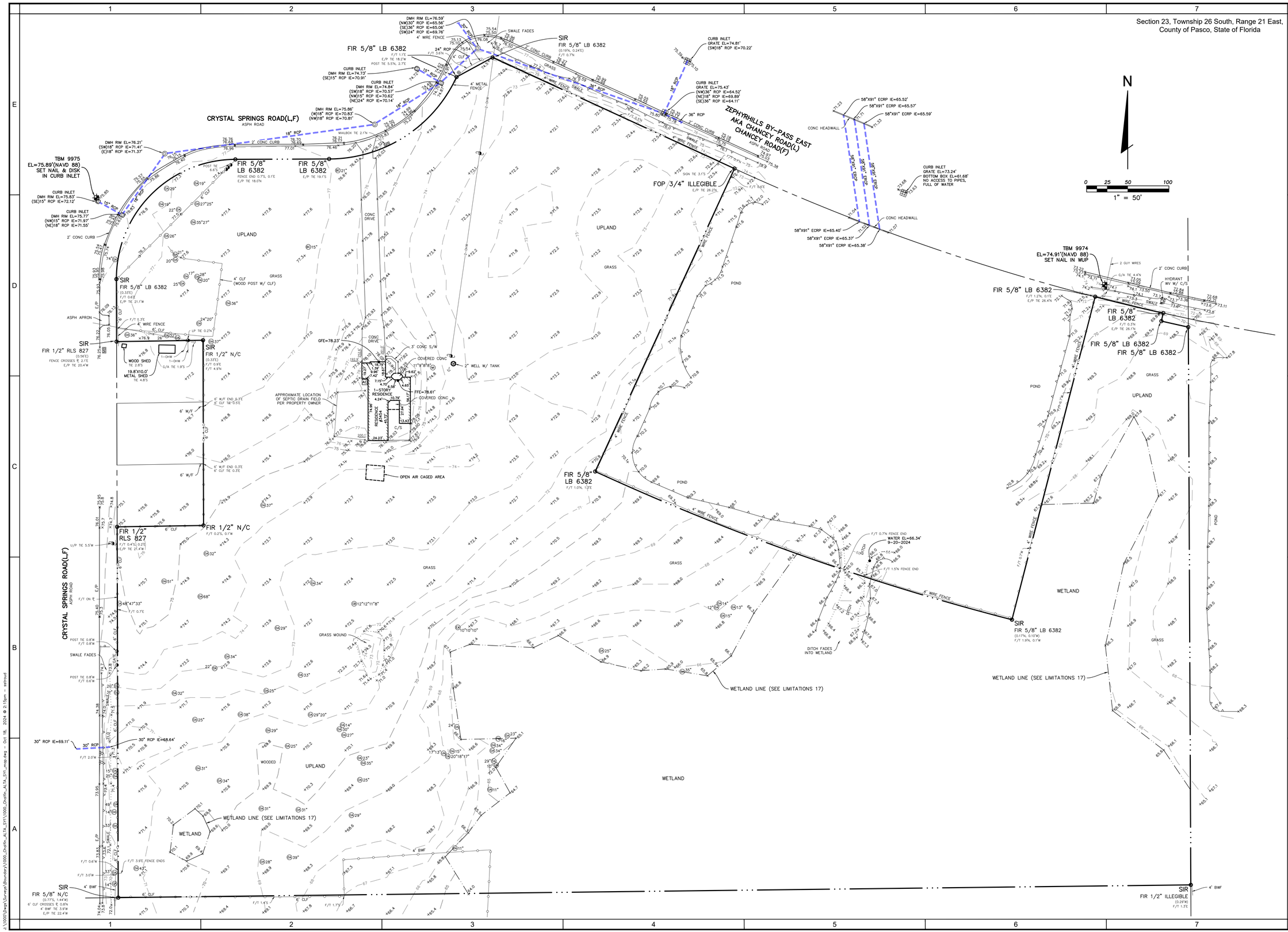
J:\10000\Engrg\Survey\Boundary\10000_Chalfin_ALTA_SYI\10000_Chalfin_ALTA_SYI_Sec.dwg - Oct 18, 2024 @ 2:15pm - sstroud



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JARED T. PATENAUDE
PROFESSIONAL SURVEYOR AND MAPPER
LICENSE NUMBER 6397
STATE OF FLORIDA

JOB NO.	2024-0087
DPN	1000
FIELD SURVEY DATE	10-07-2024
SCALE	1"=50'
DRAWN	SMS
CHECKED	RCW3
Q.C.	JTP
BY	
DC	

PROJECT NAME: CHALFIN CRYSTAL SPRINGS

SHEET NAME: ALTA/NSPS LAND TITLE, BOUNDARY, TOPOGRAPHIC, AND TREE SURVEY

MAP OF SURVEY

PREPARED FOR: TAMPA CIVIL

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SHEET 3 OF 3

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EXHIBIT B

CONDITIONS OF APPROVAL

CHANZEP MPUD
MASTER PLANNED UNIT DEVELOPMENT
CONDITIONS OF APPROVAL
REZONING PETITION NO. RZ-7866

Master Development Plans

1. Development shall be in accordance with the plans and information submitted in May, 2026; the Land Development Code (LDC); and the Comprehensive Plan unless otherwise stipulated or modified herein.

2. Development shall substantially conform to the conceptual plan attached as Exhibit "1" ("Binding Concept Plan"). Notwithstanding the foregoing, the Binding Concept Plan has not been through the permitting process, and as such, is subject to variations as may be required by the various permitting authorities having jurisdiction. Such variations shall not require a non-substantial and/or substantial modification to this MPUD. The County Administrator or designee is hereby delegated authority to interpret and apply the Binding Concept Plan to the PDP/Construction Plans for each phase or parcel, provided the substantive intent and purpose of the Binding Concept Plan is achieved. So long as the PDP/Construction Plans are deemed in substantial conformance with the Binding Concept Plan, a non-substantial or a substantial modification is not required. However, if the PDP/Construction Plans materially deviate from the Binding Concept Plan, as determined by the County Administrator or designee, a substantial modification to this MPUD shall be required. Increases in lot sizes and/or decreases in the number of lots depicted on the Binding Concept Plan shall be deemed to be in substantial conformance with this Binding Concept Plan.

Environmental

3. If during construction activities any evidence of the presence of State or Federally protected plant and/or animal species is discovered, Pasco County and applicable agencies shall be notified within two working days of the plant and/or animal species found on the site. All work in the affected area shall come to an immediate stop until all pertinent permits have been obtained, agency written authorization to commence activities has been given, or unless compliance with state and federal guidelines can be demonstrated.

4. The applicant shall provide a 100% gopher tortoise burrow survey conducted according to FFWCC guidelines, the FFWCC gopher tortoise relocation permit and FFWCC accepted after action report prior to issuance of site development placard. If site construction does not commence within 90 days from the date of the most recent 100% gopher tortoise survey or capture activities, a new gopher tortoise burrow survey must be completed to ensure gopher tortoises have not moved in and, if found, a valid permit must be obtained, amended, or acted on to capture and relocate all tortoises prior to commencing any site clearing.

5. Suitable nest cavities for the Southeastern American Kestrel may have been observed within the project area. All suitable nest cavities shall be surveyed for kestrel activity during the breeding season (March 1 to July 31). All potential nesting cavities shall be identified, recorded, and clearly identified in the field. The applicant shall abide by current FFWCC permitting guidelines and provide documentation from FFWCC that they are in conformance with the guidelines prior to issuance of site development placard.

6. The SWFWMD-approved wetland boundary survey shall be submitted with the Preliminary Site Plan or Preliminary Development Plan, whichever is submitted first. Any proposed wetland impacts depicted on the MPUD Plan are conceptual.

7. A copy of the SWFWMD Environmental Resource Permit (ERP) shall be submitted to the Pasco County project record prior to issuance of site development placard.

8. The upland buffer line shall be clearly field demarcated prior to any construction activities. No construction activities, including clearing, grading, or grubbing, shall occur within the Wetland Upland Buffer unless otherwise approved by the County and as depicted on the County-approved construction plans for the project.

Open Space/Buffering

9. Landscape buffers shall be constructed as depicted on the Binding Concept Plan.

10. Except for those neighborhood park attributes depicted on the Binding Concept Plan, specific review and approval of the Land Development Code (LDC), Section 905.1, Neighborhood Parks, will be conducted at PDPs submittal. At the time of the PDPs submittal, a park plan shall be provided, which shall depict the location, acreage, dimension, type (mini park, neighborhood park, linear park, trails, etc.), and planned amenities of each neighborhood park area in accordance with the current LDC 905.1 standards, unless an alternative standard(s) is requested and approved.

11. Applicant/developer shall comply with the County's tree ordinance, Ordinance No. 26-08 and Resolution No. 26-182, both as may be amended.

Transportation/Circulation

12. The submitted Timing and Phasing Analysis assumes the following land uses: 96 townhomes ("Approved Land Use"). The lands within the Chanzep MPUD may be developed for the Approved Land Use without any requirements for an additional timing and phasing analysis through the expiration date of the MPUD as set forth in Condition 50. Any development of land use(s) that generate(s) greater traffic impacts than the Approved Land Use may require an updated Timing and Phasing Analysis utilizing a methodology approved by the County. The Planning Commission (PC), BCC, or County Administrator or designee, may impose additional conditions on the applicant or developer based on the updated County-approved Timing and Phasing Analysis. Compliance with the conditions of approval and payment of mobility fees, the substandard road fair share

payment pursuant to Condition 15, the bike/pedestrian improvements pursuant to Condition 20 and other generally applicable taxes and assessments, fully mitigates the external transportation impacts of the Approved Land Use through the expiration date of the MPUD as set forth in Condition 50, except any required external site-access improvements which shall be the developer's sole obligation.

Access Management

13. All site-access point locations, types of site-access points, and spacing of site-access points shown on the MPUD master plan are approved concurrently with the Chanzep MPUD. Any modifications to the approved access management plan shall be reviewed, and if the requirements are met, administratively approved by the County Administrator or designee. Any modifications to the approved access management plan that vary from the LDC requirements shall require the appropriate alternative standards or variance request and be reviewed in accordance with the LDC.

14. At each PDP approval, the County Engineer, or designee, may also require site- specific internal intersection improvements. Internal intersection improvements shall be in accordance with the LDC and Access Management Standards as amended.

15. Developer has provided a Substandard Road Application for Chancey Road. There are no substandard road impacts to Chancey Road from the Approved Land Use that require mitigation by Developer. Developer shall not be responsible for any substandard road improvements to Chancey Road or any proportionate share payment for any substandard road improvements to Chancey Road other than payment of mobility fees and construction of the 10-foot multi-use path pursuant to Condition 20 below.

    Developer has provided a Substandard Road Application for Crystal Springs Road. There may be substandard road impacts to Crystal Springs Road from the Approved Land Use. Since Crystal Springs Road is a County Collector Road, Developer shall, prior to issuance of the site development placard, pay to the County the development's fair share of the cost of designing and constructing the improvements to Crystal Springs Road to achieve the applicable minimum roadway design and maintenance standards per LDC 901.4. Alternatively, if requested by County within six (6) months of the approval of this MPUD and in lieu of the fair share payment, Developer shall resurface the existing pavement of Crystal Springs Road with 1" mill and 2" overlay for the portions of Crystal Springs Road along the project frontage where the road is determined substandard per the requirements in LDC 901.4. Developer shall complete the resurfacing prior to the first record plat or post a performance guarantee acceptable to the County prior to the first record plat.

16. The project is proposed to have two (2) full accesses to Crystal Springs Road. Based on projected volumes for the Approved Land Use, northbound right turn lanes and southbound left turn lanes are not required.

Dedication of Right-of-Way

17. Access connections and rights-of-way to adjoining properties shall be as depicted on the MPUD Master Plan. The exact locations will be determined during PDP review.

18. In the case of private streets, and any amenities within those rights-of-way such as paths, trails, sidewalks, and any other non-vehicular accessways, dedication and maintenance shall be the responsibility of the mandatory homeowners'/property owners'/condominium owners'/merchants' association(s) or an appropriate entity other than the County. Pasco County will not be responsible for the maintenance of any private streets or private access amenities.

19. No right-of-way for Chancey Road is required to be conveyed pursuant to the provisions of the LDC, Section 901.2.I. (Transportation-Corridor Management; Dedication-Rough Proportionality) (Pasco County Corridor Preservation Table as amended, located in the Comprehensive Plan, Transportation Element, for arterial/collector and major intersection right-of-way requirements

    Pursuant to the provisions of the LDC, Section 901.2.I. (Transportation-Corridor Management; Dedication-Rough Proportionality), the developer(s) shall convey, at no cost to the County, the required amount of right-of-way for Crystal Springs Road as depicted on MPUD Plan (Pasco County Corridor Preservation Table as amended, located in the Comprehensive Plan, Transportation Element, for arterial/collector and major intersection right-of-way requirements).

    In addition, the developer shall, at no cost to Pasco County, design, construct, provide, and obtain any and all permits required by any local, State, or Federal agency for appropriate and sufficient drainage/retention facilities on the developer's property or at another site acceptable to the County to mitigate all drainage/retention impacts associated with the initial and future planned roadway; i.e., in the current County Comprehensive Plan Transportation Element or Metropolitan Planning Organization Long-Range Plan, improvements of Crystal Springs Road within or adjacent to the boundaries of the developer's property including, but not limited to, drainage/retention mitigation for initial and future lanes of travel, shoulders, frontage roads, sidewalks, multimodal paths, medians, permanent slope easements (once grade of roadway is set) and other roadway appurtenances. The required drainage/retention facilities shall be determined at the time of stormwater-management plan review for the portion(s) of the project adjacent to Crystal Springs Road, and this paragraph of this condition shall expire after such stormwater-management plans have been approved, unless such facilities are required pursuant to a development agreement approved pursuant to the LDC, Section 406.3. All stormwater-management plans, reports, or calculations for the developer's project shall include a detailed scope of design and permitting parameters and a signed and sealed certification that such plans, reports, or calculations comply with this condition.

    To the extent that any of the conditions of this approval constitute monetary or property exactions that are subject to *Nollan v. California Coastal Comm'n*, 483 U.S. 825 (1987), and *Dolan v. City of Tigard*, 512 U.S 374 (1994), the applicant/owner, and successors and assigns (a), agrees that there is a nexus and rough proportionality between such conditions and the impacts of this project/development, and that such conditions are necessary to ensure compliance with the criteria of the LDC and Comprehensive Plan

that are applicable to this approval, and (b) waives any claims based on such conditions. This agreement/waiver was entered into voluntarily, in good faith, for valuable consideration, and with an opportunity to consult legal counsel, but does not affect the applicant/owner's ability to seek variances, administrative remedies, or modifications of the conditions of this approval through applicable processes in the LDC, and does not affect the applicant/owner's ability to bring an action pursuant to Section 70.45, Florida Statutes.

Design/Construction Specifications

20. Prior to the final building inspection for the first certificate of occupancy, Developer shall construct: (1) the ten (10) foot multi-use path along the project's Chancey Road frontage as depicted on the Binding Concept Plan; and (2) the five (5) foot sidewalk along the project's Crystal Springs Road frontage as depicted on the Binding Concept Plan. Prior to the final building inspection for the first certificate of occupancy, Developer shall subject to the County having the necessary existing right of way/easements for and issuance of permit(s)/approvals from agencies having jurisdiction, construct: (1) the off-site ten (10) foot multi-use path within the existing Chancey Road right of way as depicted on the Binding Concept Plan; and (2) the off-site five (5) foot sidewalk within the existing Crystal Springs Road right of way as depicted on the Binding Concept Plan (collectively "Off-Site Sidewalk Improvement").

    After taking into account any reasonable design or construction modifications permitted by the County Engineer, should it be determined by the County Engineer that there is not sufficient existing right of way/easements to accommodate the Off-Site Sidewalk Improvement or that other issues identified during permitting would prevent or prohibit the construction of the Off-Site Sidewalk Improvement or make the construction of the Off-Site Sidewalk Improvement unreasonable, the Developer shall have no further obligation to construct the Off-Site Sidewalk Improvement.

    The design, permitting and construction of the Off-Site Sidewalk Improvement shall be eligible for bicycle/pedestrian mobility fee credits. The Developer shall submit to the County an engineer's certified cost estimate for the design, permitting and construction of the Off-Site Sidewalk Improvement, which shall be reviewed and approved by the County Engineer, or designee, to determine whether the estimated cost is comparable to the County's recent expenditures for similar sidewalk projects. Upon approval of the certified cost estimate by the County, the approved estimated amount shall constitute the amount of bicycle/pedestrian mobility fee credits to be awarded to the Developer upon completion of the Off-Site Sidewalk Improvement, regardless of the Developer's actual cost of design, permitting and construction. Because the amount of the mobility fee credits is capped at the approved certified cost estimate amount, there is no requirement for the Developer to enter into a development agreement or competitively bid the Off-Site Sidewalk Improvement in order to be entitled to mobility fee credits. However, the Developer will be required to obtain a right of way use permit from the County to construct the Off-Site Sidewalk Improvement in the County's right of way.

21. Approval of the Chanzep MPUD satisfies the County's collector and arterial design and spacing standards of the LDC, Section 901.1 (as to Transportation Corridor Spacing).

22. If, during construction activities, any evidence of historic resources including, but not limited to, human burial sites such as Indian mounds, lost historic and aboriginal cemeteries, or other unmarked burials or associated artifacts, original or historic pottery, prehistoric stone tools, bone or shell tools, historic trash pits, or historic building foundation, are discovered, work shall come to an immediate stop, and the Florida Department of Historic Resources (State Historic Preservation Officer) and Pasco County shall be notified within two working days of the resources found on the site. Additionally, should any human burial sites such as Indian mounds, lost historic and aboriginal cemeteries, or other unmarked burials or associated artifacts be found, then the provisions and guidelines set forth in Chapter 872.05, FS (Florida's Unmarked Burial Law) are to be followed.

23. The developers shall comply with the County and Pasco County Public Transportation requirements to accommodate mass transit service to and within the project if service is available or planned at the time of preliminary development plan approval. A detailed description of the overall transit accommodations plan shall include, but is not limited to, a proposed ingress and egress route for buses and bus stops proposed to service the project including, but not limited to, benches, shelters, lighting, pedestrian walkways, landscaping, and placement as required by the County or Pasco County Public Transportation. The developers shall submit the detailed description of the overall transit accommodations plan to PDE for review and approval prior to or concurrent with the PDP of the first unit or phase within the development. Approval of the detailed description of the overall transit-accommodations plan is subject to Pasco County Public Transportation review and approval in accordance with the Pasco County Public Transportation *Transit Infrastructure Guidelines* (June 2005), as may be amended from time to time, or any subsequent ordinance adopted by Pasco County. The developers shall include and show on any PDP submittal the approved transit-accommodation facilities, which shall be constructed with the infrastructure improvements of each affected preliminary plan unless an alternative phasing of transit-accommodation-facilities construction is approved with the overall transit-accommodations plan. The applicant/developers and their successors shall not refuse the Pasco County Public Transportation, or any other transit authority, or any of its users/patrons access to such facilities.

24. All sidewalks, bike paths, multi-use trails, and other non-vehicular pathways within the Chanzep MPUD shall not be the maintenance responsibility of the County.

Utilities/Water Service/Wastewater Disposal

25. A Master Utility Plan for the entire development shall be submitted to the Utilities Services Branch for review and approval prior to or concurrent with submittal of the first construction plan/construction site plan. This utility plan shall show, at a minimum, the following:

    a. Trunk sewer lines and lift stations.

    b. Main potable water lines and non-potable water lines, if applicable.

c. Sewage treatment facility locations, including discussion of the proposed method of treatment and the feasibility of a non-potable water system for irrigation.

d. Method of lighting for all nonlocal roads shall be submitted at the time of record plat submittal for each unit or phase.

e. A Master Utility Plan shall include *AutoCAD* and PDF electronic files and hydraulic analysis for the water, wastewater, and reclaimed water systems and shall be in conformance with the Utilities Services Plan guidelines implemented by the Utilities Services Branch.

26. Prior to the first construction plan/construction site plan approval, the developer(s) and the County shall enter into a Utilities Service Agreement.

27. The developer(s) shall construct all water and wastewater facilities within the development to current County standards. A complete set of instructions may be obtained from the Utilities Services Branch.

28. In consideration of Pasco County's agreement to provide potable water and/or reclaimed water to the subject property, the developer(s)/owner(s) and its successors and assigns, agree to the following:

a. In the event of production failure or shortfall by Tampa Bay Water (TBW), as set forth in Section 3.19 of the Interlocal Agreement creating TBW, and then only for so long as such a production failure or shortfall exists, the developer(s)/ owner(s) shall transfer to the County any and all Water Use Permits or water-use rights the developer(s)/owner(s) may have to use or consume surface or ground water within the subject property, provided that the same are not needed to continue any existing agricultural uses on the subject property, in which case, such transfer shall not be required as long as such agricultural uses are active.

b. Prior to the developer(s)/owner(s) selling water, Water Use Permits, or water-use rights, the developer(s)/owner(s) shall notify Pasco County, and Pasco County shall have a right of first refusal to purchase such water, Water Use Permits, or water-use rights.

Stormwater

29. The applicant shall contact the SWFWMD Engineering & Watershed Management Section for the latest floodplain study information available for design.

30. At time of the first site development permit, the applicant shall comply with applicable County floodplain management requirements.

31. All passthrough drainage shall have an access and maintenance easement over it. This easement shall be to Pasco County granting the county the right, but not the obligation to access and maintain.

32. The developer acknowledges that the HOA documents shall include language to prevent the residential lots from filling below the 100-year floodplain and/or altering drainage patterns on residential lots without permitted approval from Pasco County and/or SWFWMD as applicable. The HOA documents shall be provided to Pasco County for review and approval at the time of plat review.

33. The applicant shall verify if the proposed project is within a Basin of Special Concern. If the project lies in or partially within a Basin of Special Concern, the applicant shall comply with Basin of Special Concern criteria requirements.

Land Use

34. The townhomes shall be platted and each unit shall have its own utility meter.

35. The developer(s) shall create a mandatory homeowners'/property owners'/condominium owners'/merchants' association(s) in the form of a nonprofit corporation registered with the State of Florida, Secretary of State, and/or, if approved, by the BCC or State of Florida, a Community Development District(s) (CDD). The association(s) or District(s) shall encompass the entire boundaries of the MPUD except for any real property to be conveyed to the County or the District School Board of Pasco County (School Board). The developer(s) shall convey in fee simple to the association(s) or the CDD(s), for ownership and maintenance all open space, drainage areas, common areas, landscape areas, wetland areas, buffer areas, preservation/conservation areas, and other special purpose areas unless the said area(s) is/are required to be dedicated to another governmental entity. Recreation areas and neighborhood parks shall be conveyed to the association(s) as well, but only to the CDD(s) if such special power, pursuant to Section 190.012(2), Florida Statutes, is consented to by the County. All such conveyances shall be for a value that does not exceed the fair market value of the land. Prior to platting the first unit or phase, homeowners'/property owners'/condominium owners'/merchants' association(s) or CDD documents, including Articles of Incorporation with proof of being filed with the State of Florida, Secretary of State, restrictive covenants, and all exhibits shall be submitted to the Survey Department for review along with copies of instruments to be used to convey in fee simple the above-mentioned areas to the said association or the CDD. Impact fee credits for improvements or dedications shall go to the association or the CDD that funded such improvements as applicable.

36. Land Use maximums shall be in accordance with the following Permitted Use and Development Limits Table as shown in Table 1 below.

Table 1

Development Category	Totals*
Townhomes (du)	96

*The maximum density set forth above is not a vested right and is subject to reduction based on, or as a result of, applicable County ordinances and resolutions.

37. Residential Dimensional/Development Standards shall be as follows.

a. The Residential Dimensional Standards and Minimum Lot Detail shall be as depicted on the MPUD Master Plan.
b. The landscape buffers are to be located within tracts and cannot be counted toward the minimum setback requirements. The applicable side- or rear-yard setback shall be measured from the landscape buffer easement or tract line.
c. Recreation-center development standards shall be in accordance with the C-1 Neighborhood Commercial District.
d. Additional Development Standards:

i. Townhome products shall be limited to 2-8 units per building and no more than two stories.
ii. Driveway width shall be a maximum of two (2) feet wider, in total, than the garage door width.
vi. Townhome products with one-car garages shall have one-car driveways.
vii. There shall be .25 visitor parking spaces per townhome, regardless of spaces provided on the lot, which shall be located outside of the garage and driveway.

e. Architectural Features:

i. Each townhome building with 2-8 units shall have three (3) different architectural features from the following list:

a) Varying roof styles (Hip, Gable, Boston Hip)
b) Arrangement of window openings
c) Window grids
d) Siding types (lap, board and batten, brick, and stone etc.)
e) Accent lap siding at gables (faux louvers)
f) Raised stucco banding
g) Hardee board banding (or similar material type)
h) Decorative shutters
i) Decorative brackets
j) Stucco cornices (headers) at windows, doors, garage doors
k) Decorative coach lights
l) Building forward design (building chassis 3 foot to 5 foot in front of garage)

ii. A two or more-story townhome building shall not be entirely stucco on the front façade of the townhome. Said non-stucco front façade shall wrap two (2) feet around the corner to the sides. Sides of buildings that front/face

public spaces (such as along mews, parks, linear parks, streets etc.) shall include trim for windows or openings on said side facade. If said side façade has first and second-story stucco veneer, a differentiating color band is required to distinguish between the first and second stories.

iii. Architectural standards shall be in substantial compliance or a superior alternative to those identified herein.

iv. Architectural features and monotony control on townhome buildings to be based on the building, not individual residential unit.

f. Trees/Landscaping.

i. Minimum tree/landscape requirements :

Landscaping/Greenspace Table

Townhomes Per Building	Min Green Space Sq Ft	Min Shade Trees***	Min landscaped beds % of Greenspace
3	800	2	15%
4	900	2	15%
5	1,050	3	15%
6	1,200	3	15%
7	1,350	4	15%
8	1,500	4	15%

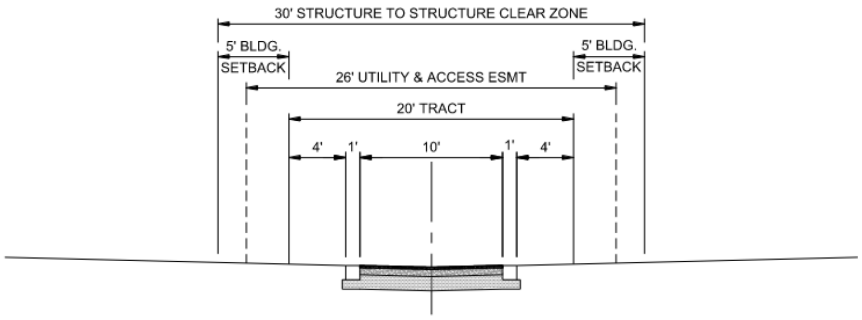
* Greenspace calculated from the face of the building to the back of curb, inclusive of the area in front of the building face in the side yard.
** Utility boxes, light fixtures and similar facilities are allowed in the Greenspace without penalty,
***Minimum shade trees shall be located in the front yard and/or street.

ii. Any front yard lot/street trees required by the table above will be a shade tree or palm tree (at a ratio of three (3) palms to every-one (1) shade tree). Front yard lot/street trees in a townhome block may not be substituted with understory or ornamental trees (including queen palms or crepe myrtles).

iii. To allow additional room for trees and landscaping, utility easements will be allowed under sidewalks, such that 5’ of the utility easements are under the sidewalk (ROW), and 5’ is on the lot. Additionally, water main and sanitary lines may be installed under streets or sidewalks in townhome development ROWs.

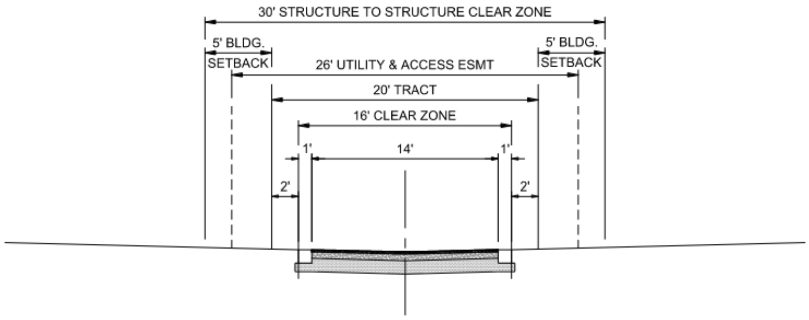
g. Alleys serving rear-loaded townhomes will meet the following minimum requirements:

- Typical Alley Section – One Way/No Fire Access



TYPICAL ALLEY SECTION - ONE WAY/NO FIRE ACCESS

- Typical Alley Section – Two Way/With Fire Access



TYPICAL ALLEY SECTION - TWO WAY WITH FIRE ACCESS

h. Street Type Standards.

i. 50-foot right-of-way (ROW)
ii. Twenty-two (22) feet of urban pavement width (dual 11-foot drive lanes)
iii. Five (5) foot sidewalks on either side of the street
iv. Seven (7) feet of sod/tree strip on either side of the street between the sidewalk and the street
v. Two (2) foot curbs (vertical or mountable in design, e.g. Type A, D, F, Miami, etc.)

38. The applicant/developer has committed to, and is hereby requiring, the foregoing architectural and monotony controls, notwithstanding any potential contrary requirements in Section 163.3202(5) (a), Florida Statutes. This condition shall be construed as a requirement imposed by the applicant/developer pursuant to Section 163.3202(5) (c), Florida Statutes, and not a requirement of the County, to the extent that Section 163.3202(5) (a), Florida Statutes, prevents the County from applying or enforcing architectural or monotony controls in this MPUD.

39. The applicant/developer agrees that the applicant/developer and any successors or assigns, are not eligible for the ad valorem tax exemption in Section 196.1978, Florida Statutes, and further agrees the applicant/developer and any successors or assigns will not apply for such an exemption for any portion of the development authorized by this approval.

40. Parcels may be developed out of numerical sequence and in multiples so long as the parcels being developed do not rely upon infrastructure construction of future parcels.

41. Interim silvicultural and/or agricultural activities shall be permitted until commencement of development for that portion of the proposed development.

Procedures

42. The applicable parcel developer(s) shall ensure that the HOA required to be established under this MPUD incorporates the minimum tree and architectural requirements in Conditions No. 37 as applicable, into the HOA covenants, conditions, and restrictions and shall ensure that the HOA is the primary enforcement entity for the tree requirements in such townhome residential phase(s), as applicable, after the MPUD entitlements have received a final inspection or Certificate of Occupancy, and the only enforcement entity for the architectural requirements. If the County becomes aware of violations of Condition No. 37 the County reserves the right to hold the developer (until the turnover to the HOA) and/or the HOA responsible for violations of the foregoing requirements. This condition shall not be construed as any attempt by the County to enforce architectural requirements in this MPUD; rather, the condition is intended to ensure that the developer and HOA honor their commitment to privately impose such requirements pursuant to Section 163.3202(5)(c), Florida Statutes.

43. On-Street Parking: For platted units, the applicable HOA or CDD required to be established under this MPUD shall include provisions for the management of on-street parking and obstruction of roadways, including without limitation covenants, conditions, and restrictions which require the applicable HOA or CDD to be the primary enforcement entity for all current or future LDC or Code of Ordinance provisions related to on-street parking and obstruction of roadways, and which require such HOA or CDD to adopt and enforce specific regulations which empower the applicable HOA or CDD Board to adopt, enforce, and otherwise regulate on-street parking and obstruction of roadways within the subdivision, which regulations may be more restrictive than applicable LDC or Code of Ordinance provisions. Such regulations shall specifically include the authority for the HOA or CDD to tow vehicles that violate such regulations. Such HOA or CDD enforcement shall include, at a minimum, any obstruction of any roadway in the subdivision that causes

interference with the efficient delivery of emergency or law enforcement services and/or vehicles at any time, whether or not emergency services have been requested. This condition, and the applicable HOA or CDD regulations, do not preclude the County from also enforcing applicable LDC or Code of Ordinance provisions relating to on-street parking or obstruction of roadways. In addition to the other requirements of this condition, the HOA or CDD required to be established under this MPUD shall include provisions which limit parking to one side of each street within the MPUD (in those areas where on-street parking is allowed at all pursuant to the LDC) so as to avoid the obstruction of on-site roadways. The foregoing parking limitation does not prevent developer from providing dedicated parking stalls on both sides of a street outside the travel lane.

44. A written disclosure statement for all lots within 100 feet of Chancey Road shall include the following language: (a) they are purchasing a residence that may receive noise, visual or olfactory impacts from vehicles or construction equipment on Chancey Road, and this noise, visual or olfactory impact may increase over time as traffic volumes on Chancey Road increase, or as Chancey Road may be widened, expanded or elevated and (b) other than the buffer depicted on the Binding Concept Plan, no sound-wall or other form of noise, visual or olfactory impact mitigation will be provided by the Developer or the County. The Developer shall provide a copy of the written disclosure to the County concurrent with the associated record plat.

45. Unless required elsewhere within the conditions of approval, all conveyances shall occur at record plat or within 90 days of the County's request, whichever occurs first. All conveyances shall include access easements, be in a form acceptable to the Real Estate Division, and be free and clear of all liens and encumbrances, including exemption from all covenants and deed restrictions.

46. The developer(s) shall submit and obtain approval of a Substantial Modification to add uses not previously approved or to reduce open-space or preservation/conservation areas. A Substantial Modification is also required if there is a cumulative increase in density or intensity of ten percent or more in the number of average daily trips as defined by the Institute of Traffic Engineers and the Pasco County Access Management Team. Notwithstanding, an alternative standard(s) from LDC section, 905.1, Neighborhood Parks, may be requested and approved and shall not require a modification to this MPUD.

47. Unless otherwise approved by the Fire Marshal, or designee, the development shall be included into a Pasco County Municipal Fire Service Taxing Unit to provide fire protection. The developer(s) shall submit a petition for inclusion into the Pasco County Municipal Fire Service Taxing Unit at the time of record plat submission. In no case shall a Building Permit be issued until the Fire Marshal, or designee has received such a petition.

48. A PDP must be approved for an entire increment (bubble) prior to any phased construction plan/construction site plan approval.

49. PDP submittals shall include a detailed breakdown of the individual plan approvals, including the plan name and increment or phase designation as it relates to the Master

Development Plan, acreage of the site, total number of units which have received PDP approval, and/or construction plan approval.

50. If a PDP for the entire MPUD is not submitted by December 31, 2031 or six (6) years from the last substantial modification approval (subject to any statutory or County-wide extensions issued subsequent to the approval of these revised conditions of approval), the conditions of approval for those portions of the MPUD that do not have (unexpired) PDP approval shall expire. If the MPUD expires, a new MPUD must be applied for and approved by the BCC, and the conditions of approval shall be in accordance with the Comprehensive Plan and LDC in effect at that time, including an updated Timing and Phasing Analysis as required. Additional conditions based upon the updated timing and phasing analysis may be imposed by the County.

51. An extension of time limit for approval as identified above shall be processed as a substantial modification approved by the BCC.

52. In addition to complying with the above conditions, no further plan approvals will be granted until such time as the acknowledgment portion of the BCC approved document is completed (including notarization) and received by the PDE after the BCC action.

53. All conditions of this MPUD approval are material to the BCC approval. Accordingly, the conditions are not severable. In the event any section, subsection, sentence, clause, or provision of these conditions or the rezoning resolution is challenged and declared illegal, invalid, or in violation of any statutory or constitutional requirement by a body with jurisdiction to make such determination, the remainder of the conditions and MPUD approval shall be suspended until such time that the BCC modifies the MPUD conditions of approval to address the illegal or invalid provision, provided that such suspension shall not exceed nine months in duration. However, such determination shall not affect the validity of 1) MPUD entitlements that have received plat, Building Permit, or CO approval; or 2) any MPUD mitigation committed to or performed as of the date the determination is made, unless such approvals or mitigation are specifically declared to be illegal, invalid, or unenforceable. Requests for BCC-approved modifications to the MPUD or the MPUD conditions of approval shall not be considered challenges and decisions by the BCC regarding any modification or the like shall not have the effect of suspending the conditions and the MPUD approval under any circumstances.

54. Chanzep LLC, and any successor owners or assigns, by reason of their ownership or occupation of the following described real property, Chanzep MPUD shall not protest or bring suit or action against Zephyrhills Municipal Airport for aviation related noise, property damage, or personal injuries resulting from activities at or connected with said Airport when such activities conform to the then existing rules and regulations of said Airport, the applicable federal regulations, Florida law, and local rules and regulations, and no negligence on the part of said Airport is involved.

OWNER/DEVELOPER'S ACKNOWLEDGMENT:

The owner/developer acknowledges that it has read, understood, and accepted the above-listed conditions of approval.

_____ _____

Date Signature

_____

Print Name

_____

Title

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ (date). He/she is personally known to me or who has produced _____ (type of identification) as identification.

Seal

_____

NOTARY

EXHIBIT C

MASTER PLAN

LEGAL DESCRIPTION: (OFFICIAL RECORDS BOOK 7952, PAGE 508)

PARCEL 1:
A PORTION OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 26 SOUTH, RANGE 21 EAST, PASCO COUNTY, FLORIDA. BEING FURTHER DESCRIBED AS FOLLOWS:

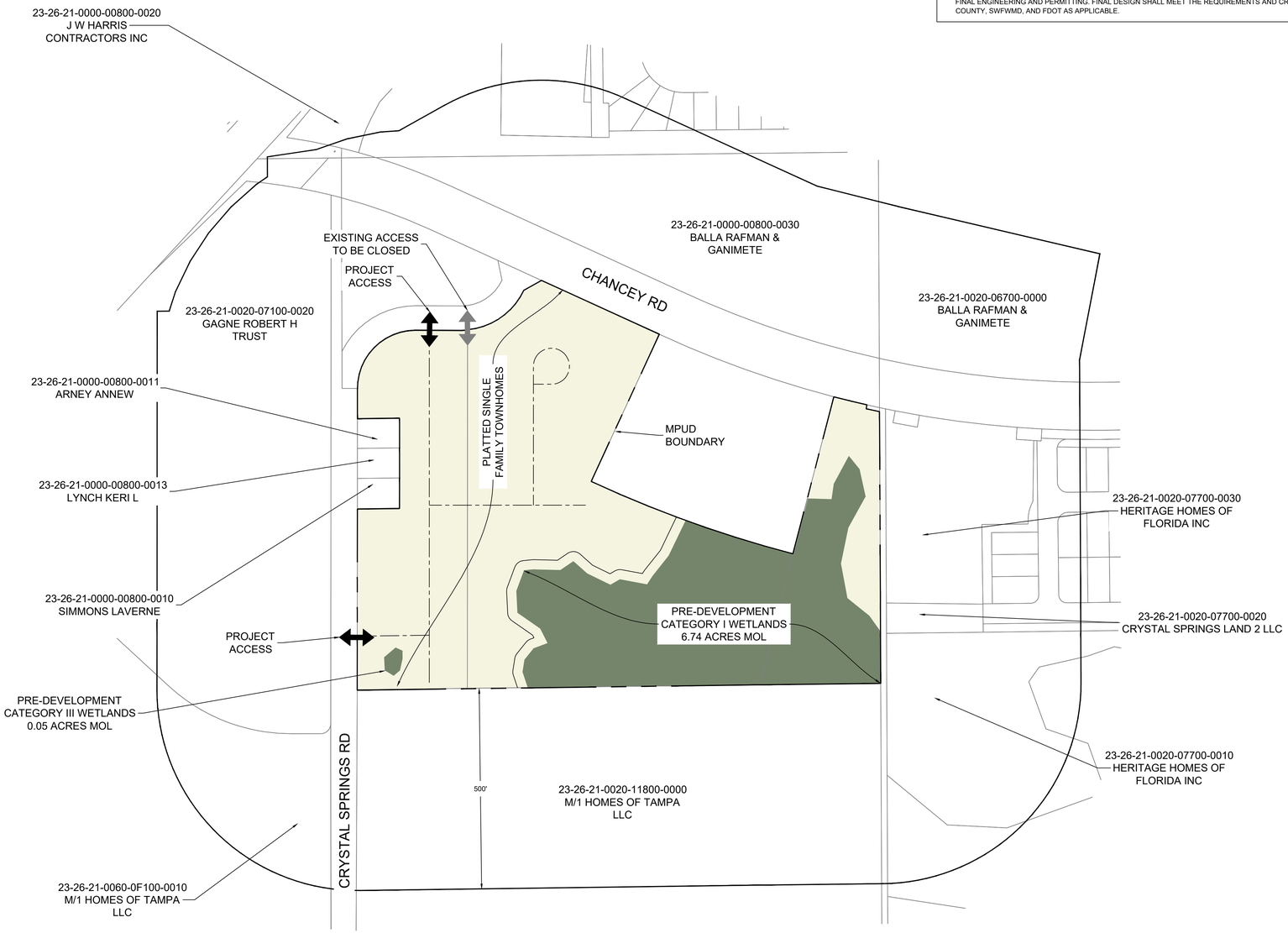
COMMENCE AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 23, TOWNSHIP 26 SOUTH, RANGE 21 EAST. THENCE ALONG THE SOUTH LINE THEREOF S. 89 DEGREES 08' 59" W, 301.06 FEET TO THE SOUTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 10077, PAGE 1035, AND THE POINT OF BEGINNING. THENCE CONTINUE ALONG THE SOUTH LINE S. 89 DEGREES 08'59" W, 728.15 FEET TO A POINT 275.00 FEET EAST OF THE EASTERLY RIGHT OF WAY LINE OF CRYSTAL SPRINGS ROAD. SAID POINT BEING THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 10337, PAGE 203; THENCE ALONG THE EAST LINE OF SAID PARCEL AND RUNNING PARALLEL WITH THE EASTERLY RIGHT OF WAY LINE OF CRYSTAL SPRINGS ROAD N 00 DEGREES 02' 02" E, 896.54 FEET BY RECORD AND N 00 DEGREES 07'20" W, 896.54 FEET AS FIELD MEASURED TO AN INTERSECTION WITH THE SOUTHERLY RIGHT OF WAY LINE OF CRYSTAL SPRINGS ROAD; THENCE ALONG SAID RIGHT-OF-WAY LINE, ALONG A CURVE CONCAVE TO THE NORTHWEST, HAVING AN ANGLE OF 59 DEGREES 04'52", RADIUS OF 170.95 FEET, CHORD BEARING N 54 DEGREES 06'07" E, 168.57 FEET; THENCE ALONG THE ARC OF SAID CURVE 176.27 FEET TO ON INTERSECTION WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF ZEPHYRHILLS BY-PASS EAST, ALSO KNOWN AS CHANCEY ROAD; THENCE ALONG SAID RIGHT-OF-WAY LINE N 61 DEGREES 25'54" E, 50.00 FEET; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE S 65 DEGREES 26'19" E, 323.18 FEET TO THE NORTHWEST CORNER OF PASCO COUNTY RIGHT OF WAY PARCEL NO. 111-4; THENCE ALONG THE WESTERLY LINE OF SAID PARCEL, S 24 DEGREES, 33'41" W, 405.00 FEET; THENCE ALONG THE SOUTHERLY BOUNDARY OF SAID PARCEL, ALONG A CURVE CONCAVE TO THE NORTHEAST, HAVING AND ANGLE OF 10 DEGREES 14'13", RADIUS OF 3011.48 FEET, CHORD BEARING S 70 DEGREES 33 25 E, 537.34 FEET; THENCE ALONG THE ARC OF SAID CURVE 538.06 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL AND A POINT ON THE WESTERLY LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 10077, PAGE 1035, THENCE ALONG SAID LINE S 14 DEGREES 19'26" W, 336.67 FEET TO THE POINT OF BEGINNING.

PARCEL 2:
A PORTION OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 26 SOUTH, RANGE 21 EAST, PASCO COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 23, THENCE ALONG THE SOUTH LINE THEREOF S. 89°08'59" W., 301.06 FEET; THENCE LEAVING SAID LINE N. 14° 19' 28" E., 741.67 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF CHANCEY ROAD, BEING KNOWN ALSO AS ZEPHYRHILLS BY-PASS EAST, THENCE ALONG SAID RIGHT OF WAY LINE ALONG A CURVE CONCAVE NORTHERLY WITH AN ANGLE OF 00°52'04" RADIUS OF 2606.48 FEET; ARC OF 84.97 FEET; CHORD BEARING S. 76°36'34" EAST, 84.96 FEET; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE, S. 12°27'55" W., 10.00 FEET; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE ALONG A CURVE CONCAVE NORTHERLY WITH AN ANGLE OF 00°43'41"; RADIUS OF 2616.48 FEET; ARC OF 33.25 FEET; CHORD BEARING S. 77°54'26" E., 33.25 FEET TO THE EAST LINE OF SAID NORTHEAST 1/4 OF SOUTHWEST 1/4, THENCE ALONG SAID LINE S. 00°22'57" E., 677.75 FEET TO THE POINT OF BEGINNING.

PARCEL 3:
A PORTION OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 26 SOUTH, RANGE 21 EAST, PASCO COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 26 SOUTH, RANGE 21 EAST, THENCE ALONG THE SOUTH LINE THEREOF, S 89° 18'36"W, 1029.21 FEET FOR A POINT OF BEGINNING; THENCE CONTINUE S 89° 18'36"W, 275.00 FEET TO THE EAST RIGHT-OF-WAY LINE OF CRYSTAL SPRINGS ROAD (FORMER STATE ROAD 23), THENCE ALONG SAID RIGHT-OF-WAY LINE N 00°02'02 "E, 451.25 FEET, THENCE LEAVING SAID RIGHT-OF-WAY LINE N 89° 18'36"E, 105.00 FEET, THENCE N 00°02'02 "E, 225.00 FEET, THENCE S 89° 18'36"E, 105.00 FEET TO SAID RIGHT-OF-WAY LINE, THENCE ALONG SAID RIGHT-OF-WAY LINE N 00°45' 04"W, 76. 13 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT AND CONCAVE TO THE SOUTHEAST, SAID CURVE HAVING AN ANGLE OF 90°00'00"; RADIUS OF 145.00 FEET; CHORD BEARING N 44°40'52 "E, 205.06 FEET; THENCE ALONG THE ARC OF SAID CURVE 227.77 FEET, THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE N 89° 40'52 E, 113.94 FEET, TO THE BEGINNING OF A CURVE TO THE LEFT AND CONCAVE TO THE NORTHWEST, SAID CURVE HAVING AN ANGLE OF 06°02'21", RADIUS OF 170.95 FEET; CHORD BEARING N 86°39'41"E, 18.01 FEET; THENCE ALONG THE ARC OF SAID CURVE 18.02 FEET; THENCE LEAVING SAID RIGHT-OF-WAY LINE S 00° 02'02"W, 896.54 FEET TO THE POINT OF BEGINNING.



GENERAL NOTES:

1. THERE ARE WELLHEADS AND WELLHEAD AREAS WITHIN 1000 FEET OF THE PROPERTY.
2. THERE ARE NO ECOLOGICAL CORRIDORS/CRITICAL LINKAGES WITHIN THE SITE.
3. THERE ARE NO PROPOSED MAJOR FACILITIES, INCLUDING SCHOOL SITES AND FIRE STATION SITES, WITHIN THE PROJECT.
4. PORTIONS OF THE PROPERTY ARE WITHIN FEMA FLOOD ZONES A, AE, AND X AS DEMONSTRATED ON THE FEMA FLOOD ZONE EXHIBIT.
5. TIMING OF DEVELOPMENT: THE TIMING OF DEVELOPMENT FOR ANY PHASE OF THE PROJECT WILL BE ESTABLISHED BY THE DEVELOPER IN RESPONSE TO MARKET CONDITIONS.
6. POTABLE WATER AND SANITARY SEWER TO BE PROVIDED BY PASCO COUNTY UTILITIES. FIRE SERVICE TO BE PROVIDED BY PASCO COUNTY. ELECTRICAL SERVICE TO BE PROVIDED BY WITHLACOOCHEE RIVER ELECTRIC COOP., INC.
7. UNLESS AN ALTERNATIVE STANDARD IS APPROVED AT TIME OF PRELIMINARY SITE PLAN/DEVELOPMENT PLAN, LANDSCAPE BUFFERS WILL COMPLY WITH LDC STANDARDS.
8. UNLESS AN ALTERNATIVE STANDARD IS APPROVED AT TIME OF PRELIMINARY SITE PLAN/DEVELOPMENT PLAN, OPEN SPACE AND PARKS WITHIN THE DEVELOPMENT WILL COMPLY WITH LDC STANDARDS. OPEN SPACE AND PARK LOCATIONS AND SIZES SHALL BE DETERMINED DURING PDP.
9. ALL COMMON AREAS AND FACILITIES SHALL BE MAINTAINED BY A PROPERTY/HOME OWNER'S ASSOCIATION, COMMUNITY DEVELOPMENT DISTRICT, MANAGEMENT COMPANY, OR OWNER.
10. ALL EXTERNAL ACCESS POINT LOCATIONS, TYPES OF EXTERNAL ACCESS POINTS, AND SPACING OF EXTERNAL ACCESS POINTS SHOWN ON THE MPUD MASTER PLAN ARE APPROVED CONCURRENTLY WITH THE CRYSTAL SPRINGS ROAD MPUD. ANY MODIFICATIONS TO THE APPROVED ACCESS MANAGEMENT PLAN THAT COMPLY WITH LDC REQUIREMENTS SHALL BE REVIEWED AND APPROVED BY THE COUNTY ADMINISTRATOR OR DESIGNEE. ANY MODIFICATIONS TO THE APPROVED ACCESS MANAGEMENT PLAN THAT VARY FROM THE LDC REQUIREMENTS SHALL REQUIRE THE APPROPRIATE ALTERNATIVE STANDARDS OR VARIANCE REQUEST AND BE REVIEWED AND APPROVED IN ACCORDANCE WITH THE LDC.
11. TRANSPORTATION NETWORK AND ACCESS POINTS: TWO (2) PRIMARY ACCESS POINT TO CRYSTAL SPRINGS ROAD.
12. THERE ARE APPROXIMATELY ±6.74 ACRES OF CATEGORY I WETLANDS AND ±0.05 ACRES OF CATEGORY III WETLANDS WITHIN THE PROJECT BOUNDARY. THE WETLAND LINES SHOWN HAVE NOT BEEN REVIEWED AND/OR APPROVED BY SWFWMD AND ARE THEREFORE SUBJECT TO CHANGE.
13. ACCESSORY STRUCTURES SHALL COMPLY WITH SECTION 530.2 OF THE LAND DEVELOPMENT CODE.
14. THE SIZE, LOCATION, AND CONFIGURATION OF DRAINAGE PONDS ARE GENERAL IN NATURE AND ARE SUBJECT TO FINAL ENGINEERING AND PERMITTING. FINAL DESIGN SHALL MEET THE REQUIREMENTS AND CRITERIA FOR PASCO COUNTY, SWFWMD, AND FDOT AS APPLICABLE.

LEGEND

- LIMITS OF MPUD
- PROPOSED ACCESS
- EXISTING ACCESS
- WETLAND AREAS
- EXISTING PROPERTY LINES

NORTH

SCALE: 1"=150'

0' 75' 150' 300'

GRAPHIC SCALE (IN FEET)

PROJECT INFORMATION:

PROPERTY OWNER:

FIDELIN ENTERPRISES LLC
P.O. BOX 1262
CRYSTALS SPRINGS, FL 33524

LOCATION:

SOUTHEAST CORNER OF THE INTERSECTION OF CHANCEY RD AND CRYSTAL SPRINGS RD

EXISTING PARCEL DATA:

PID:	23-26-21-0000-00800-0040 23-26-21-0000-00800-0000 23-26-21-0000-00800-0050
EXISTING FLU:	RES-9
EXISTING ZONING:	AR (AGRICULTURAL RESIDENTIAL)
TOTAL PROPERTY AREA:	±20.42 AC
CAT I WETLAND AREA:	±6.74 AC
CAT III WETLAND AREA:	±0.05 AC
TOTAL UPLAND AREA:	±13.63 AC

PRE-DEVELOPMENT WETLANDS

TOTAL CATEGORY I WETLAND AREA:	±6.74 AC
TOTAL CATEGORY III WETLAND AREA:	±0.05 AC

POST-DEVELOPMENT WETLANDS

TOTAL CATEGORY I WETLAND AREA:	±6.74 AC
TOTAL CATEGORY III WETLAND AREA:	±0.00 AC

PROPOSED PARCEL DATA:

PROPOSED ZONING: MPUD

ALLOWABLE USES:

RESIDENTIAL: SINGLE FAMILY TOWNHOMES FRONT OR REAR LOADED

DENSITY/INTENSITY CALCULATIONS:

1. DENSITY CALCULATIONS PER COMPREHENSIVE PLAN FUTURE LAND USE ELEMENT EXHIBIT 2A-1
2. RESIDENTIAL DENSITY FROM RES-9 AREA
   - 2.1. TOTAL RESIDENTIAL ACREAGE - WETLAND AREA = DEVELOPABLE RESIDENTIAL ACREAGE
     - 2.1.1. 20.41 AC - 6.74 AC = 13.67 AC DEVELOPABLE ACREAGE FROM RES-9
     - 2.1.2. (CATEGORY 1 WETLANDS * 0.25) + (CATEGORY III WETLANDS * 0.10) = DENSITY INCENTIVE
     - 2.1.3. (6.74 AC * 0.25) + (0.05 AC * .10) = 1.71 AC DENSITY INCENTIVE FROM RES-9
   - 2.2. ALLOWABLE UNITS WITH 9 DU/GA DENSITY REQUIREMENT
     - 2.2.1. (13.67 AC * 9) + (1.71 AC * 9) = **138.42 UNITS FROM RES-9 AREA**
3. DENSITY PROPOSED: **96 UNITS**

APPLICANT:
CHANZEP, LLC
83 CLARENDON CT
METUCHEN, NJ 08840
PHONE: (732) 321-1099
EMAIL: BOB@CHALFIN.COM

CIVIL ENGINEER:
TAMPA CIVIL DESIGN
17937 HUNTING BOW CIRCLE UNIT 102
LUTZ, FL 33558
PHONE: (813) 920-2005
EMAIL: JCOUCH@TAMPACIVIL.COM
KAYLA@TAMPACIVIL.COM

TRANSPORTATION ENGINEER:
LINCKS & ASSOCIATES, INC
5023 W LAUREL STREET
TAMPA, FL 33607
PHONE: 813-289-0039
EMAIL: SHENRY@LINCKS.COM

ATTORNEY:
BARBARA L WILHITE
6327 GRAND BLVD
NEW PORT RICHEY, FL 34652
PHONE: (727) 942-0733
EMAIL: BARABARA@WILHITELAW.NET

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COA: 28971

PROJECT: 670

CHANZEP MPUD
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23-26-21-0000-00800-0040
23-26-21-0000-00800-0050
3454 CRYSTAL SPRINGS RD
ZEPHYRHILLS, FL 33540

CLIENT:

The Chalfin Group Inc.

REVISION	DATE
CONCEPT PLAN	2024-08-19
MPUD PLAN	2024-12-20
MPUD REVISION	2025-05-21
MPUD REVISION	2026-04-01
MPUD REVISION	2026-07-16

DES. J.C. DRFT. J.B.

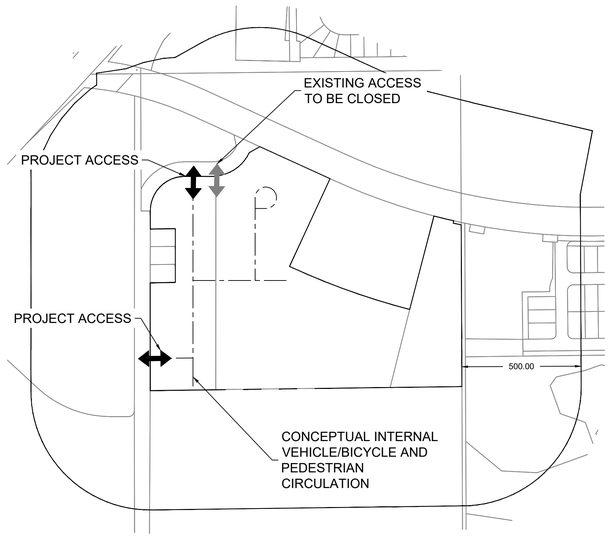
JEREMY COUCH LICENSE No 70658 STATE OF FLORIDA PROFESSIONAL ENGINEER

Jeremy Couch, P.E
State of Florida, Professional Engineer,
License No: 70658

MPUD MASTER PLAN

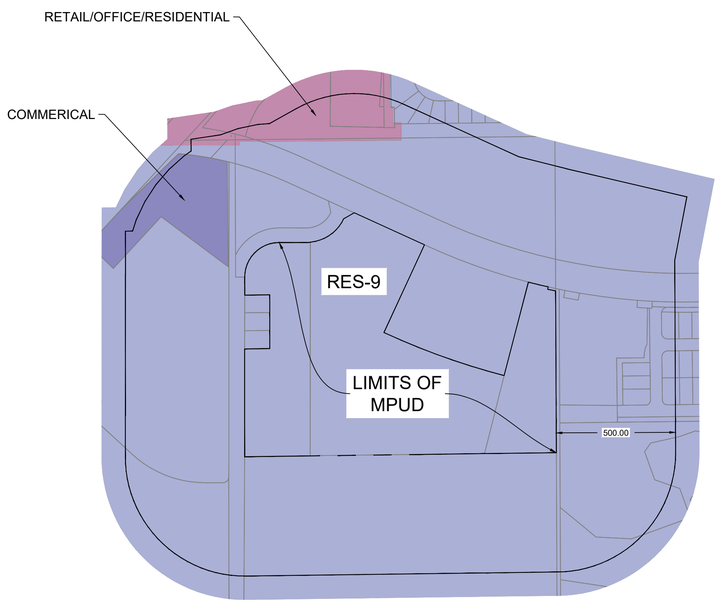
SHEET NO:
MPUD-1

GENERAL MOBILITY PLAN

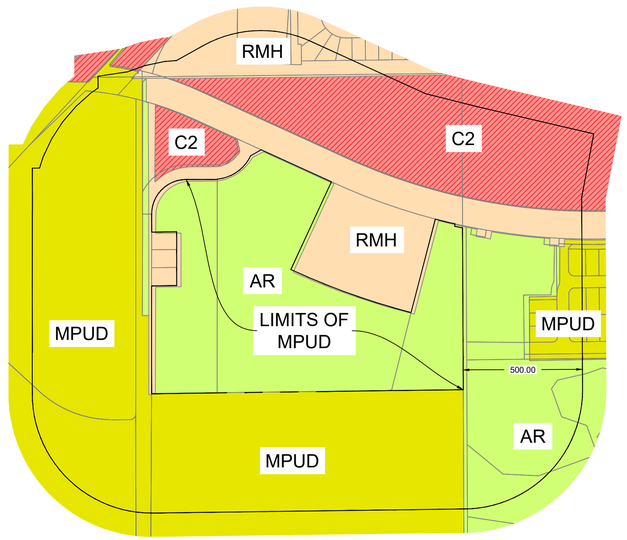


LOCATION MAP

500' EXISTING FLU MAP



500' EXISTING ZONE MAP



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DES. J.C. DRFT. J.B.

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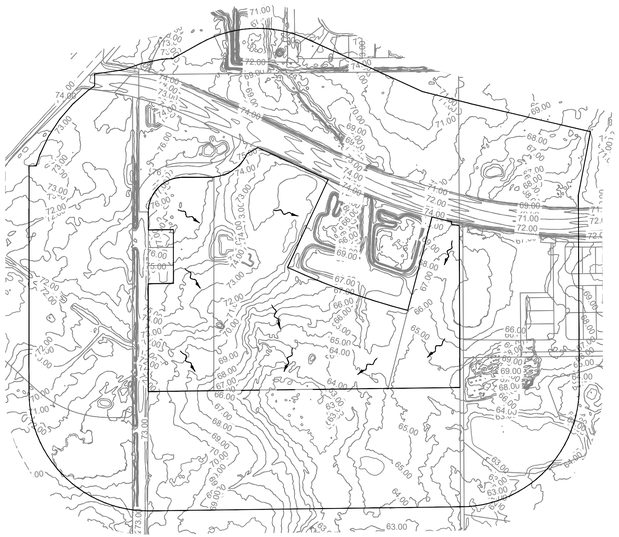
Jeremy Couch, P.E.
State of Florida, Professional Engineer,
License No: 70658

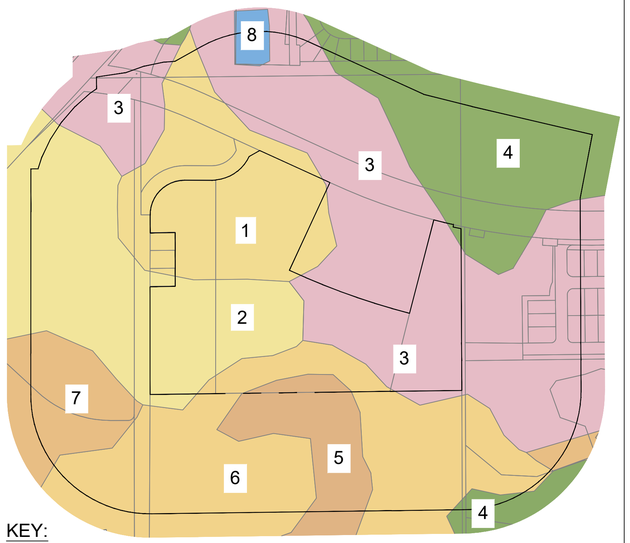
MPUD PLAN

SHEET NO:
MPUD-2

TOPO / EXISTING DRAINAGE / AERIAL EXHIBIT



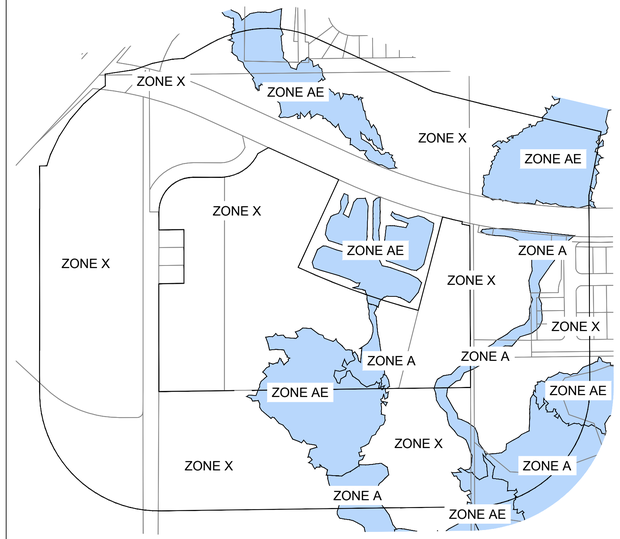
SOILS EXHIBIT



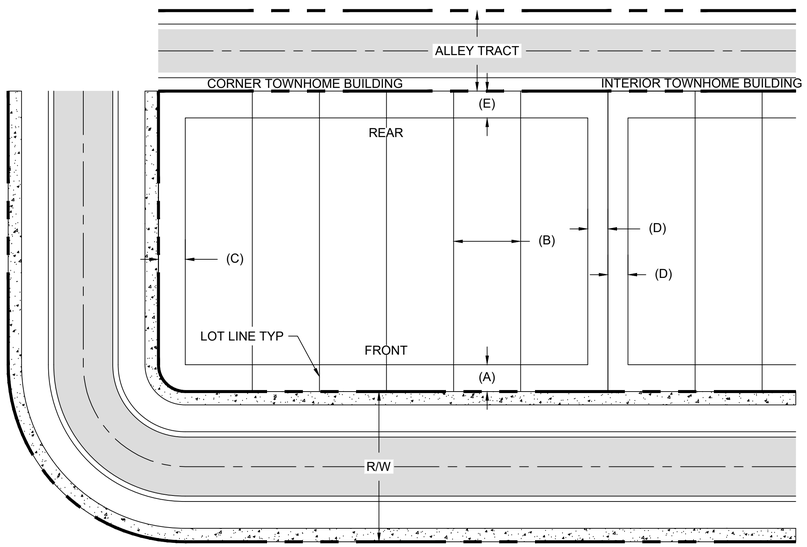
KEY:

1 - LOCHLOOSA FINE SAND: 0 TO 5 PERCENT SLOPES
2 - ELECTRA VARIANT FINE SAND: 0 TO 5 PERCENT SLOPES
3 - PAMONA FINE SAND
4 - WAUCHULA FINE SAND: 0 TO 5 PERCENT SLOPES
5 - PALMETTO-ZEPHYR SELLERS COMPLEX
6 - EAUGALLIE FINE SAND
7 - WABASSO FINE SAND
8 - WATER

FEMA FLOOD ZONE EXHIBIT



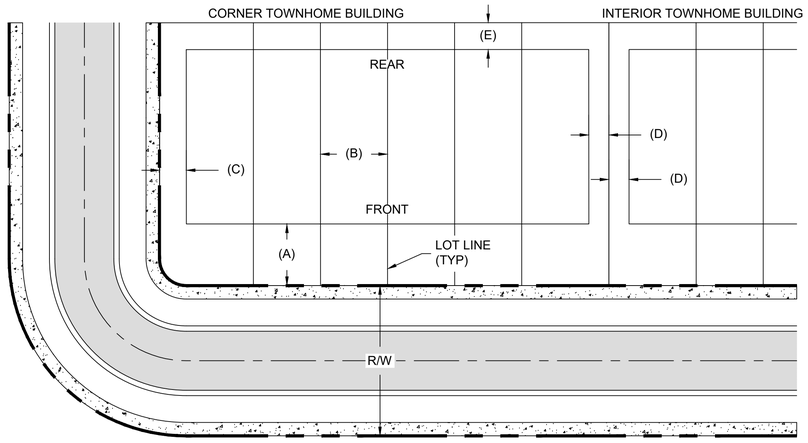
TYPICAL REAR LOADED TOWNHOME LAYOUTS



MINIMUM REAR LOADED TOWNHOME LOT STANDARDS

	(A)	(B)	(C)	(D)	(E)	MIN LOT SIZE	MAX HEIGHT
	10'	20'	10'	7.5'	5'	1,800 SF	2 STORIES / 35'

TYPICAL FRONT LOADED TOWNHOME LAYOUTS



MINIMUM FONT LOADED TOWNHOME LOT STANDARDS

	(A)	(B)	(C)	(D)	(E)	MIN. LOT SIZE	MAX HEIGHT
	23'	20'	10'	7.5'	10'	1,800 SF	2 STORIES / 35'

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COA: 28971

PROJECT: 670

CHANZEP MPUD
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CLIENT:

The Chalfin Group Inc.

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MPUD REVISION	2025-05-21
MPUD REVISION	2026-04-01
MPUD REVISION	2026-07-16

DES. J.C. DRFT. J.B.

JEREMY COUCH LICENSE No 70658 STATE OF FLORIDA PROFESSIONAL ENGINEER

Jeremy Couch, P.E
State of Florida, Professional Engineer,
License No: 70658

MPUD PLAN

SHEET NO:
MPUD-3

BINDING MPUD CONCEPT PLAN

MPUD BINDING CONCEPT PLAN NOTES:

1. MODIFICATIONS TO THE LOCATION(S) OF SITE INFRASTRUCTURE TO COMPLY WITH PERMITTING REQUIREMENTS SHALL NOT BE CONSIDERED A SUBSTANTIAL MODIFICATION TO THE CHANZEP BINDING MPUD CONCEPT PLAN.
2. INCREASES IN LOT SIZES AND/OR DECREASES IN THE NUMBER OF LOTS SHALL BE DEEMED TO BE IN SUBSTANTIAL CONFORMANCE WITH THIS BINDING MPUD CONCEPT PLAN.

LEGEND

- MPUD AREA
- LIMITS OF R/W DEDICATION
- PLATTED FRONT & REAR LOADED TOWNHOMES
- OPEN SPACE AREA
- WETLAND AREA
- LANDSCAPE BUFFER AREA
- RIGHT OF WAY DEDICATION

NORTH

SCALE: 1"= 60'

0' 30' 60' 120'

GRAPHIC SCALE (IN FEET)

PROPOSED PRIMARY ACCESS
15' TYPE D-1 AND D-3 BUFFER (BUFFER TYPE VARIES)
CHANCEY ROAD
OPEN SPACE / PARK AREA
20' TYPE D-1 BUFFER
10' MULTI USE PATH
10' R/W DEDICATION
5' SIDEWALK
10' OFFSITE MULTIUSE PATH CONNECTION FOR MOBILITY CREDITS. SEE COA
15' TYPE B BUFFER
MPUD BOUNDARY
5' OFFSITE SIDEWALK FOR MOBILITY CREDITS. SEE COA
15' TYPE B BUFFER
CRYSTAL SPRINGS ROAD
OPEN SPACE / PARK AREA
10' R/W DEDICATION
DRAINAGE AREA
15' TYPE D-3 BUFFER
WETLAND SETBACK LINE
WETLAND LINE
5' SIDEWALK
DRAINAGE AREA
PROPOSED PRIMARY ACCESS
15' TYPE D-3 BUFFER
15' TYPE B BUFFER

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License No: 70658

MPUD BINDING CONCEPT PLAN

SHEET NO: MPUD-4

TIMING AND PHASING ANALYSIS ACCESS MANAGEMENT ANALYSIS

CHANZEP

Prepared For

TAMPA CIVIL DESIGN

Prepared By

LINCKS & ASSOCIATES
A TMC Company

TIMING AND PHASING ANALYSIS
ACCESS MANAGEMENT ANALYSIS

CHANZEP

Prepared For

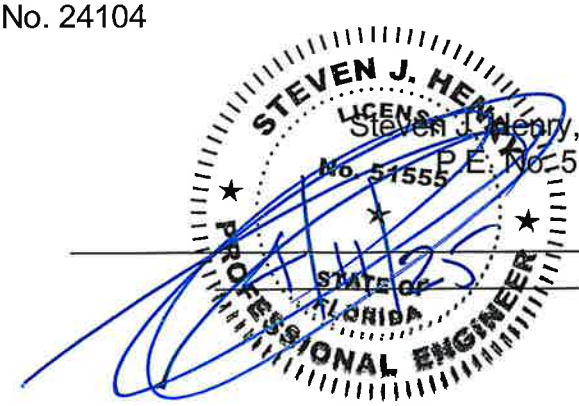
TAMPA CIVIL DESIGN

Prepared By

LINCKS & ASSOCIATES, LLC
A TMC Company
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

April, 2025

Project No. 24104



Steven J. Henry, P.E.
P.E. No. 51555

Date

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INTRODUCTION

The purpose of this report is to provide the Timing and Phasing and Access Management Analysis in conjunction with the rezoning of the property located south of Chancey Road and east of US 301 in Pasco County, as shown in Figure 1. The property is proposed to be rezoned to MPUD to allow up to 96 Townhomes.

The Timing and Phasing Analysis was conducted in accordance with the Methodology Statement provided in the appendix of this report.

ESTIMATED PROJECT AVERAGE DAILY TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of "OTISS" which utilizes the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021 as its data base. Based on these trip rates, it is estimated the proposed project would generate 681 daily trip ends, as shown in Table 1.

ESTIMATED PROJECT AM PEAK HOUR TRAFFIC

Again, based on the trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition, 2021, it is estimated the proposed land use would generate 44 AM peak hour trip ends with 11 inbound and 33 outbound, as shown in Table 1.

ESTIMATED PROJECT PM PEAK HOUR TRAFFIC

Again, based on the ITE Trip Generation Manual, 11th Edition data, the proposed land

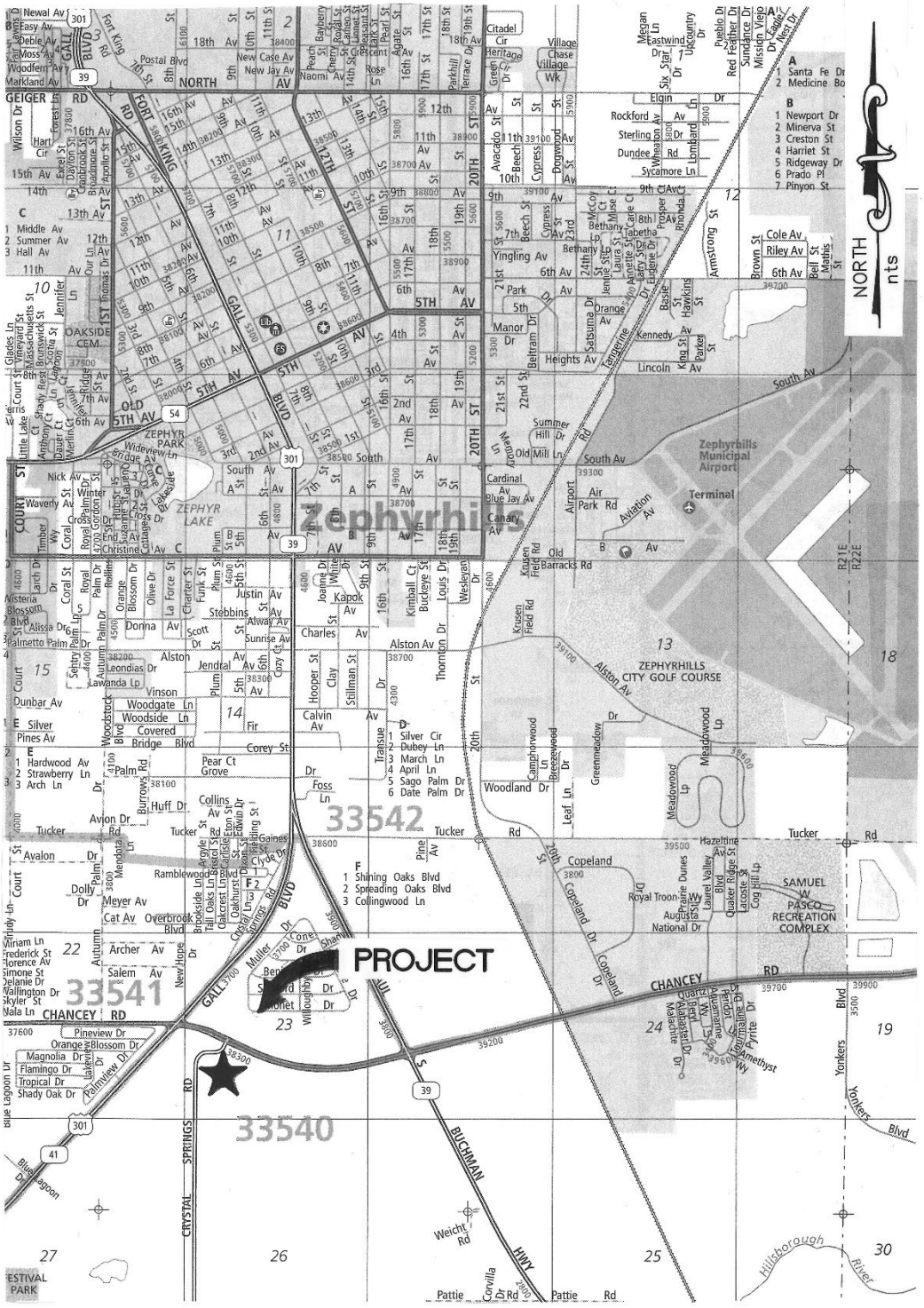


FIGURE 1
PROJECT LOCATION

TABLE 1

DAILY TRIP GENERATION (1)

Land Use	ITE LUC	Size	Daily Trip Ends	AM Peak Hour Trip Ends (1)			PM Peak Hour Trip Ends (1)		
				In	Out	Total	In	Out	Total
Townhomes	215	96 DU's	681	11	33	44	32	22	54

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

use would generate approximately 54 trip ends during PM peak hour with 32 inbound and 22 outbound, as shown in Table 1.

PROJECT TRAFFIC DISTRIBUTION

The distribution of the peak hour trip ends was based on the existing and future travel patterns as per the approved Methodology Statement. Figure 2 illustrates the assignment of the PM peak hour project traffic.

ANALYSIS PERIOD

The analysis is limited to the PM peak hour.

STUDY AREA

The study area includes the following roadway segments:

- Chancey Road from US 301 to Paul Buchman Highway

In addition, the following intersections were included in this analysis:

- Chancey Road and US 301
- Chancey Road and Crystal Springs Road
- Chancey Road and Paul Buchman Highway

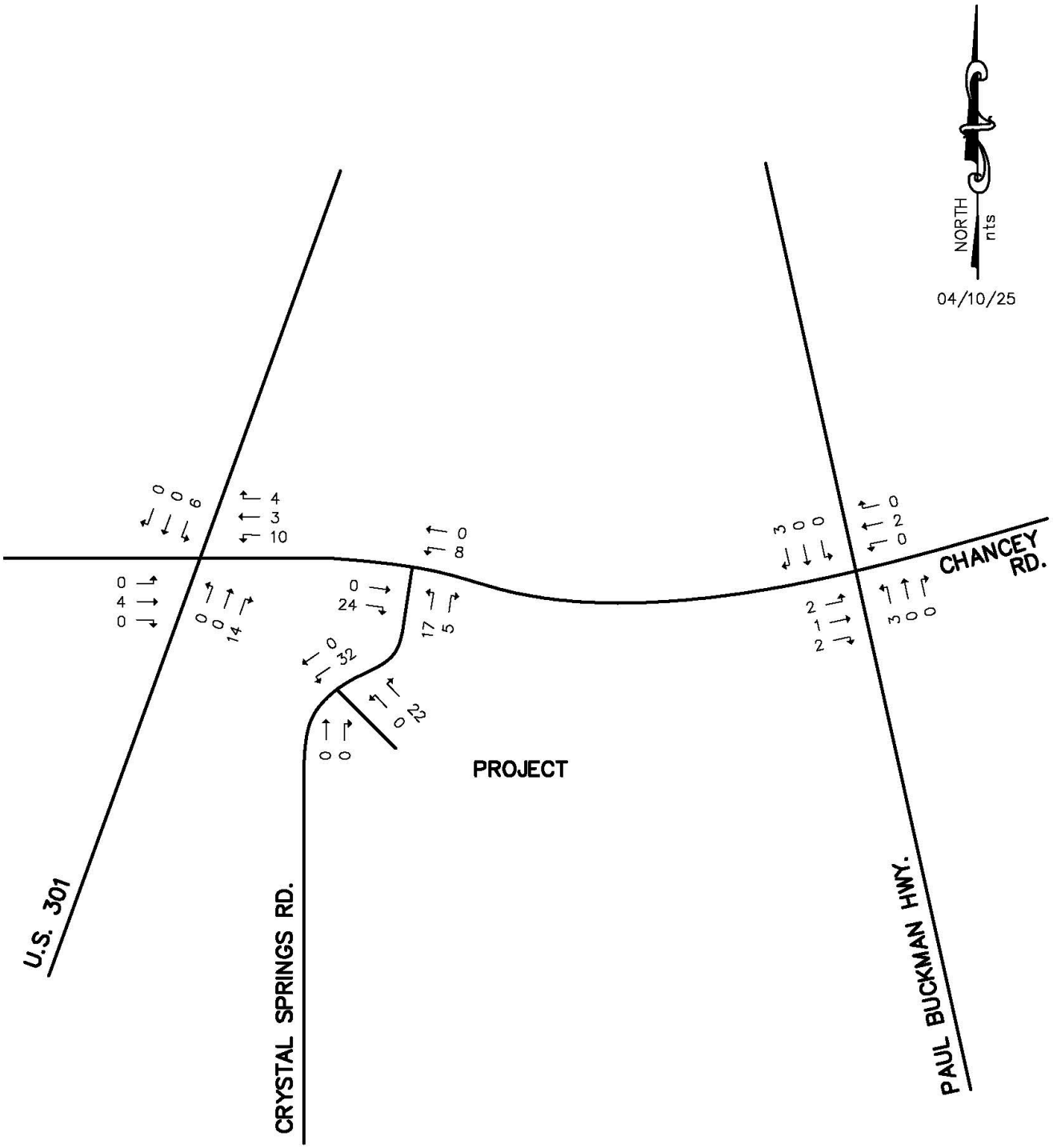


FIGURE 2
PM PEAK HOUR
PROJECT TRAFFIC

BUILDOUT YEAR

The buildout year for the project is anticipated to be 2031.

BUDGETED/PLANNED IMPROVEMENTS

According to Pasco County Capital Improvement Plan (CIP), there are no capacity adding improvements budgeted for construction in the vicinity of the project.

According to FDOT Work Program, US 301 is budgeted for construction to be widened to four (4) lanes from SR 56 to CR 54.

BACKGROUND TRAFFIC

The 2031 background traffic utilized in the Timing and Phasing Analysis was calculated as follows:

1) PM peak hour turning movement counts were conducted at the following intersections:

    - Chancey Road and US 301
    - Chancey Road and Crystal Springs Road
    - Chancey Road and Paul Buchman Highway

Figure 3 illustrates the existing traffic.

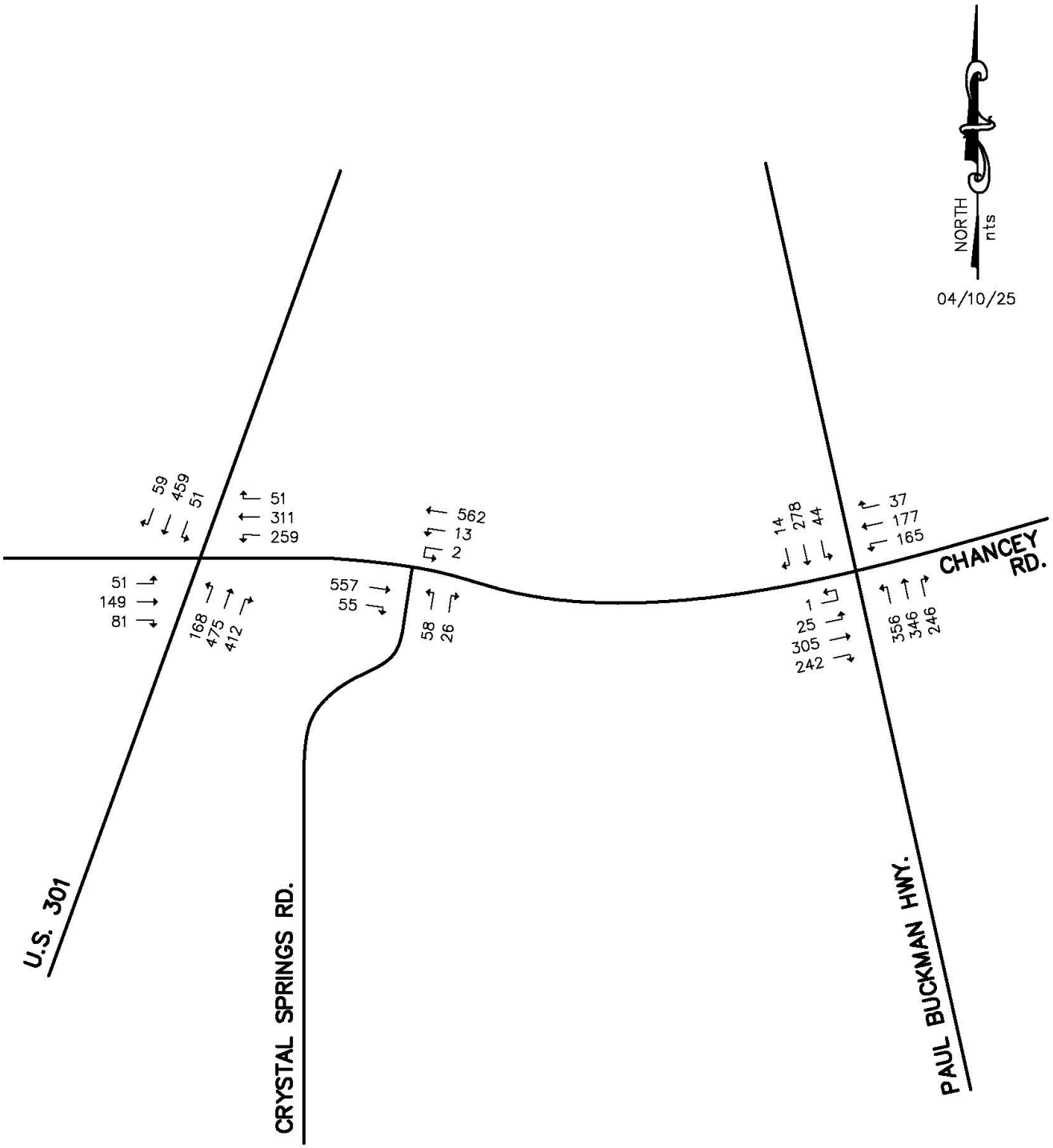


FIGURE 3
PM PEAK HOUR
EXISTING TRAFFIC

2) The existing counts were factored to peak season using FDOT peak season adjustment factors.

Figure 4 illustrates the peak season traffic.

3) The 2031 PM peak hour volumes were calculated based on a 2% annual growth rate.

4) The traffic generated by Cobblestone development and Deer Springs development were added to #3.

Figure 5 illustrates the 2031 background traffic and Figure 6 illustrates the 2031 background plus project traffic.

LINK ANALYSIS

Link analysis was conducted for the following segments with the 2031 background traffic and with the addition of the project traffic:

- Chancey Road from US 301 to Crystal Springs Road
- Chancey Road from Crystal Springs Road to Paul Buchman Highway

The analysis was conducted utilizing the FDOT Generalized Capacities. Table 2 provides the results of the analysis.

Based on the results of the analysis, all roadway segments should operate within adopted Level of Service with 2031 background traffic and with the addition of project traffic, as shown in Table 2.

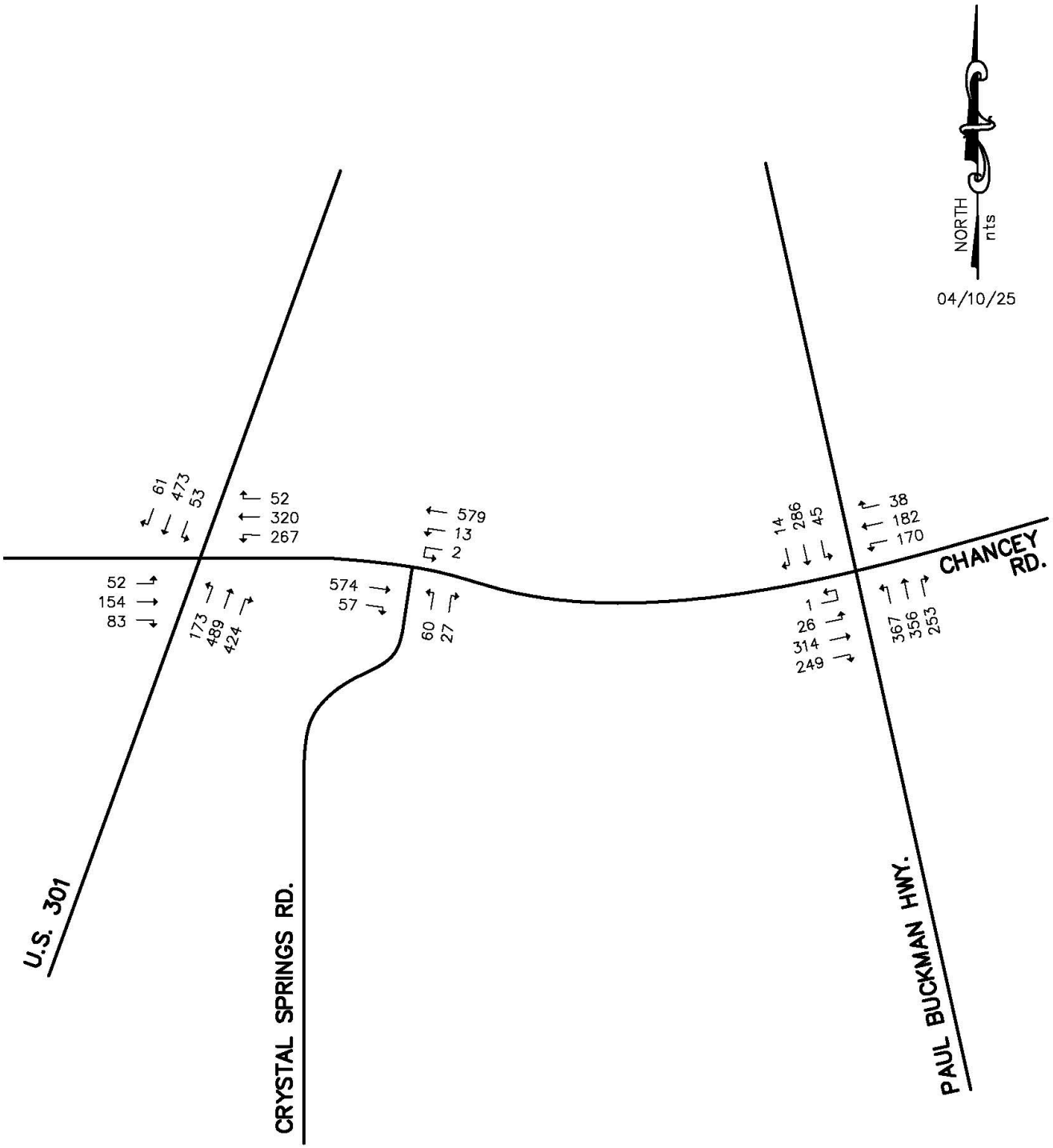


FIGURE 4
PM PEAK HOUR
PEAK SEASON TRAFFIC

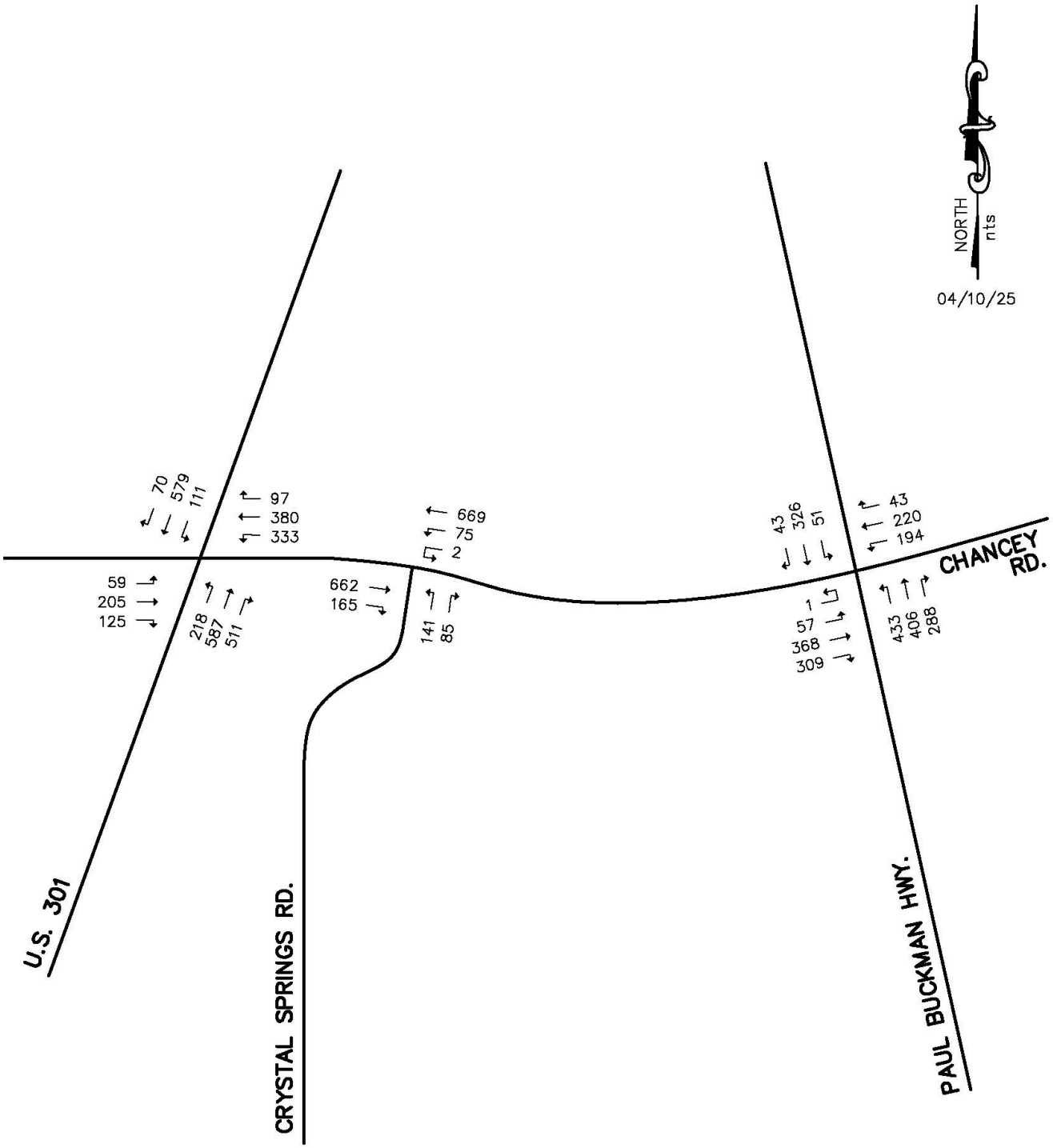


FIGURE 5
PM PEAK HOUR
2031 BACKGROUND TRAFFIC

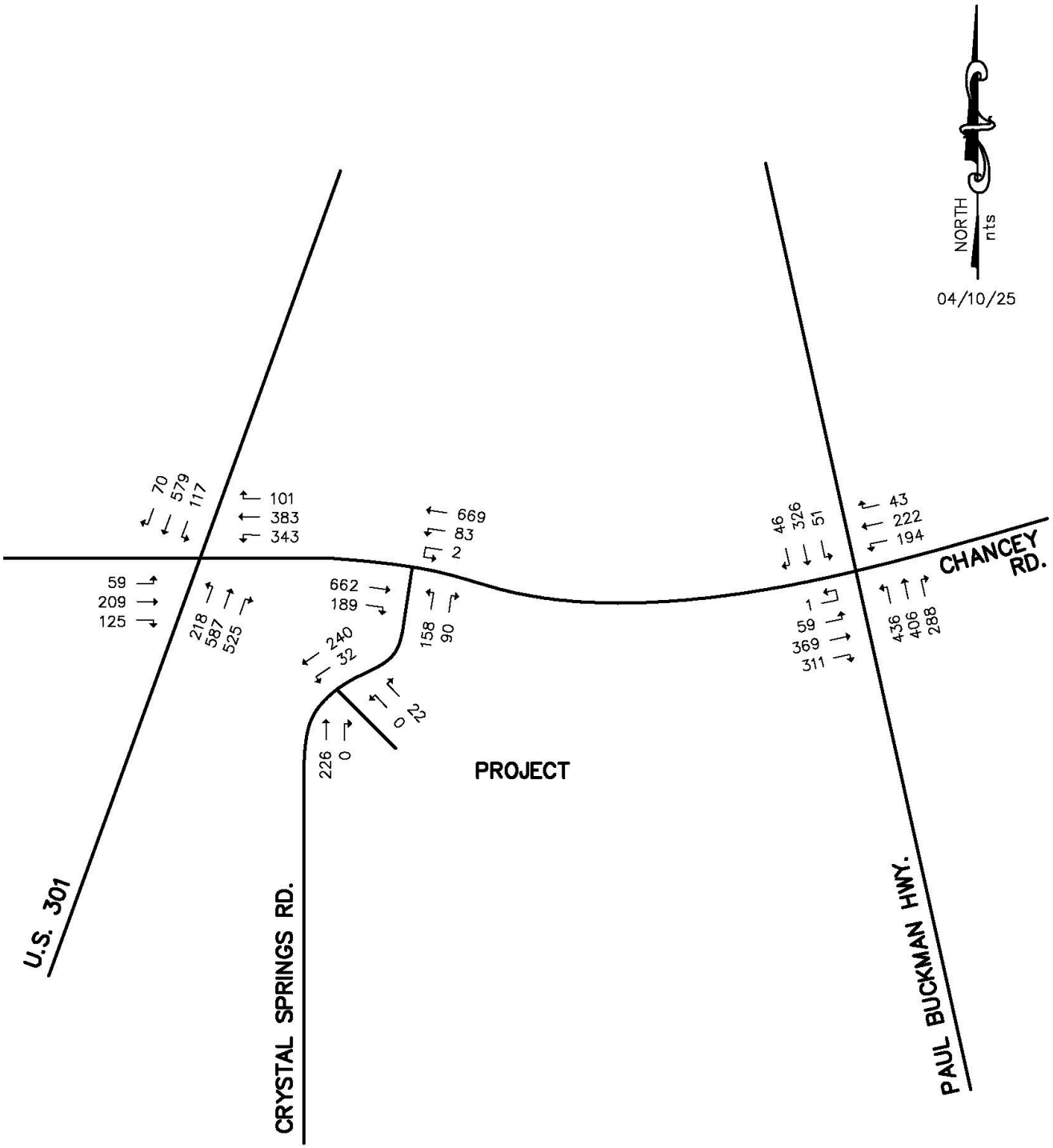


FIGURE 6
PM PEAK HOUR
2031 BACKGROUND PLUS
PROJECT TRAFFIC

TABLE 2

LINK CAPACITY ANALYSIS
PM PEAK HOUR

Segment	From	To	No. of Lanes	LOS Std (V/C)	Capacity (1)	2031 Background Traffic (2)	V/C	2031 Background Plus Project Traffic (3)	V/C
Chancey Rd	US 301	Crystal Springs Rd	4LD	1.0	3,024	1,637	0.54	1,678	0.56
	Crystal Springs Rd	Paul Buchman Hwy	4LD	1.0	3,024	1,481	0.49	1,494	0.49

1) Based on FDOT Generalized Capacity Tables.
2) See Figure 5 of this report.
3) See Figure 6 of this report.

The following intersections were analyzed during the PM peak hour:

- Chancey Road and US 301
- Chancey Road and Crystal Springs Road
- Chancey Road and Paul Buchman Highway

The analysis was performed utilizing the methodology described in Chapters 18 and 19, Signalized and Unsignalized intersections of the Transportation Research Board (TRB) Special Report, the Highway Capacity Manual, 6th Edition. The results are shown in Table 3 and described in the following paragraphs:

Chancey Road and US 301

This intersection is currently signalized. Based on signalized intersection analysis, all movements at this intersection should operate within the adopted V/C and delay criteria with existing geometry and the 2031 background traffic and with the 2031 background plus project traffic, as shown in Table 3.

Chancey Road and Crystal Springs Road

This intersection is currently unsignalized. Based on the unsignalized intersection analysis, all movements at the intersection should operate within the adopted V/C and delay criteria with existing geometry and the 2031 background traffic and the 2031 background plus project traffic, as shown in Table 3.

Chancey Road and Paul Buchman Highway

This intersection is currently signalized. Based on the signalized intersection analysis, all

TABLE 3

ESTIMATED INTERSECTION LEVEL OF SERVICE
PM PEAK HOUR (EXISTING GEOMETRY)

		Background Traffic						Background Plus Project Traffic					
		Left		Through		Right		Left		Through		Right	
Intersection	Movement	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C
Chancey Road and	EB	46.7	0.26	120.5	0.99	120.5	0.99	46.1	0.26	124.3	1.00	124.3	1.00
US 301	WB	101.9	0.97	60.9	0.62	1.4	0.16	103.2	0.97	59.9	0.62	1.8	0.16
	NB	84.0	0.92	51.5	0.72	0.5	0.33	93.6	0.94	52.9	0.73	0.6	0.33
	SB	29.6	0.43	73.4	0.91	73.4	0.91	31.2	0.47	77.3	0.93	77.3	0.93
Chancey Road and	WB	10.7	0.12	*	*	-	-	10.9	0.13	*	*	-	-
Crystal Springs Road	NB	45.0	0.77	-	-	45.0	0.77	61.7	0.87	-	-	61.7	0.87
Chancey Road and	EB	54.3	0.24	88.8	0.92	13.7	0.39	54.2	0.24	88.4	0.92	14.0	0.39
Paul Buchman Highway	WB	72.8	0.88	38.3	0.34	0.8	0.07	73.1	0.88	38.3	0.34	0.8	0.07
	NB	46.6	0.88	37.8	0.78	37.8	0.78	47.6	0.88	37.9	0.78	37.9	0.78
	SB	57.4	0.30	63.4	0.68	0.3	0.09	58.3	0.30	65.0	0.69	0.4	0.09

* Free flow movement, therefore the delay and V/C was not calculated.

movements at this intersection should operate within adopted V/C and delay criteria with existing geometry and the 2031 background traffic and the 2031 background plus project traffic, as shown in Table 3.

CONCLUSION

Based on the Timing and Phasing Analysis, all roadway segments and intersections should operate within the adopted Level of Service with the 2031 background traffic and with the addition of the project traffic.

ACCESS MANAGEMENT ANALYSIS

The Access Management Analysis was conducted for the proposed access to serve the project per the approved Methodology Statement. The Access Management Analysis was conducted for the AM and PM peak hours with the background plus project traffic. The AM peak hour volumes utilized in the analysis are included in the Appendix of this report. The AM and PM peak hour intersection capacity analyses were performed utilizing the methodology described in Chapter 19, Unsignalized Intersection of the Transportation Research Board (TRB) Special Report, the Highway Capacity Manual, 6th Edition. Table 4 summarizes the results of the analysis for the AM and PM peak hours with the 2031 background plus project traffic and described in the following paragraphs:

Crystal Springs Road and Access

This project access is proposed to have full access to Crystal Springs Road. Based on the unsignalized intersection analysis, all movements within the intersection should

TABLE 4

ESTIMATED INTERSECTION ANALYSIS

		AM Peak Hour 2031 Background Plus Project Traffic						PM Peak Hour 2031 Background Plus Project Traffic					
		Left		Through		Right		Left		Through		Right	
Intersection	Movement	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Crystal Springs Road	WB	9.8	0.05	-	-	9.8	0.05	9.7	0.03	-	-	9.7	0.03
and Project Access A	SB	7.8	0.01	*	*	-	-	7.8	0.03	*	*	-	-

* Free flow movement, therefore delay and V/C not calculated.

operate within adopted delay and V/C ratio with 2031 background plus project traffic during the AM and PM peak hours, as shown in Table 4.

ACCESS RECOMMENDATIONS

The methodology utilized to determine the need for a right and/or left turn lanes was based on Section 901.3 of the Pasco County Land Development Code. The access recommendations are summarized in Table 5 and discussed below:

Crystal Springs Road and Project Access

This project access is proposed to have full access to Crystal Springs Road. Based on projected volumes, a northbound right turn lane and a southbound left turn lane are not warranted, as shown in Table 5.

TABLE 5

ACCESS RECOMMENDATIONS

Intersection	Movement	Volume (1)	Turn Lane Warranted (2)
Crystal Springs Road and Project Access	NBR	0/0	No
	SBL	11/32	No

(1) See Figures A-8 and 6, 2031 Background plus Project Traffic, of this report.
(2) Based on Section 901.3 of Pasco County Land Development Code.

APPENDIX

MPUD PLAN

LEGAL DESCRIPTION: (OFFICIAL RECORDS BOOK 7952, PAGE 308)

PARCEL 1:
A PORTION OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 26 SOUTH, RANGE 21 EAST, PASCO COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 23, TOWNSHIP 26 SOUTH, RANGE 21 EAST; THENCE ALONG THE SOUTH LINE THEREOF S. 89 DEGREES 08' 58" W., 201.09 FEET TO THE SOUTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 10077, PAGE 1035, AND THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE SOUTH LINE S. 89 DEGREES 08'58" W. 726.15 FEET TO A POINT 278.00 FEET EAST OF THE EASTERLY RIGHT-OF-WAY LINE OF CRYSTAL SPRINGS ROAD. SAID POINT BEING THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 10337, PAGE 203; THENCE ALONG THE EAST LINE OF SAID PARCEL AND RUNNING PARALLEL WITH THE EASTERLY RIGHT-OF-WAY LINE OF CRYSTAL SPRINGS ROAD N 00 DEGREES 07'29" W. 696.54 FEET (N 00 DEGREES 07'29" W. 696.54 FEET AS FIELD MEASURED TO AN INTERSECTION WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF CRYSTAL SPRINGS ROAD; THENCE ALONG SAID RIGHT-OF-WAY LINE, ALONG A CURVE CONCAVE TO THE NORTHWEST, HAVING AN ANGLE OF 58 DEGREES 04'32", RADIUS OF 170.95 FEET, CHORD BEARING N 54 DEGREES 09'59" E., 166.57 FEET, THENCE ALONG THE ARC OF SAID CURVE 173.21 FEET TO ON INTERSECTION WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF ZEPHYRHILLS BY-PASS EAST, ALSO KNOWN AS CHANCEY ROAD; THENCE ALONG SAID RIGHT-OF-WAY LINE N 81 DEGREES 25'54" E., 35.00 FEET; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE S. 83 DEGREES 28'09" E., 323.16 FEET TO THE NORTHWEST CORNER OF PASCO COUNTY RIGHT OF WAY PARCEL NO. 111-4; THENCE ALONG THE WESTERLY LINE OF SAID PARCEL, S 24 DEGREES, 33'41" W. 408.60 FEET; THENCE ALONG THE SOUTHERLY BOUNDARY OF SAID PARCEL, ALONG A CURVE CONCAVE TO THE NORTHEAST, HAVING AND ANGLE OF 19 DEGREES 14'13", RADIUS OF 3011.45 FEET, CHORD BEARING S 76 DEGREES 33 26 E, 537.34 FEET; THENCE ALONG THE ARC OF SAID CURVE 538.08 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL AND A POINT ON THE WESTERLY LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 10077, PAGE 1035; THENCE ALONG SAID LINE S 14 DEGREES 08'28" W. 336.67 FEET TO THE POINT OF BEGINNING.

PARCEL 2:
A PORTION OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 26 SOUTH, RANGE 21 EAST, PASCO COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 23; THENCE ALONG THE SOUTH LINE THEREOF S. 89°08'58" W., 301.09 FEET; THENCE LEAVING SAID LINE N. 14° 19' 26" E., 741.87 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF CHANCEY ROAD, BEING KNOWN ALSO AS ZEPHYRHILLS BY-PASS EAST, THENCE ALONG SAID RIGHT OF WAY LINE ALONG A CURVE CONCAVE NORTHERLY WITH AN ANGLE OF 09°52'56" RADIUS OF 2606.48 FEET, ARC OF 84.67 FEET, CHORD BEARING S. 78°36'34" EAST, 84.66 FEET; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE, S. 12°27'55" W., 10.00 FEET, THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE ALONG A CURVE CONCAVE NORTHERLY WITH AN ANGLE OF 00°43'41", RADIUS OF 2616.48 FEET, ARC OF 33.23 FEET, CHORD BEARING S. 77°54'26" E., 33.25 FEET TO THE EAST LINE OF SAID NORTHEAST 1/4 OF SOUTHWEST 1/4, THENCE ALONG SAID LINE S. 00°22'52" E., 677.79 FEET TO THE POINT OF BEGINNING.

PARCEL 3:
A PORTION OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 26 SOUTH, RANGE 21 EAST, PASCO COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 26 SOUTH, RANGE 21 EAST, THENCE ALONG THE SOUTH LINE THEREOF, S 89° 18'36"W, 1039.21 FEET FOR A POINT OF BEGINNING; THENCE CONTINUE S 89° 18'36"W, 375.00 FEET TO THE EAST RIGHT-OF-WAY LINE OF CRYSTAL SPRINGS ROAD (FORMER STATE ROAD 39), THENCE ALONG SAID RIGHT-OF-WAY LINE N 00°20'02" E, 451.25 FEET; THENCE LEAVING SAID RIGHT-OF-WAY LINE S 89° 18'36"E, 155.00 FEET, THENCE N 00°02'02" E, 229.00 FEET, THENCE S 89° 18'36"E, 155.00 FEET TO SAID RIGHT-OF-WAY LINE, THENCE ALONG SAID RIGHT-OF-WAY LINE N 00°02' 04"W, 15 13 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT AND CONCAVE TO THE SOUTHEAST, SAID CURVE HAVING AN ANGLE OF 90°20'00", RADIUS OF 145.00 FEET; CHORD BEARING N 44°12'02 "E, 206.09 FEET; THENCE ALONG THE ARC OF SAID CURVE 237.17 FEET, THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE N 89° 48'02 E, 113.94 FEET, TO THE BEGINNING OF A CURVE TO THE LEFT AND CONCAVE TO THE NORTHWEST, SAID CURVE HAVING AN ANGLE OF 26°02'21", RADIUS OF 170.95 FEET; CHORD BEARING N 86°36'47"E, 19.91 FEET; THENCE ALONG THE ARC OF SAID CURVE 19.92 FEET, THENCE LEAVING SAID RIGHT-OF-WAY LINE S 09° 02'02"W, 696.94 FEET TO THE POINT OF BEGINNING.

GENERAL NOTES:

1. THERE ARE WELLHEADS AND WELLHEAD AREAS WITHIN 1000 FEET OF THE PROPERTY
2. THERE ARE NO ECOLOGICAL CORRIDORS/FLORIDA WILDLIFE CORRIDORS, OR LINKAGES WITHIN THE SITE.
3. THERE ARE NO PROPOSED MAJOR FACILITIES, INCLUDING SCHOOL SITES AND FIRE STATION SITES, WITHIN THE PROJECT.
4. PORTIONS OF THE PROPERTY ARE WITHIN FEMA FLOOD ZONES A, AE, AND X AS DEMONSTRATED ON THE FEMA FLOOD ZONE EXHIBIT.
5. TIMING OF DEVELOPMENT: THE TIMING OF DEVELOPMENT FOR ANY PHASE OF THE PROJECT WILL BE ESTABLISHED BY THE DEVELOPER IN RESPONSE TO MARKET CONDITIONS.
6. POTABLE WATER AND SANITARY SEWER TO BE PROVIDED BY PASCO COUNTY UTILITIES. FIRE SERVICE TO BE PROVIDED BY PASCO COUNTY. ELECTRICAL SERVICE TO BE PROVIDED BY WITHLACOOCHEE RIVER ELECTRIC COOP., INC.
7. UNLESS AN ALTERNATIVE STANDARD IS APPROVED AT TIME OF PRELIMINARY SITE PLAN/DEVELOPMENT PLAN, LANDSCAPE BUFFERS WILL COMPLY WITH LDC STANDARDS.
8. UNLESS AN ALTERNATIVE STANDARD IS APPROVED AT TIME OF PRELIMINARY SITE PLAN/DEVELOPMENT PLAN, OPEN SPACE AND PARKS WITHIN THE DEVELOPMENT WILL COMPLY WITH LDC STANDARDS. OPEN SPACE AND PARK LOCATIONS AND SIZES SHALL BE DETERMINED DURING POP.
9. ALL COMMON AREAS AND FACILITIES SHALL BE MAINTAINED BY A PROPERTY/HOME OWNER'S ASSOCIATION, COMMUNITY DEVELOPMENT DISTRICT, MANAGEMENT COMPANY, OR OWNER.
10. ALL EXTERNAL ACCESS POINT LOCATIONS, TYPES OF EXTERNAL ACCESS POINTS, AND SPACING OF EXTERNAL ACCESS POINTS SHOWN ON THE MPUD MASTER PLAN ARE APPROVED CONCURRENTLY WITH THE CRYSTAL SPRINGS ROAD MPUD. ANY MODIFICATIONS TO THE APPROVED ACCESS MANAGEMENT PLAN THAT COMPLY WITH LDC REQUIREMENTS SHALL BE REVIEWED AND APPROVED BY THE COUNTY ADMINISTRATOR OR DESIGNEE. ANY MODIFICATIONS TO THE APPROVED ACCESS MANAGEMENT PLAN THAT VARY FROM THE LDC REQUIREMENTS SHALL REQUIRE THE APPROPRIATE ALTERNATIVE STANDARDS OR VARIANCE REQUEST AND BE REVIEWED AND APPROVED IN ACCORDANCE WITH THE LDC.
11. TRANSPORTATION NETWORK AND ACCESS POINTS: TWO (2) PRIMARY ACCESS POINT TO CRYSTAL SPRINGS ROAD. ANY STUB OUT LOCATION WILL BE IDENTIFIED ON THE PRELIMINARY DEVELOPMENT PLAN(S) AND WILL BE DESIGNED PER PASCO COUNTY STANDARDS.
12. THERE ARE APPROXIMATELY ±6.74 ACRES OF CATEGORY I WETLANDS AND ±0.05 ACRES OF CATEGORY III WETLANDS WITHIN THE PROJECT BOUNDARY. THE WETLAND LINES SHOWN HAVE NOT BEEN REVIEWED AND/OR APPROVED BY SWFWMD AND ARE THEREFORE SUBJECT TO CHANGE.

LEGEND
- LIMITS OF MPUD
- PROPOSED ACCESS
- EXISTING ACCESS
- WETLAND AREAS
- EXISTING PROPERTY LINES

NORTH
SCALE: 1"=150'
0 75' 150' 300'
GRAPHIC SCALE (IN FEET)

PROJECT INFORMATION:

PROPERTY OWNER:
FIDELIN ENTERPRISES LLC
P.O. BOX 1263
CRYSTALS SPRINGS, FL 33524

LOCATION:
SOUTHEAST CORNER OF THE INTERSECTION OF CHANCEY RD AND CRYSTAL SPRINGS RD

EXISTING PARCEL DATA:

PID:	23-26-21-0000-00600-0040 23-26-21-0000-00800-0000 23-26-21-0000-00500-0050
EXISTING FLU:	RES-9
EXISTING ZONING:	AR (AGRICULTURAL RESIDENTIAL)
TOTAL PROPERTY AREA	±20.43 AC
CAT I WETLAND AREA:	±6.74 AC
CAT III WETLAND AREA:	±0.05 AC
TOTAL UPLAND AREA:	±13.63 AC

PRE-DEVELOPMENT WETLANDS:

TOTAL CATEGORY I WETLAND AREA:	±6.74 AC
TOTAL CATEGORY III WETLAND AREA:	±0.05 AC

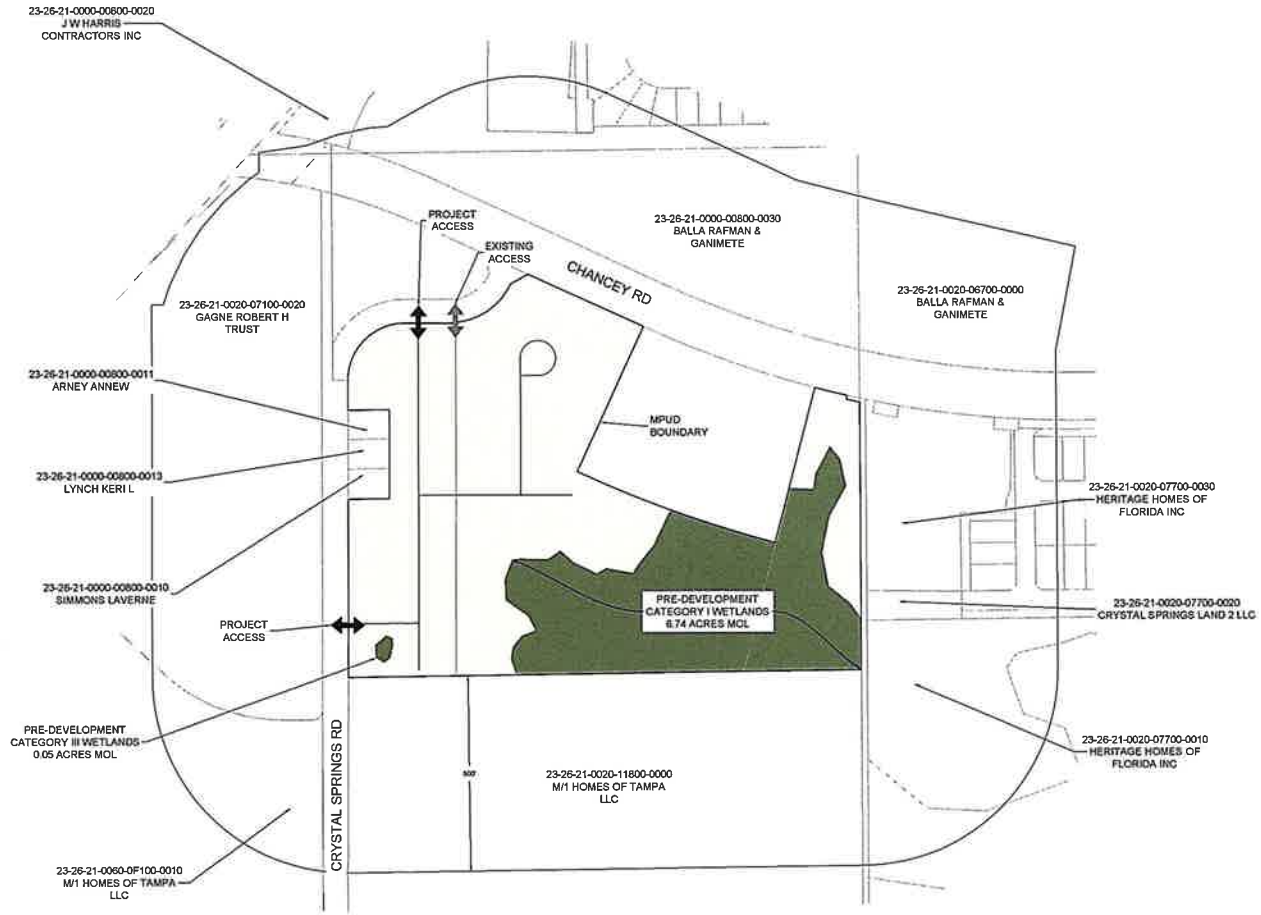
POST-DEVELOPMENT WETLANDS:

TOTAL CATEGORY I WETLAND AREA:	±6.74 AC
TOTAL CATEGORY II WETLAND AREA:	±0.00 AC

PROPOSED PARCEL DATA:
PROPOSED ZONING: MPUD

ALLOWABLE USES:
RESIDENTIAL: SINGLE FAMILY TOWNHOMES

DENSITY/INTENSITY CALCULATIONS:
1. DENSITY CALCULATIONS PER COMPREHENSIVE PLAN FUTURE LAND USE ELEMENT EXHIBIT 26-1
2. RESIDENTIAL DENSITY FROM RES-9 AREA
   2.1. TOTAL RESIDENTIAL ACREAGE - WETLAND AREA + DEVELOPABLE RESIDENTIAL ACREAGE
      2.1.1. 20.41 AC - 6.74 AC = 13.67 AC DEVELOPABLE ACREAGE FROM RES-9
      2.1.2. (CATEGORY I WETLANDS * 0.20) + (CATEGORY III WETLANDS * 0.10) = DENSITY INCENTIVE
      2.1.3. (6.74 AC * 0.20) + (0.05 AC * 10) = 1.71 AC DENSITY INCENTIVE FROM RES-9
   2.2. ALLOWABLE UNITS WITH 9 DU/GA DENSITY REQUIREMENT
      2.2.1. (13.67 AC * 9) + (1.71 AC * 9) = 135.42 UNITS FROM RES-9 AREA
3. DENSITY PROPOSED: 135 UNITS



CHANZEP MPUD MASTER PLAN

APPLICANT:	CIVIL ENGINEER:
CHANZEP, LLC 53 CLARENDON CT METUCHEN, NJ 08840 PHONE: (732) 321-1009 EMAIL: BOS@CHALFIN.COM	TAMPA CIVIL DESIGN 17937 HUNTING BOW CIRCLE UNIT 102 LUTZ, FL 33558 PHONE: (813) 920-2005 EMAIL: JDOUCH@TAMPACIVIL.COM KATIA@TAMPACIVIL.COM
TRANSPORTATION ENGINEER: LINCKS & ASSOCIATES, INC 5032 W LAUREL STREET TAMPA, FL 33607 PHONE: 813-289-0039 EMAIL: SHENRY@LINCKS.COM	ATTORNEY: BARBARA L WILHITE 5237 GRAND BLVD NEWPORT RICHEY, FL 34652 PHONE: (727) 943-0733 EMAIL: BARABARA@WILHITELAW.NET

TAMPA CIVIL DESIGN
17937 HUNTING BOW CIR. S-102
LUTZ, FL 33558
(813) 920-2005 PHONE
(813) 482-9128 FAX
WWW.TAMPACIVIL.COM
COA: 28971

PROJECT: 870

CRYSTAL SPRINGS RD
23-26-21-0000-00600-0040
23-26-21-0000-00800-0000
23-26-21-0000-00500-0050
3454 CRYSTAL SPRINGS RD
ZEPHYRHILLS, FL 33540

CLIENT:
The Chalfin Group INC

REVISION	DATE
CONCEPT PLAN	2024-08-12
MPUD PLAN	2024-10-31

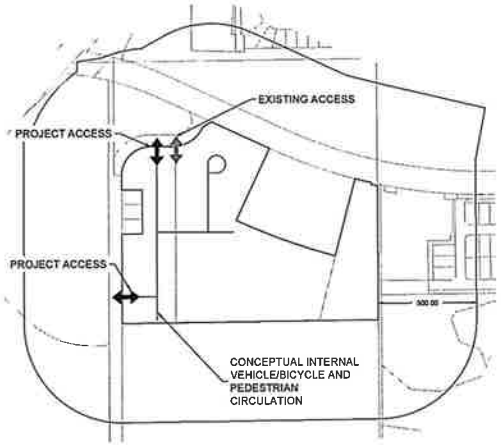
DES: J.C. DWT: D.P.

JEREMY COUCH LICENSE No. 70658 STATE OF FLORIDA PROFESSIONAL ENGINEER
Jeremy Couch, P.E. State of Florida, Professional Engineer, License No. 70658

MPUD PLAN

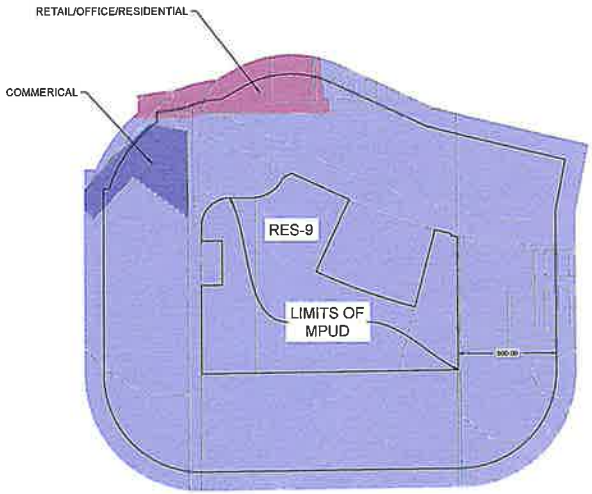
SHEET NO: MPUD-1

GENERAL MOBILITY PLAN

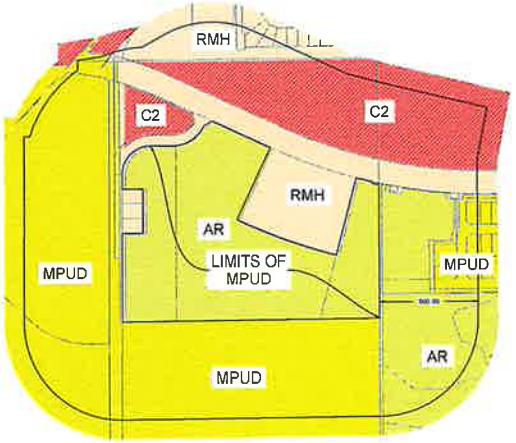


LOCATION MAP

500' EXISTING FLU MAP



500' EXISTING ZONE MAP



TAMI
17937 ,
L
(813) 92
(813) 48
WWW.TAMI
COA: 28971

PROJECT: 870

CRYSTAL SPRINGS RD
23-26-21-0000-00800-0000
23-26-21-0000-00800-0040
23-26-21-0000-00800-0050
3454 CRYSTAL SPRINGS RD
ZEPHYRHILLS, FL 33540

CLIENT:
The ChalfinGroup Inc

REVISION	DATE
CONCEPT PLAN	[illegible]
MPUD PLAN	[illegible]

DES. J.C. DRFT. D.P.

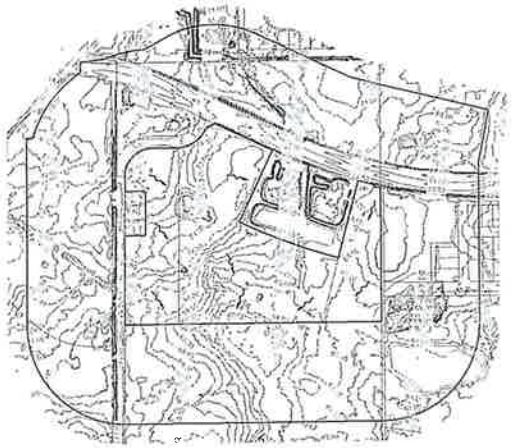
JEREMY COUCH LICENSE No. 70658 STATE OF FLORIDA PROFESSIONAL ENGINEER

Jeremy Couch, P.E.
State of Florida, Professional Engineer,
License No. 70658

MPUD PLAN

SHEET NO: MPUD-2

TOPO / EXISTING DRAINAGE / AERIAL EXHIBIT

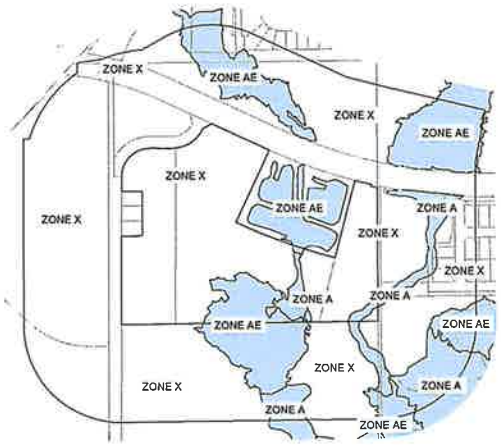


SOILS EXHIBIT

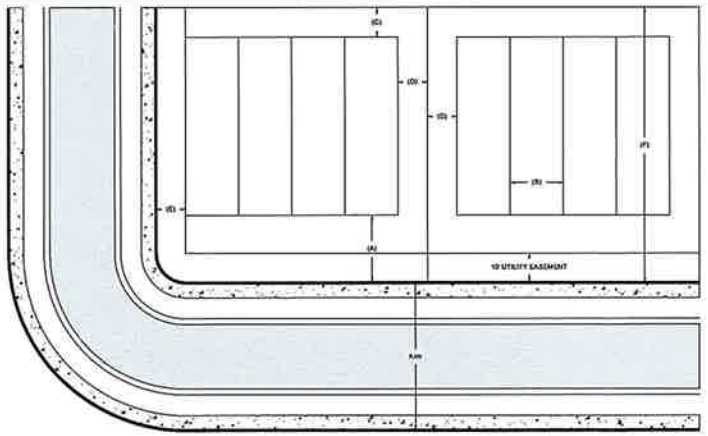
KEY:

1 - LOCHLOOSA FINE SAND: 0 TO 5 PERCENT SLOPES
2 - ELECTRA VARIANT FINE SAND: 0 TO 5 PERCENT SLOPES
3 - PAMONA FINE SAND
4 - WAUCHULA FINE SAND: 0 TO 5 PERCENT SLOPES
5 - PALMETTO-ZEPHYR SELLERS COMPLEX
6 - EAUGALLIE FINE SAND
7 - WABASSO FINE SAND
8 - WATER

FEMA FLOOD ZONE EXHIBIT



TYPICAL FRONT LOADED TOWNHOME LAYOUTS



MINIMUM FRONT LOADED TOWNHOME LOT STANDARDS AND SETBACKS

(A)	(B)	(C)	(D)	(E)	(F)	MAX HEIGHT	MIN LOT AREA
23'	18'	10'	10'	10'	95'	2 STORIES/ 35'	1,710 SF

TAMPA CIVIL DESIGN
17937 HUNTING BOW CIR. S-102
LUTZ, FL 33558
(813) 920-2005 PHONE
(813) 482-9128 FAX
WWW.TAMPACIVIL.COM
CDA: 26971

PROJECT: 670

CRYSTAL SPRINGS RD
23-26-21-0000-00800-0000
23-26-21-0000-00800-0010
5464 CRYSTAL SPRINGS RD
ZEPHYRHILLS, FL 33540

CLIENT: The Chalfin Group Inc

REVISION	DATE
CONCEPT PLAN	
MPUD PLAN	

DES. J.C. DRT. D.P.

JEREMY COUCH LICENSE No. 70658 STATE OF FLORIDA PROFESSIONAL ENGINEER

MPUD PLAN

SHEET NO: MPUD-3

METHODOLOGY STATEMENT

TIMING AND PHASING METHODOLOGY
ACCESS MANAGEMENT METHODOLOGY
SUBSTANDARD ROAD METHODOLOGY

Meeting Date: 10/31/24 Revised: 3/26/25
Draft Submitted: 10/31/24 Revised: 3/26/25
Final Approved: _____

Project Name: Chanzep MPUD
Accela Number: T&P-2024-00089
SSRRA-2024-00266
Zoning Action: Rezone from AR to MPUD

Timing and Phasing Analysis

1) Exemption status:
   a. The property is currently zoned AR
   b. The Developer proposes to rezone the property to MPUD.
   c. The applicant has elected not to have the County complete this analysis. As a result, all hearing dates have been waived.

2) Site Parameters:
   a. *Description of Land Uses* –
      1. The developer proposes to rezone the property to MPUD to allow up to 96 Townhomes.

   b. *Site Location* – South of Chancy Road and east of US 301
   c. *Buildout Schedule and Phasing* – The buildout year for the project is to be 2031.
   d. *Interim Uses Generating Traffic* – N/A

3) Study Area:
   The study area will include the following roadway segment and intersections:
   Roadway
      a. Chancey Road from US 301 to Paul Buchman Highway
   Intersections
      a. Chancey Road and US 301
      b. Chancey Road and Paul Buchman Highway
      c. Chancey Road and Crystal Springs Road

4) Traffic Counts:
   a. Traffic counts shall be conducted within one (1) year from the date of the methodology meeting and shall occur during the PM peak hour (4:00 to 6:00) along the roadways within the study network.

5) Trip Generation:
   a. For the purpose of the analysis, the trip generation will be based on the Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition, 2021.

6) Background Growth Procedure:
   a. The background traffic to be utilized in the analysis will be calculated as follows:
      i. PM peak hour turning movement counts will be conducted at the intersections within study network.
      ii. The existing counts will be adjusted to peak season based on the FDOT Peak Seasonal Adjustment Factors.
      iii. The peak season volumes will be adjusted to the build out year based on a 2% per year growth rate.
      iv. The traffic generated by Cobblestone and Dear Springs developments will be added to iii.

7) Distribution and Assignment:
   a. The distribution of the project traffic will be based on the percentage shown in Figure 1.

8) Analysis:
   a. FDOT Generalized Capacities, and/or SYNCHRO will be used to complete the Timing & Phasing portion of the analysis.
   b. Existing G/C ratios will be based on the Pasco County/DOT timing sheets.
   c. The improvements required to meet the adopted level of service identified in the comprehensive plan for the purpose of CIP development for each roadway within the study network will be identified for informational purposes only.

Access Management Analysis

An Access Management Analysis will be conducted for the Project Access on Crystal Springs Road.

The analysis will be based on the parameters outlined in the Timing & Phasing Analysis, except for the following:

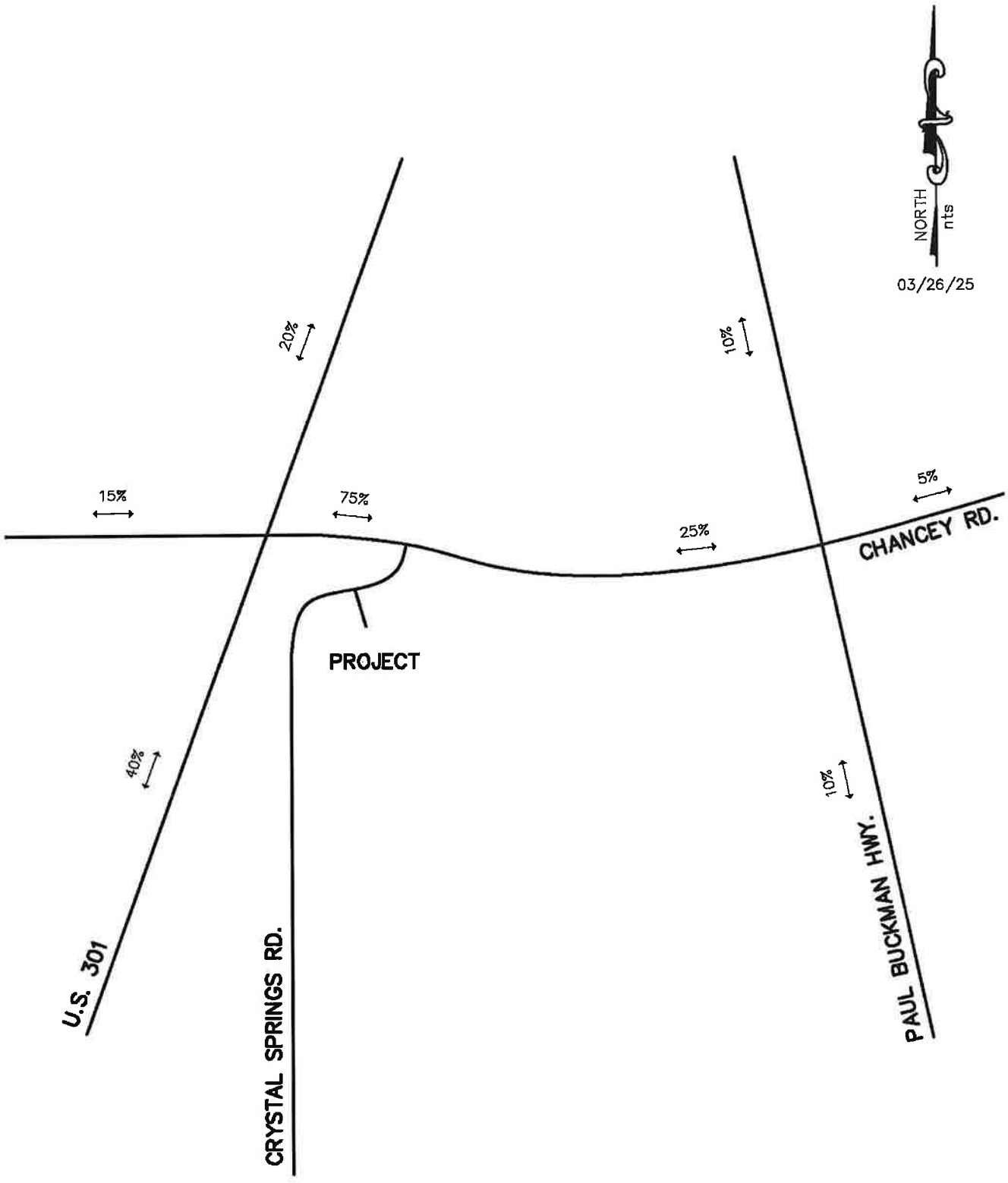


FIGURE 1
PROJECT TRAFFIC DISTRIBUTION

b. The unsignalized Project Accesses will be evaluated using the HCS and/or SYNCHRO model/software.
c. The required length of the turn lanes at the Project Accesses will be determined.

Substandard Road Analysis

1) Study Area:
   a. The study area will include Crystall Springs Road from the project access to Chancey Road.

2) Assessment:
   a. Crystal Springs Road will be evaluated based on the criteria outlined in Section 901.4 of the LDC

ITE - TRIP GENERATION MANUAL

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	CHANZEP	**No :**	
Date:	3/6/2025	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
215 - Single-Family Attached Housing (General Urban/Suburban)	Dwelling Units	96	Weekday	Best Fit (LIN) T = 7.62 (X)+-50.48	341 50%	340 50%	681

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
215 - Single-Family Attached Housing	0 %	341	0 %	340

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
215 - Single-Family Attached Housing	681	0	0	681

ITE DEVIATION DETAILS

Weekday

Landuse	No deviations from ITE.
Methods	No deviations from ITE.
External Trips	215 - Single-Family Attached Housing (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	341
Total Exiting	340
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	341
Total Exiting Non-Pass-by Trips	340

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	CHANZEP	**No :**	
Date:	3/6/2025	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
215 - Single-Family Attached Housing (General Urban/Suburban)	Dwelling Units	96	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.52 (X)+-5.7	11 25%	33 75%	44

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
215 - Single-Family Attached Housing	0 %	11	0 %	33

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
215 - Single-Family Attached Housing	44	0	0	44

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse	No deviations from ITE.
Methods	No deviations from ITE.
External Trips	215 - Single-Family Attached Housing (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	11
Total Exiting	33
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	11
Total Exiting Non-Pass-by Trips	33

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	CHANZEP	**No :**	
Date:	3/6/2025	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
215 - Single-Family Attached Housing (General Urban/Suburban)	Dwelling Units	96	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.6 (X)+-3.93	32 59%	22 41%	54

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
215 - Single-Family Attached Housing	0 %	32	0 %	22

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
215 - Single-Family Attached Housing	54	0	0	54

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse — No deviations from ITE.

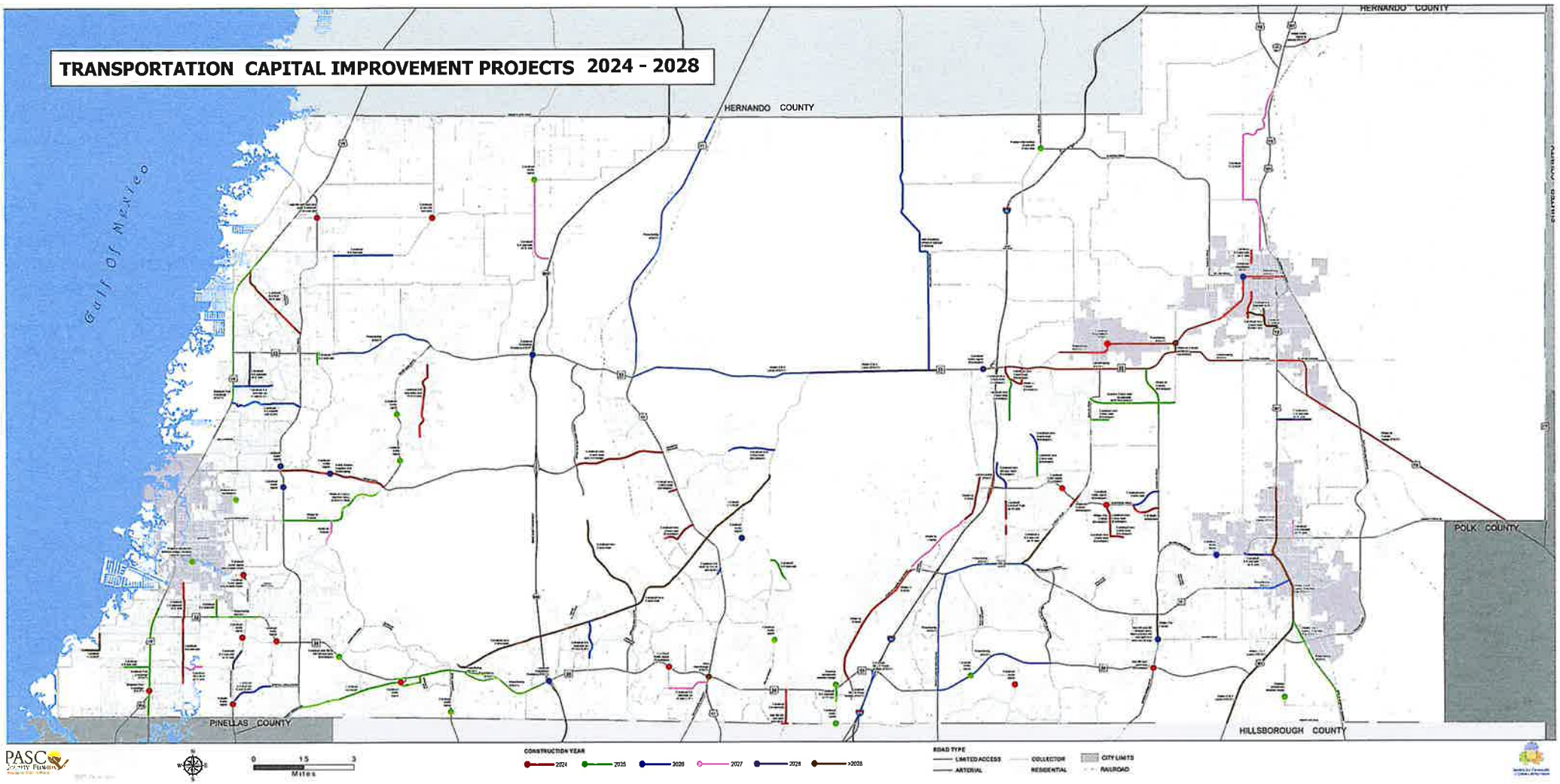
Methods — No deviations from ITE.

External Trips — 215 - Single-Family Attached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	32
Total Exiting	22
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	32
Total Exiting Non-Pass-by Trips	22

PASCO COUNTY CIP


TRANSPORTATION CAPITAL IMPROVEMENT PROJECTS 2024 - 2028
HERNANDO COUNTY
HERNANDO COUNTY
Gulf of Mexico
POLK COUNTY
PINELLAS COUNTY
HILLSBOROUGH COUNTY
PASCO
0 15 3
Miles
CONSTRUCTION YEAR
2024
2025
2026
2027
2028
>2028
ROAD TYPE
LIMITED ACCESS
ARTERIAL
COLLECTOR
RESIDENTIAL
CITY LIMITS
RAILROAD

FDOT 5 YEAR WORK PROGRAM

e Adamson - Director

Five Year Work Program

Selection Criteria	
District 07 **Pasco County** **Category:**Highways	**2025-2029 AD** **Type of Work:**ADD LANES & RECONSTRUCT **Fiscal Years:**2025; 2026; 2027; 2028; 2029;

Optional Search Items:

Type of Work: ADD LANES & RECONSTRUCT

Transportation System: (All Transportation Systems)

Strategic Intermodal System (SIS): (All SIS and Non SIS Projects)

Only Funds in Fiscal Years: ☑ 2025 ☑ 2026 ☑ 2027 ☑ 2028 ☑ 2029

Search for Description:

Search for Item Number:

Submit Reset

Detail Item Report of Selected Records.

Description	Type of Work
SR 52 (SCHRADER HWY) FROM W OF SUNCOAST PKWY TO E OF US 41 (SR 45)	ADD LANES & RECONSTRUCT
SR52/SCHRADER HWY FM EHREN CUTOFF TO W OF CR581/BELLAMY BR	ADD LANES & RECONSTRUCT
SR52/SCHRADER HWY FROM E OF US41 (SR45) TO EHREN CUTOFF	ADD LANES & RECONSTRUCT
US 301 FROM S OF US 98 TO HERNANDO COUNTY LINE	ADD LANES & RECONSTRUCT
US 41 (SR 45) FROM N OF CONNERTON BLVD TO S OF SR 52	ADD LANES & RECONSTRUCT
US 98 FROM US 301 SOUTH TO US 301 NORTH	ADD LANES & RECONSTRUCT
US 98/SR 35/SR 700 FROM POLK CO LINE/CR54 TO US 301/SR 35/SR 39/SR 700	ADD LANES & RECONSTRUCT
US301 (SR39) FM S OF CR54/EILAND BLVD TO N OF KOSSIK RD	ADD LANES & RECONSTRUCT
US301 (SR41/GALL) FROM SR39 TO S OF CR54	ADD LANES & RECONSTRUCT
US301/SR41/GALL FROM S OF SR56 TO S OF SR39/PAUL BUCHMAN	ADD LANES & RECONSTRUCT
US98/SR700 FROM S OF OLD LAKELAND HWY TO US301/SR35/SR39/SR700	ADD LANES & RECONSTRUCT

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 3239

View Contact Information for Office of Work Program and Budget

Application Home: Work Program

TRAFFIC COUNTS

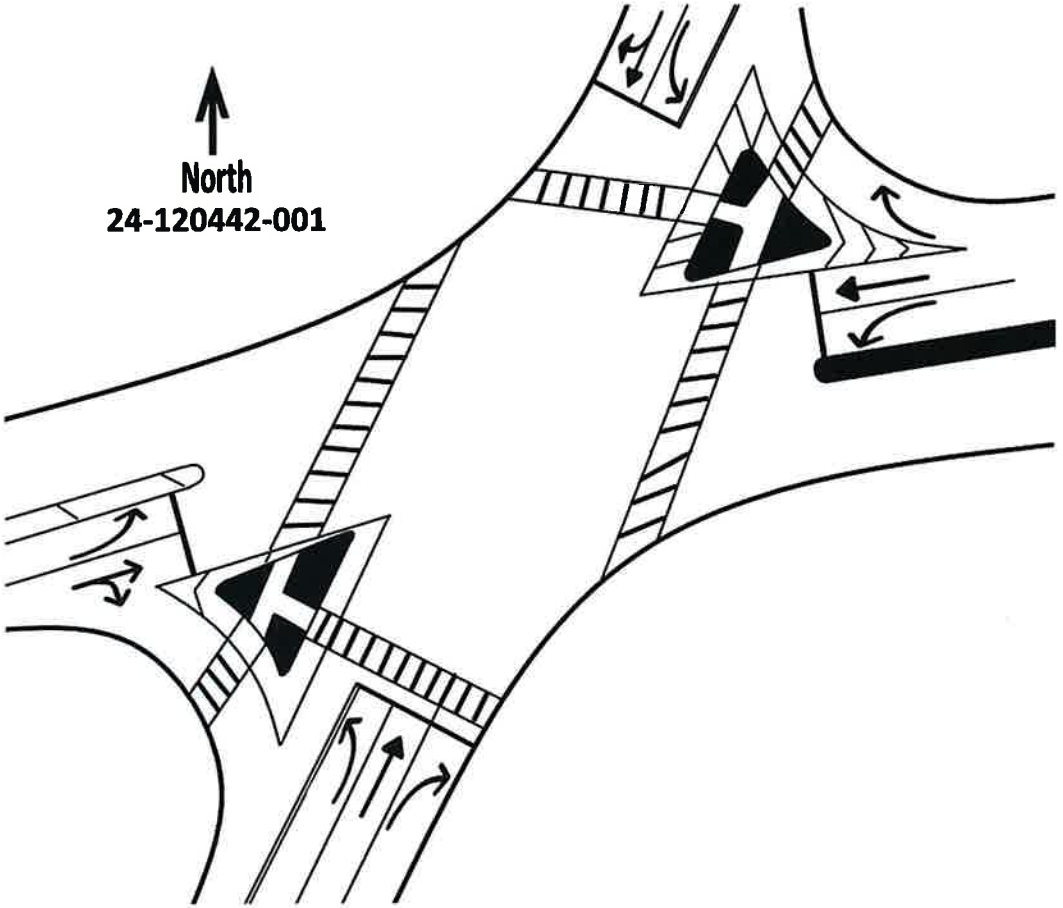
National Data & Surveying Services

Site Code:	**24-120442-001**
Date:	**10/30/2024**
Weather:	**Sunny**
City:	**Zephyrhills**
County:	**Pasco**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**Signalized**

N

N/S Street: **Gall Blvd/US 301/SR 41**

Speed: **45/50 MPH**



E/W Street: **Chancey Rd/CR 535**

Speed: **45 MPH**

SIGNAL TIMING

	Cycle	Phase	BOG	EOY	Signal Timing
AM	1	NL/SL	7:37:39	7:37:54	0:00:15
		NT/ST	7:37:54	7:39:02	0:01:08
		EL/WL	7:39:02	7:39:18	0:00:16
		WL/WT	7:39:18	7:39:41	0:00:23
		ET/WT	7:39:41	7:40:12	0:00:31
	2	NT/ST	7:40:12	7:41:20	0:01:08
		EL/WL	7:41:20	7:41:35	0:00:15
		WL/WT	7:41:35	7:42:00	0:00:25
		ET/WT	7:42:00	7:42:30	0:00:30
PM	1	NL/NT	16:36:37	16:36:53	0:00:16
		NT/ST	16:36:53	16:38:42	0:01:49
		EL/WL	16:38:42	16:38:59	0:00:17
		WL/WT	16:38:59	16:39:22	0:00:23
		ET/WT	16:39:22	16:39:55	0:00:33
	2	NL/SL	16:39:55	16:40:16	0:00:21
		NL/NT	16:40:16	16:40:29	0:00:13
		NT/ST	16:40:29	16:42:26	0:01:57
		EL/WL	16:42:26	16:42:46	0:00:20
		WL/WT	16:42:46	16:43:04	0:00:18
		ET/WT	16:43:04	16:43:39	0:00:35

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gall Blvd/US 301/SR 41 & Chancey Rd/CR 535
City: Zephyrhills
Control: Signalized

Project ID: 24-120442-001
Date: 10/30/2024

Data - Total

NS/EW Streets:	Gall Blvd/US 301/SR 41				Gall Blvd/US 301/SR 41				Chancey Rd/CR 535				Chancey Rd/CR 535				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	7	53	52	0	1	98	1	0	5	32	39	0	73	88	6	0	455
7:15 AM	12	59	56	0	4	99	2	0	17	34	34	0	53	75	9	0	454
7:30 AM	26	75	72	0	10	86	7	0	10	42	37	0	56	83	3	0	507
7:45 AM	28	82	67	0	4	96	6	0	11	41	30	0	79	80	7	0	531
8:00 AM	28	83	79	0	4	108	7	0	12	45	42	0	72	57	9	0	546
8:15 AM	27	85	86	0	8	102	10	0	9	46	38	0	80	65	3	0	559
8:30 AM	22	80	72	0	12	74	16	0	13	55	27	0	72	89	16	0	548
8:45 AM	20	76	58	0	7	63	10	0	13	29	21	0	89	59	7	0	452
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	170	593	542	0	50	726	59	0	90	324	268	0	574	596	60	0	4052
APPROACH %'s :	13.03%	45.44%	41.53%	0.00%	5.99%	86.95%	7.07%	0.00%	13.20%	47.51%	39.30%	0.00%	46.67%	48.46%	4.88%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	105	330	304	0	28	380	39	0	45	187	137	0	303	291	35	0	2184
PEAK HR FACTOR :	0.938	0.971	0.884	0.000	0.583	0.880	0.609	0.000	0.865	0.850	0.815	0.000	0.947	0.817	0.547	0.000	0.977
	0.933				0.931				0.932				0.888				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	43	116	105	0	15	123	15	0	19	49	17	0	53	58	5	0	618
4:15 PM	32	131	106	0	8	108	24	0	9	47	23	0	59	50	9	0	606
4:30 PM	49	125	96	0	15	112	13	0	14	36	14	0	63	73	11	0	621
4:45 PM	22	150	91	0	11	120	12	0	11	36	12	0	60	77	13	0	615
5:00 PM	50	121	96	0	11	121	9	0	14	33	15	0	62	65	9	0	606
5:15 PM	38	121	119	0	18	122	23	0	15	35	25	0	57	85	8	0	666
5:30 PM	48	113	95	0	13	108	13	0	12	33	23	0	69	80	19	0	626
5:45 PM	32	120	102	0	9	108	14	0	10	48	18	0	71	81	15	0	628
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	314	997	810	0	100	922	123	0	104	317	147	0	494	569	89	0	4986
APPROACH %'s :	14.80%	47.01%	38.19%	0.00%	8.73%	80.52%	10.74%	0.00%	18.31%	55.81%	25.88%	0.00%	42.88%	49.39%	7.73%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	168	475	412	0	51	459	59	0	51	149	81	0	259	311	51	0	2526
PEAK HR FACTOR :	0.840	0.981	0.866	0.000	0.708	0.941	0.641	0.000	0.850	0.776	0.810	0.000	0.912	0.915	0.671	0.000	0.948
	0.949				0.873				0.924				0.924				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gall Blvd/US 301/SR 41 & Chancey Rd/CR 535
City: Zephyrhills
Control: Signalized

Project ID: 24-120442-001
Date: 10/30/2024

Data - Cars

NS/EW Streets:	Gall Blvd/US 301/SR 41				Gall Blvd/US 301/SR 41				Chancey Rd/CR 535				Chancey Rd/CR 535				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	7	48	47	0	1	94	1	0	5	31	39	0	61	80	6	0	420
7:15 AM	11	55	44	0	4	94	1	0	16	31	33	0	42	63	9	0	403
7:30 AM	23	70	64	0	7	83	7	0	10	41	35	0	45	76	2	0	463
7:45 AM	28	74	56	0	0	91	5	0	11	35	29	0	64	66	7	0	466
8:00 AM	24	79	66	0	4	106	7	0	11	39	40	0	67	53	9	0	505
8:15 AM	25	78	71	0	5	101	10	0	8	42	37	0	68	57	3	0	505
8:30 AM	15	76	63	0	8	70	15	0	12	46	25	0	61	79	14	0	484
8:45 AM	15	69	46	0	3	60	9	0	12	27	20	0	72	55	7	0	395
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	148	549	457	0	32	699	55	0	85	292	258	0	480	529	57	0	3641
APPROACH %'s :	12.82%	47.57%	39.60%	0.00%	4.07%	88.93%	7.00%	0.00%	13.39%	45.98%	40.63%	0.00%	45.03%	49.62%	5.35%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	92	307	256	0	17	368	37	0	42	162	131	0	260	255	33	0	1960
PEAK HR FACTOR :	0.821	0.972	0.901	0.000	0.531	0.868	0.617	0.000	0.875	0.880	0.819	0.000	0.956	0.807	0.589	0.000	0.970
		0.941				0.902				0.931				0.890			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	39	115	97	0	12	115	12	0	18	45	14	0	48	53	5	0	573
4:15 PM	31	125	92	0	5	105	23	0	9	46	21	0	49	47	8	0	561
4:30 PM	48	123	88	0	10	109	13	0	13	31	13	0	59	68	10	0	585
4:45 PM	20	148	82	0	9	118	11	0	11	33	11	0	56	70	13	0	582
5:00 PM	49	119	87	0	9	117	9	0	14	29	15	0	56	60	9	0	573
5:15 PM	36	118	111	0	12	113	23	0	14	33	25	0	51	79	8	0	623
5:30 PM	47	112	82	0	10	106	13	0	12	29	23	0	67	77	19	0	597
5:45 PM	32	117	92	0	7	103	11	0	10	45	18	0	68	77	13	0	593
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	302	977	731	0	74	886	115	0	101	291	140	0	454	531	85	0	4687
APPROACH %'s :	15.02%	48.61%	36.37%	0.00%	6.88%	82.42%	10.70%	0.00%	18.98%	54.70%	26.32%	0.00%	42.43%	49.63%	7.94%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	164	466	372	0	38	439	56	0	50	136	81	0	242	293	49	0	2386
PEAK HR FACTOR :	0.837	0.979	0.838	0.000	0.792	0.938	0.609	0.000	0.893	0.756	0.810	0.000	0.890	0.927	0.645	0.000	0.957
		0.945				0.900				0.914				0.896			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gall Blvd/US 301/SR 41 & Chancey Rd/CR 535
City: Zephyrhills
Control: Signalized

Project ID: 24-120442-001
Date: 10/30/2024

Data - HT

NS/EW Streets:	Gall Blvd/US 301/SR 41				Gall Blvd/US 301/SR 41				Chancey Rd/CR 535				Chancey Rd/CR 535				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	5	5	0	0	4	0	0	0	1	0	0	12	8	0	0	35
7:15 AM	1	4	12	0	0	5	1	0	1	3	1	0	11	12	0	0	51
7:30 AM	3	5	8	0	3	3	0	0	0	1	2	0	11	7	1	0	44
7:45 AM	0	8	11	0	4	5	1	0	0	6	1	0	15	14	0	0	65
8:00 AM	4	4	13	0	0	2	0	0	1	6	2	0	5	4	0	0	41
8:15 AM	2	7	15	0	3	1	0	0	1	4	1	0	12	8	0	0	54
8:30 AM	7	4	9	0	4	4	1	0	1	9	2	0	11	10	2	0	64
8:45 AM	5	7	12	0	4	3	1	0	1	2	1	0	17	4	0	0	57
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	44	85	0	18	27	4	0	5	32	10	0	94	67	3	0	411
APPROACH %'s :	14.57%	29.14%	56.29%	0.00%	36.73%	55.10%	8.16%	0.00%	10.64%	68.09%	21.28%	0.00%	57.32%	40.85%	1.83%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	13	23	48	0	11	12	2	0	3	25	6	0	43	36	2	0	224
PEAK HR FACTOR :	0.464	0.719	0.800	0.000	0.688	0.600	0.500	0.000	0.750	0.694	0.750	0.000	0.717	0.643	0.250	0.000	0.862
		0.875				0.625				0.708				0.698			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	4	1	8	0	3	8	3	0	1	4	3	0	5	5	0	0	45
4:15 PM	1	6	14	0	3	3	1	0	0	1	2	0	10	3	1	0	45
4:30 PM	1	2	8	0	5	3	0	0	1	5	1	0	4	5	1	0	36
4:45 PM	2	2	9	0	2	2	1	0	0	3	1	0	4	7	0	0	33
5:00 PM	1	2	9	0	2	4	0	0	0	4	0	0	6	5	0	0	33
5:15 PM	2	3	8	0	6	9	0	0	1	2	0	0	6	6	0	0	43
5:30 PM	1	1	13	0	3	2	0	0	0	4	0	0	2	3	0	0	29
5:45 PM	0	3	10	0	2	5	3	0	0	3	0	0	3	4	2	0	35
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	20	79	0	26	36	8	0	3	26	7	0	40	38	4	0	299
APPROACH %'s :	10.81%	18.02%	71.17%	0.00%	37.14%	51.43%	11.43%	0.00%	8.33%	72.22%	19.44%	0.00%	48.78%	46.34%	4.88%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	4	9	40	0	13	20	3	0	1	13	0	0	17	18	2	0	140
PEAK HR FACTOR :	0.500	0.750	0.769	0.000	0.542	0.556	0.250	0.000	0.250	0.813	0.000	0.000	0.708	0.750	0.250	0.000	0.814
		0.883				0.600				0.875				0.771			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gall Blvd/US 301/SR 41 & Chancey Rd/CR 535
City: Zephyrhills
Control: Signalized

Project ID: 24-120442-001
Date: 10/30/2024

Data - Bikes

NS/EW Streets:	Gall Blvd/US 301/SR 41				Gall Blvd/US 301/SR 41				Chancey Rd/CR 535				Chancey Rd/CR 535				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
															0.250		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gall Blvd/US 301/SR 41 & Chancey Rd/CR 535
City: Zephyrhills

Project ID: 24-120442-001
Date: 10/30/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Gall Blvd/US 301/SR 41		Gall Blvd/US 301/SR 41		Chancey Rd/CR 535		Chancey Rd/CR 535		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	1
APPROACH %'s :					100.00%	0.00%			
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Gall Blvd/US 301/SR 41 & Chancey Rd/CR 535

Peak Hour Turning Movement Count

ID: 24-120442-001
City: Zephyrhills

Day: Wednesday
Date: 10/30/2024

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND — Gall Blvd/US 301/SR 41

AM	39	380	28	0	410	AM
NOON	0	0	0	0	0	NOON
PM	59	459	51	0	577	PM

EASTBOUND — Chancey Rd/CR 535

AM	NOON	PM	
435	0	538	⇦
0	0	0	0 ↶
45	0	51	0 ↱
187	0	149	0 →
137	0	81	0 ↴
AM	NOON	PM	

WESTBOUND — Chancey Rd/CR 535

PM	NOON	AM	
51	0	35	0 ↰
311	0	291	0 ←
259	0	303	0 ↰
0	0	0	0 ↰
612	0	519	⇨
PM	NOON	AM	

CONTROL

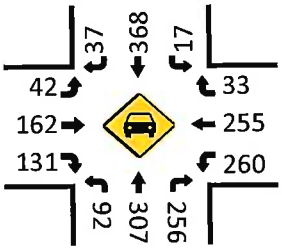
Signalized

TEV	2184 AM	0 NOON	2526 PM
PHF	0.98		0.95

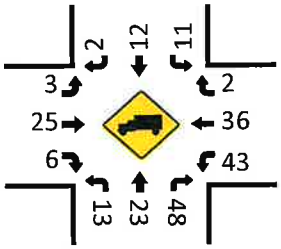
NORTHBOUND — Gall Blvd/US 301/SR 41

PM	799	0	168	475	412	PM
NOON	0	0	0	0	0	NOON
AM	820	0	105	330	304	AM

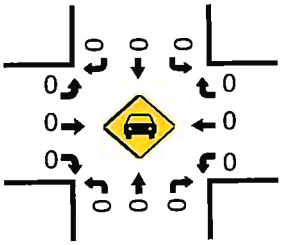
Cars (AM)



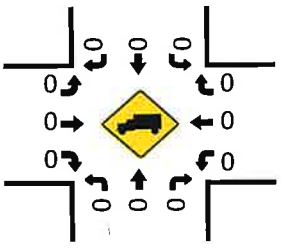
HT (AM)



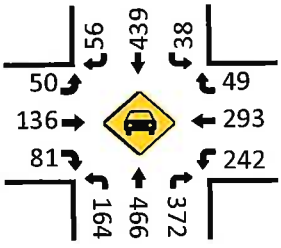
Cars (NOON)



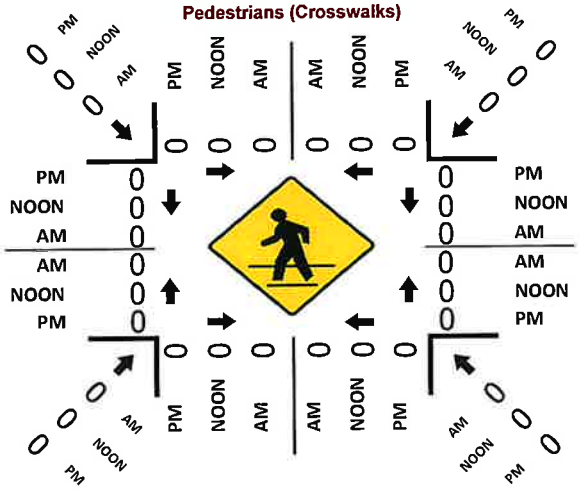
HT (NOON)



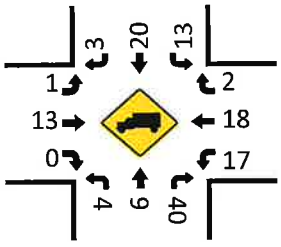
Cars (PM)



Pedestrians (Crosswalks)



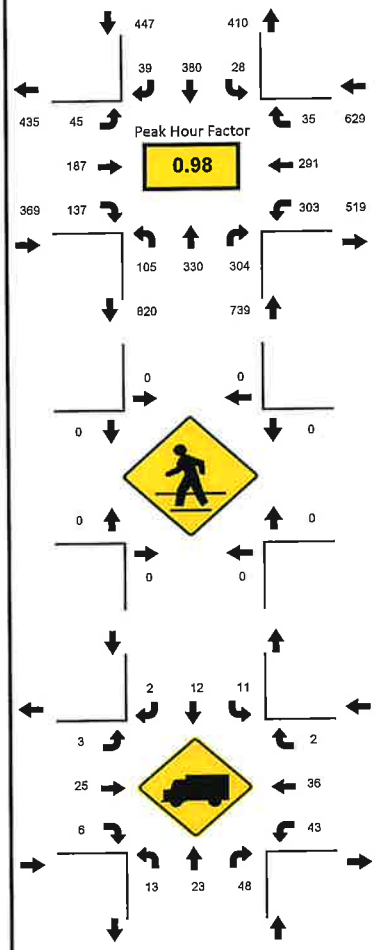
HT (PM)



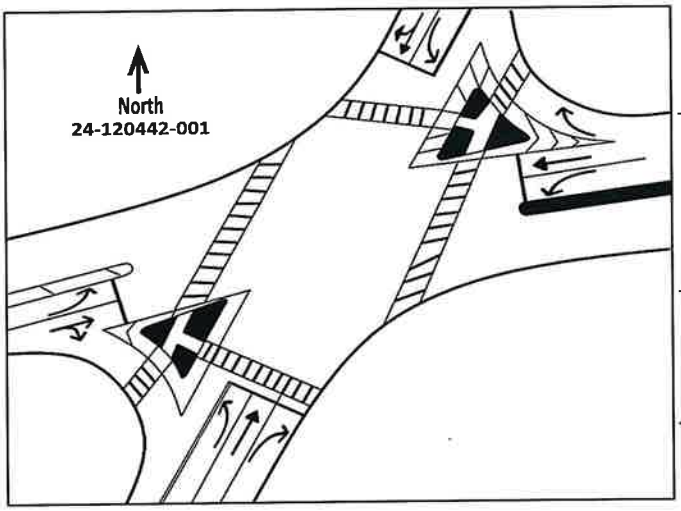
LOCATION: Gall Blvd/US 301/SR 41 & Chancey Rd/CR 535
CITY/STATE: Zephyrhills, FL

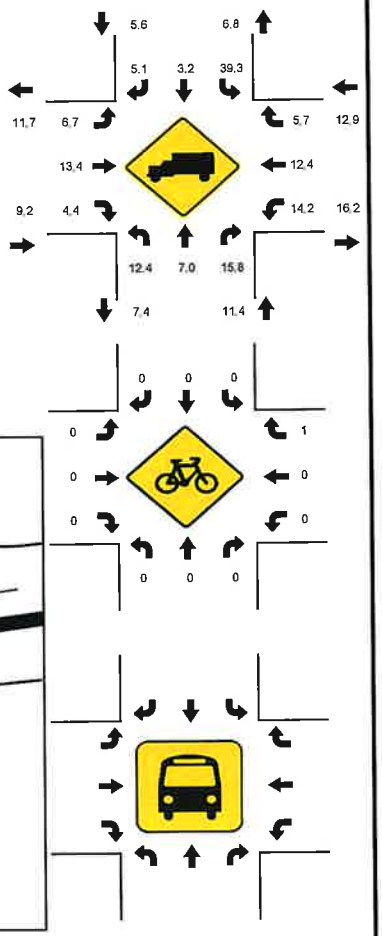
PROJECT ID: 24-120442-001
DATE: Wed, Oct 30, 2024

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:15 AM - 08:30 AM



National Data & Surveying Services



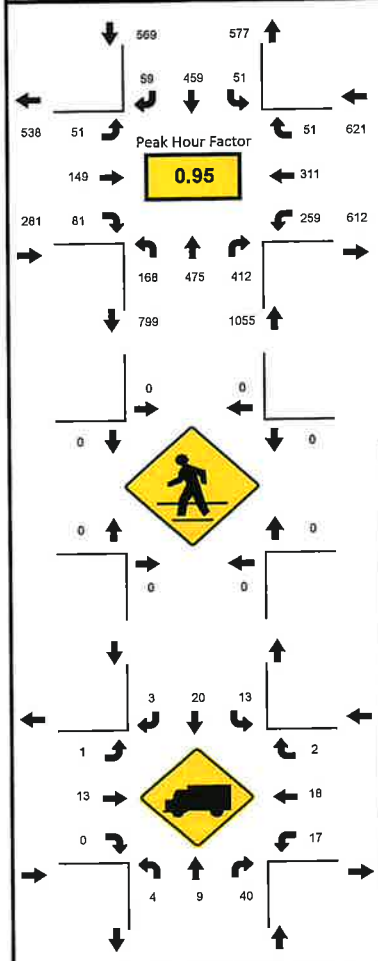


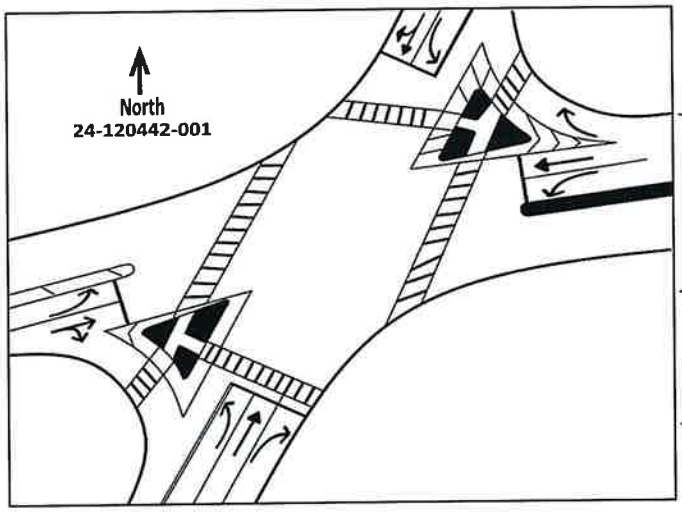
15-Min Count Period Beginning At	Gall Blvd/US 301/SR 41 Northbound					Gall Blvd/US 301/SR 41 Southbound					Chancey Rd/CR 535 Eastbound					Chancey Rd/CR 535 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	7	53	52	0		1	98	1	0		5	32	39	0		73	88	6	0		455	1947
7:15 AM	12	59	56	0		4	99	2	0		17	34	34	0		53	75	9	0		454	2038
7:30 AM	26	75	72	0		10	86	7	0		10	42	37	0		56	83	3	0		507	2143
7:45 AM	28	82	67	0		4	96	6	0		11	41	30	0		79	80	7	0		531	2184
8:00 AM	28	83	79	0		4	108	7	0		12	45	42	0		72	57	9	0		546	2105
8:15 AM	27	85	86	0		8	102	10	0		9	46	38	0		80	65	3	0		559	1559
8:30 AM	22	80	72	0		12	74	16	0		13	55	27	0		72	89	16	0		548	1000
8:45 AM	20	76	58	0		7	63	10	0		13	29	21	0		89	59	7	0		452	452
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	112	340	344	0		48	432	64	0		52	220	168	0		320	356	64	0		**2520**	
Heavy Trucks	28	32	60	0		16	20	4	0		4	36	8	0		60	56	8	0		**332**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	4	0		**4**	
Buses																						
Stopped Buses																						

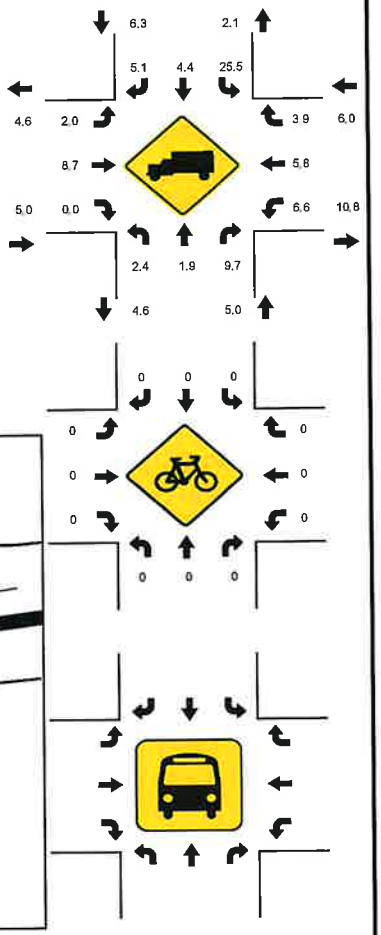
LOCATION: Gall Blvd/US 301/SR 41 & Chancey Rd/CR 535
CITY/STATE: Zephyrhills, FL

PROJECT ID: 24-120442-001
DATE: Wed, Oct 30, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM







15-Min Count Period Beginning At	Gall Blvd/US 301/SR 41 Northbound					Gall Blvd/US 301/SR 41 Southbound					Chancey Rd/CR 535 Eastbound					Chancey Rd/CR 535 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	43	116	105	0		15	123	15	0		19	49	17	0		53	58	5	0		618	2460
4:15 PM	32	131	106	0		8	108	24	0		9	47	23	0		59	50	9	0		606	2448
4:30 PM	49	125	96	0		15	112	13	0		14	36	14	0		63	73	11	0		621	2508
4:45 PM	22	150	91	0		11	120	12	0		11	36	12	0		60	77	13	0		615	2513
5:00 PM	50	121	96	0		11	121	9	0		14	33	15	0		62	65	9	0		606	2526
5:15 PM	38	121	119	0		18	122	23	0		15	35	25	0		57	85	8	0		666	1920
5:30 PM	48	113	95	0		13	108	13	0		12	33	23	0		69	80	19	0		626	1254
5:45 PM	32	120	102	0		9	108	14	0		10	48	18	0		71	81	15	0		628	628
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	200	484	476	0		72	488	92	0		60	192	100	0		284	340	76	0		2864	
Heavy Trucks	8	12	52	0		24	36	12	0		4	16	0	0		24	24	8	0		220	
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Site Code:	**24-120442-002**
Date:	**10/30/2024**
Weather:	**Sunny**
City:	**Zephyrhills**
County:	**Pasco**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**No control**

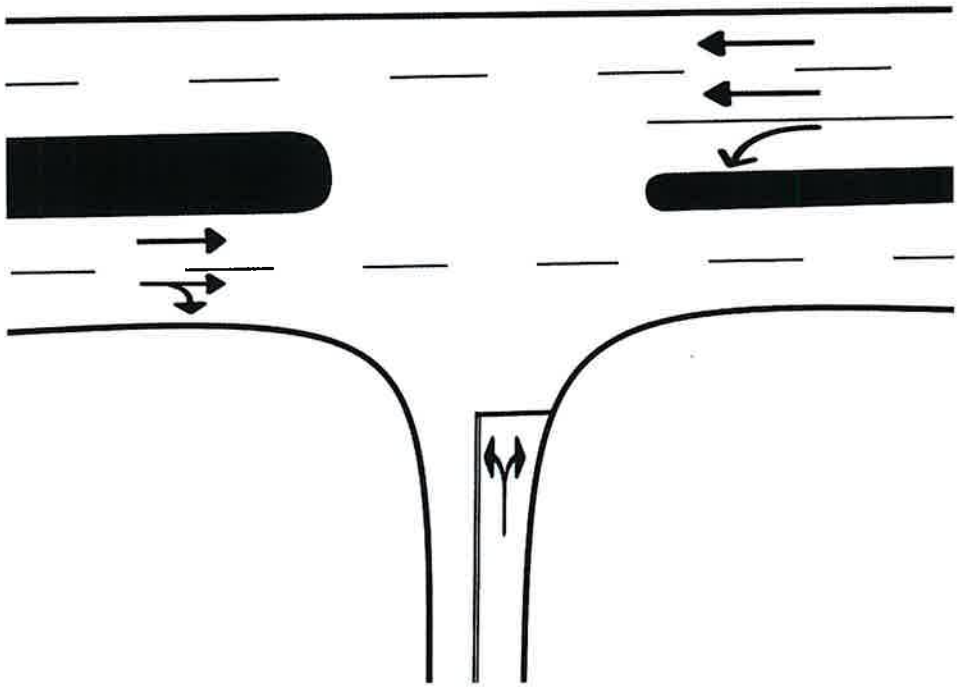
N

N/S Street: **Crystal Springs Rd**

Speed: **30 MPH**

North

24-120442-002



E/W Street: **Chancey Rd/CR 535**

Speed: **45 MPH**

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crystal Springs Rd & Chancey Rd/CR 535
City: Zephyrhills
Control: No control

Project ID: 24-120442-002
Date: 10/30/2024

Data - Total

NS/EW Streets:	Crystal Springs Rd				Crystal Springs Rd				Chancey Rd/CR 535				Chancey Rd/CR 535				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	4	0	5	0	0	0	0	0	0	76	3	0	1	168	0	0	257
7:15 AM	11	0	7	0	0	0	0	0	0	94	7	0	1	146	0	0	266
7:30 AM	9	0	5	0	0	0	0	0	0	115	4	0	1	126	0	1	261
7:45 AM	9	0	7	0	0	0	0	0	0	109	4	0	1	140	0	0	270
8:00 AM	11	0	0	0	0	0	0	0	0	127	5	0	1	135	0	0	279
8:15 AM	8	0	1	0	0	0	0	0	0	132	5	0	1	133	0	0	280
8:30 AM	19	0	5	0	0	0	0	0	0	131	6	0	3	168	0	1	333
8:45 AM	8	0	5	0	0	0	0	0	0	91	8	0	0	137	0	1	250
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	79	0	35	0	0	0	0	0	0	875	42	0	9	1153	0	3	2196
APPROACH %'s :	69.30%	0.00%	30.70%	0.00%					0.00%	95.42%	4.58%	0.00%	0.77%	98.97%	0.00%	0.26%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	47	0	13	0	0	0	0	0	0	499	20	0	6	576	0	1	1162
PEAK HR FACTOR :	0.618	0.000	0.464	0.000	0.000	0.000	0.000	0.000	0.000	0.945	0.833	0.000	0.500	0.857	0.000	0.250	0.872
	0.625								0.947				0.847				

NS/EW Streets:	Crystal Springs Rd				Crystal Springs Rd				Chancey Rd/CR 535				Chancey Rd/CR 535				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	6	0	1	0	0	0	0	0	0	156	8	0	2	114	0	0	287
4:15 PM	11	0	2	0	0	0	0	0	0	156	10	0	5	102	0	1	287
4:30 PM	12	0	1	0	0	0	0	0	0	132	10	0	0	151	0	0	306
4:45 PM	13	0	7	0	0	0	0	0	0	127	15	0	2	121	0	0	285
5:00 PM	7	0	4	0	0	0	0	0	0	126	15	0	3	129	0	0	284
5:15 PM	8	0	4	0	0	0	0	0	0	151	17	0	2	141	0	1	324
5:30 PM	21	0	13	0	0	0	0	0	0	133	11	0	5	159	0	0	342
5:45 PM	22	0	5	0	0	0	0	0	0	148	12	0	3	133	0	1	324
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	100	0	37	0	0	0	0	0	0	1129	98	0	22	1050	0	3	2439
APPROACH %'s :	72.99%	0.00%	27.01%	0.00%					0.00%	92.01%	7.99%	0.00%	2.05%	97.67%	0.00%	0.28%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	58	0	26	0	0	0	0	0	0	558	55	0	13	562	0	2	1274
PEAK HR FACTOR :	0.659	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.924	0.809	0.000	0.650	0.884	0.000	0.500	0.931
	0.618								0.912				0.880				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crystal Springs Rd & Chancey Rd/CR 535
City: Zephyrhills
Control: No control

Project ID: 24-120442-002
Date: 10/30/2024

Data - Cars

NS/EW Streets:	Crystal Springs Rd				Crystal Springs Rd				Chancey Rd/CR 535				Chancey Rd/CR 535				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	2	0	4	0	0	0	0	0	0	69	3	0	1	148	0	0	227
7:15 AM	10	0	6	0	0	0	0	0	0	81	5	0	1	126	0	0	229
7:30 AM	8	0	5	0	0	0	0	0	0	105	4	0	0	106	0	0	228
7:45 AM	9	0	7	0	0	0	0	0	0	86	4	0	1	113	0	0	220
8:00 AM	11	0	0	0	0	0	0	0	0	108	5	0	1	126	0	0	251
8:15 AM	8	0	1	0	0	0	0	0	0	111	4	0	1	113	0	0	238
8:30 AM	17	0	4	0	0	0	0	0	0	109	6	0	2	147	0	1	286
8:45 AM	8	0	5	0	0	0	0	0	0	73	8	0	0	116	0	1	211
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	73	0	32	0	0	0	0	0	0	742	39	0	7	995	0	2	1890
APPROACH %'s :	69.52%	0.00%	30.48%	0.00%					0.00%	95.01%	4.99%	0.00%	0.70%	99.10%	0.00%	0.20%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	45	0	12	0	0	0	0	0	0	414	19	0	5	499	0	1	995
PEAK HR FACTOR :	0.662	0.000	0.429	0.000	0.000	0.000	0.000	0.000	0.000	0.932	0.792	0.000	0.625	0.849	0.000	0.250	0.870
		0.679								0.941				0.842			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	6	0	1	0	0	0	0	0	0	141	8	0	2	105	0	0	263
4:15 PM	11	0	2	0	0	0	0	0	0	138	10	0	5	88	0	0	254
4:30 PM	11	0	1	0	0	0	0	0	0	116	8	0	0	142	0	0	278
4:45 PM	12	0	7	0	0	0	0	0	0	114	15	0	2	110	0	0	260
5:00 PM	7	0	4	0	0	0	0	0	0	111	14	0	3	119	0	0	258
5:15 PM	8	0	4	0	0	0	0	0	0	135	17	0	2	129	0	0	295
5:30 PM	21	0	13	0	0	0	0	0	0	116	9	0	5	154	0	0	318
5:45 PM	22	0	4	0	0	0	0	0	0	135	9	0	3	123	0	1	297
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	98	0	36	0	0	0	0	0	0	1006	90	0	22	970	0	1	2223
APPROACH %'s :	73.13%	0.00%	26.87%	0.00%					0.00%	91.79%	8.21%	0.00%	2.22%	97.68%	0.00%	0.10%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	58	0	25	0	0	0	0	0	0	497	49	0	13	525	0	1	1168
PEAK HR FACTOR :	0.659	0.000	0.481	0.000	0.000	0.000	0.000	0.000	0.000	0.920	0.721	0.000	0.650	0.852	0.000	0.250	0.918
		0.610								0.898				0.847			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crystal Springs Rd & Chancey Rd/CR 535
City: Zephyrhills
Control: No control

Project ID: 24-120442-002
Date: 10/30/2024

Data - HT

NS/EW Streets:	Crystal Springs Rd				Crystal Springs Rd				Chancey Rd/CR 535				Chancey Rd/CR 535				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	2	0	1	0	0	0	0	0	0	7	0	0	0	20	0	0	30
7:15 AM	1	0	1	0	0	0	0	0	0	13	2	0	0	20	0	0	37
7:30 AM	1	0	0	0	0	0	0	0	0	10	0	0	1	20	0	1	33
7:45 AM	0	0	0	0	0	0	0	0	0	23	0	0	0	27	0	0	50
8:00 AM	0	0	0	0	0	0	0	0	0	19	0	0	0	9	0	0	28
8:15 AM	0	0	0	0	0	0	0	0	0	21	1	0	0	20	0	0	42
8:30 AM	2	0	1	0	0	0	0	0	0	22	0	0	1	21	0	0	47
8:45 AM	0	0	0	0	0	0	0	0	0	18	0	0	0	21	0	0	39
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	0	3	0	0	0	0	0	0	133	3	0	2	158	0	1	306
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%					0.00%	97.79%	2.21%	0.00%	1.24%	98.14%	0.00%	0.62%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	2	0	1	0	0	0	0	0	0	85	1	0	1	77	0	0	167
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.924	0.250	0.000	0.250	0.713	0.000	0.000	0.835
	0.250								0.935				0.722				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	9	0	0	24
4:15 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	14	0	1	33
4:30 PM	1	0	0	0	0	0	0	0	0	16	2	0	0	9	0	0	28
4:45 PM	1	0	0	0	0	0	0	0	0	13	0	0	0	11	0	0	25
5:00 PM	0	0	0	0	0	0	0	0	0	15	1	0	0	10	0	0	26
5:15 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	12	0	1	29
5:30 PM	0	0	0	0	0	0	0	0	0	17	2	0	0	5	0	0	24
5:45 PM	0	0	1	0	0	0	0	0	0	13	3	0	0	10	0	0	27
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	0	0	0	0	0	123	8	0	0	80	0	2	216
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%					0.00%	93.89%	6.11%	0.00%	0.00%	97.56%	0.00%	2.44%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	61	6	0	0	37	0	1	106
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.897	0.500	0.000	0.000	0.771	0.000	0.250	0.914
	0.250								0.882				0.731				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crystal Springs Rd & Chancey Rd/CR 535
City: Zephyrhills
Control: No control

Project ID: 24-120442-002
Date: 10/30/2024

Data - Bikes

NS/EW Streets:	Crystal Springs Rd				Crystal Springs Rd				Chancey Rd/CR 535				Chancey Rd/CR 535				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%													
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crystal Springs Rd & Chancey Rd/CR 535
City: Zephyrhills

Project ID: 24-120442-002
Date: 10/30/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Crystal Springs Rd		Crystal Springs Rd		Chancey Rd/CR 535		Chancey Rd/CR 535		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	0	0	0	1
APPROACH %'s :			0.00%	100.00%					
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Crystal Springs Rd & Chancey Rd/CR 535

Peak Hour Turning Movement Count

ID: 24-120442-002
City: Zephyrhills

Day: Wednesday
Date: 10/30/2024

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND — Crystal Springs Rd

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND — Chancey Rd/CR 535

AM	NOON	PM	
623	0	620	⇦
0	0	0	↶ 0
0	0	0	↱ 0
499	0	558	→ 0
20	0	55	↴ 0
AM	NOON	PM	

WESTBOUND — Chancey Rd/CR 535

PM	NOON	AM	
0	0	0	0 ↰
562	0	576	0 ←
13	0	6	0 ↶
2	0	1	0 ↰
586	0	513	⇨
PM	NOON	AM	

CONTROL

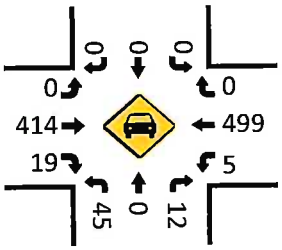
No control

TEV	1162 AM	0 NOON	1274 PM
PHF	0.87		0.93

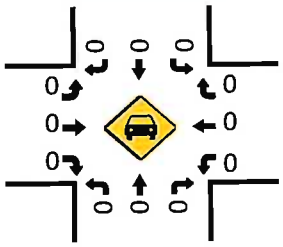
NORTHBOUND — Crystal Springs Rd

PM	68	0	58	0	26	PM
NOON	0	0	0	0	0	NOON
AM	26	0	47	0	13	AM

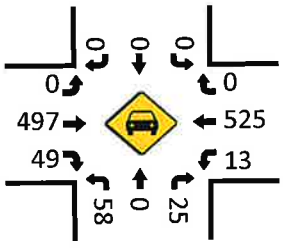
Cars (AM)



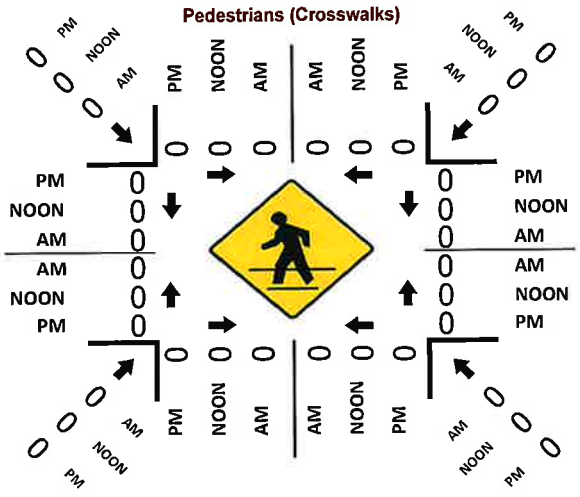
Cars (NOON)



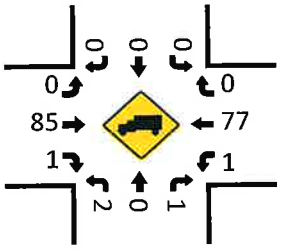
Cars (PM)



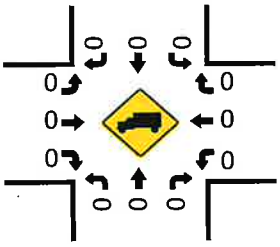
Pedestrians (Crosswalks)



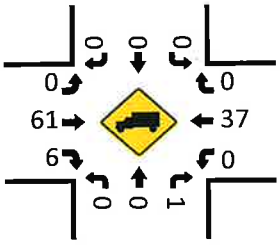
HT (AM)



HT (NOON)



HT (PM)



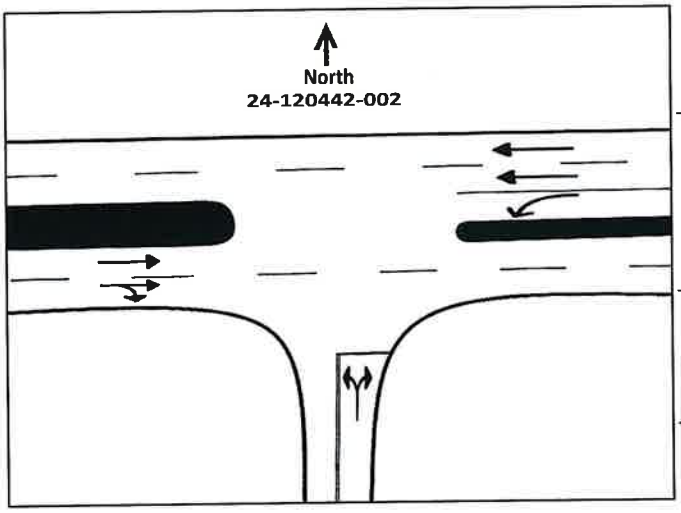
LOCATION: Crystal Springs Rd & Chancey Rd/CR 535
CITY/STATE: Zephyrhills, FL

PROJECT ID: 24-120442-002
DATE: Wed, Oct 30, 2024

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:30 AM - 08:45 AM

Peak Hour Factor
0.87

National Data & Surveying Services

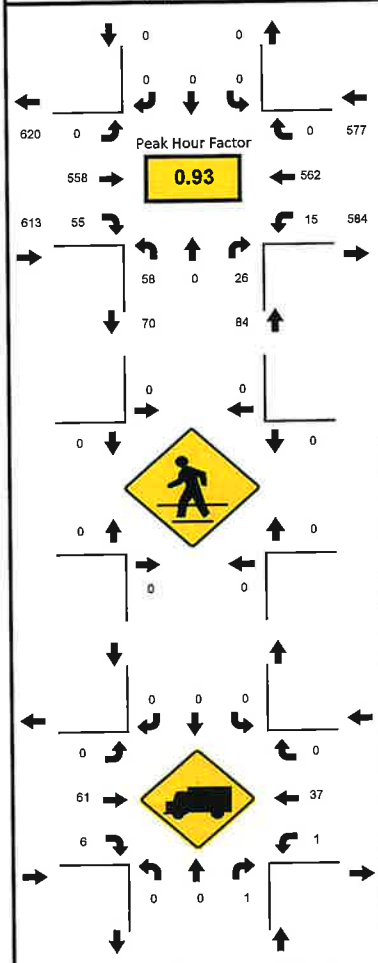


15-Min Count Period Beginning At	Crystal Springs Rd Northbound					Crystal Springs Rd Southbound					Chancey Rd/CR 535 Eastbound					Chancey Rd/CR 535 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	4	0	5	0		0	0	0	0		0	76	3	0		1	168	0	0		257	1054
7:15 AM	11	0	7	0		0	0	0	0		0	94	7	0		1	146	0	0		266	1076
7:30 AM	9	0	5	0		0	0	0	0		0	115	4	0		1	126	0	1		261	1090
7:45 AM	9	0	7	0		0	0	0	0		0	109	4	0		1	140	0	0		270	1162
8:00 AM	11	0	0	0		0	0	0	0		0	127	5	0		1	135	0	0		279	1142
8:15 AM	8	0	1	0		0	0	0	0		0	132	5	0		1	133	0	0		280	863
8:30 AM	19	0	5	0		0	0	0	0		0	131	6	0		3	168	0	1		333	583
8:45 AM	8	0	5	0		0	0	0	0		0	91	8	0		0	137	0	1		250	250
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	76	0	28	0		0	0	0	0		0	528	24	0		12	672	0	4		1344	
Heavy Trucks	8	0	4	0		0	0	0	0		0	92	4	0		4	108	0	0		220	
Pedestrians		0					0					0					0				0	
Bicycles	4	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

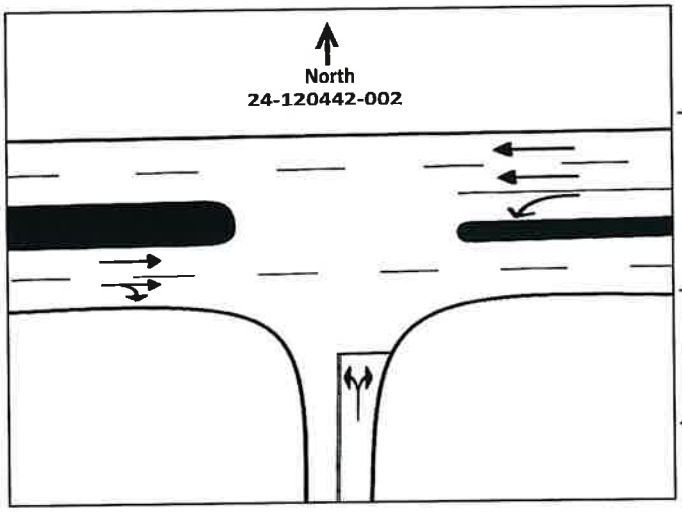
LOCATION: Crystal Springs Rd & Chancey Rd/CR 535
CITY/STATE: Zephyrhills, FL

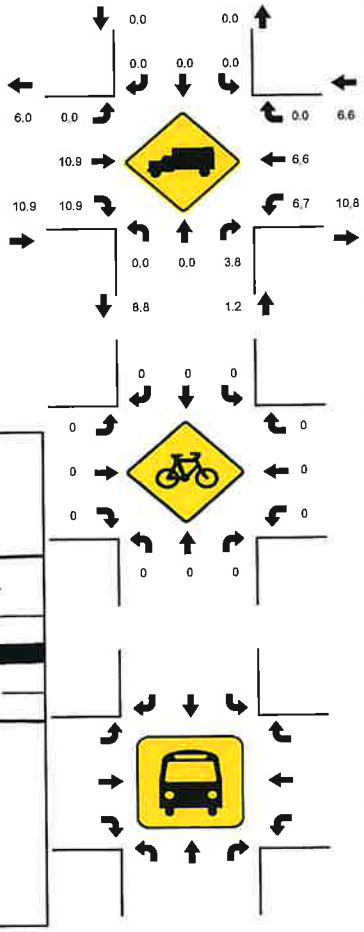
PROJECT ID: 24-120442-002
DATE: Wed, Oct 30, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services





15-Min Count Period Beginning At	Crystal Springs Rd Northbound					Crystal Springs Rd Southbound					Chancey Rd/CR 535 Eastbound					Chancey Rd/CR 535 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	6	0	1	0		0	0	0	0		0	156	8	0		2	114	0	0		287	1165
4:15 PM	11	0	2	0		0	0	0	0		0	156	10	0		5	102	0	1		287	1162
4:30 PM	12	0	1	0		0	0	0	0		0	132	10	0		0	151	0	0		306	1199
4:45 PM	13	0	7	0		0	0	0	0		0	127	15	0		2	121	0	0		285	1235
5:00 PM	7	0	4	0		0	0	0	0		0	126	15	0		3	129	0	0		284	1274
5:15 PM	8	0	4	0		0	0	0	0		0	151	17	0		2	141	0	1		324	990
5:30 PM	21	0	13	0		0	0	0	0		0	133	11	0		5	159	0	0		342	666
5:45 PM	22	0	5	0		0	0	0	0		0	148	12	0		3	133	0	1		324	324
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	88	0	52	0		0	0	0	0		0	604	68	0		20	636	0	4		1472	
Heavy Trucks	0	0	4	0		0	0	0	0		0	68	12	0		0	48	0	4		132	
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																						
Stopped Buses																						

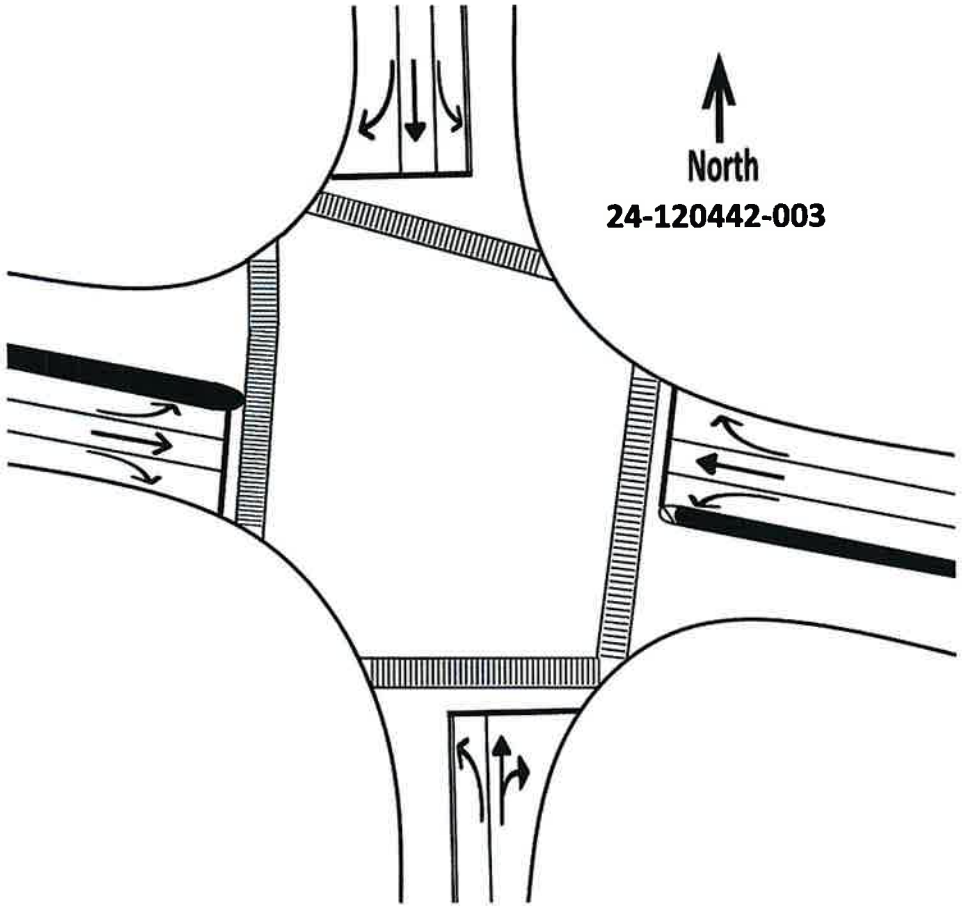
National Data & Surveying Services

Site Code:	**24-120442-003**
Date:	**10/30/2024**
Weather:	**Sunny**
City:	**Zephyrhills**
County:	**Pasco**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**Signalized**

N

N/S Street: **Paul S Buchman Hwy/SR 39**

Speed: **50/60 MPH**



E/W Street: **Chancey Rd/CR 535**

Speed: **45/55 MPH**

SIGNAL TIMING

	Cycle	Phase	BOG	EOY	Signal Timing
AM	1	NL/NT	7:51:03	7:51:39	0:00:36
		NT/ST	7:51:39	7:52:30	0:00:51
		WL/WT	7:52:30	7:52:55	0:00:25
		ET/WT	7:52:55	7:54:01	0:01:06
	2	NL/NT	7:54:01	7:54:34	0:00:33
		NT/ST	7:54:34	7:55:26	0:00:52
		WL/WT	7:55:26	7:56:07	0:00:41
		ET/WT	7:56:07	7:56:48	0:00:41
PM	1	NL/NT	16:49:13	16:49:49	0:00:36
		NT/ST	16:49:49	16:50:37	0:00:48
		WL/WT	16:50:37	16:51:04	0:00:27
		ET/WT	16:51:04	16:52:08	0:01:04
	2	NL/NT	16:52:08	16:52:42	0:00:34
		NT/ST	16:52:42	16:53:42	0:01:00
		WL/WT	16:53:42	16:54:26	0:00:44
		ET/WT	16:54:26	16:55:17	0:00:51

National Data & Surveying Services

Intersection Turning Movement Count

Location: Paul S Buchman Hwy/SR 39 & Chancey Rd/CR 535
City: Zephyrhills
Control: Signalized

Project ID: 24-120442-003
Date: 10/30/2024

Data - Total

NS/EW Streets:	Paul S Buchman Hwy/SR 39				Paul S Buchman Hwy/SR 39				Chancey Rd/CR 535				Chancey Rd/CR 535				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	53	56	39	0	7	105	4	0	3	33	54	0	42	83	10	0	489
7:15 AM	76	57	29	0	7	95	7	0	6	30	61	0	42	51	7	0	468
7:30 AM	49	67	19	0	10	99	6	0	5	43	76	0	39	66	9	0	488
7:45 AM	71	65	37	0	3	91	6	0	5	45	75	0	38	59	5	0	500
8:00 AM	70	76	43	0	5	76	4	0	1	33	82	0	32	55	5	0	482
8:15 AM	81	65	36	0	2	77	2	0	2	47	90	0	29	58	14	0	503
8:30 AM	82	67	36	0	7	71	7	0	5	61	79	0	29	60	11	2	517
8:45 AM	76	84	32	0	4	59	2	0	3	42	53	0	24	46	16	0	441
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	558	537	271	0	45	673	38	0	30	334	570	0	275	478	77	2	3888
APPROACH %'s :	40.85%	39.31%	19.84%	0.00%	5.95%	89.02%	5.03%	0.00%	3.21%	35.76%	61.03%	0.00%	33.05%	57.45%	9.25%	0.24%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	304	273	152	0	17	315	19	0	13	186	326	0	128	232	35	2	2002
PEAK HR FACTOR :	0.927	0.898	0.884	0.000	0.607	0.865	0.679	0.000	0.650	0.762	0.906	0.000	0.842	0.967	0.625	0.250	0.968
	0.964				0.878				0.905				0.973				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	65	73	42	0	12	69	4	0	1	69	72	0	34	47	9	0	497
4:15 PM	72	69	53	0	8	49	0	0	5	77	61	0	36	42	10	0	482
4:30 PM	89	81	46	0	9	68	1	0	5	60	73	0	62	60	8	0	562
4:45 PM	88	73	59	0	10	49	5	0	7	63	58	0	37	44	15	0	508
5:00 PM	88	84	55	0	10	75	2	0	6	89	52	0	42	42	9	0	554
5:15 PM	83	92	65	0	8	80	2	0	2	73	64	0	44	52	9	0	574
5:30 PM	98	83	73	0	12	57	6	0	12	60	71	1	44	45	9	0	571
5:45 PM	87	87	53	0	14	66	4	0	5	83	55	0	35	38	10	0	537
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	670	642	446	0	83	513	24	0	43	574	506	1	334	370	79	0	4285
APPROACH %'s :	38.11%	36.52%	25.37%	0.00%	13.39%	82.74%	3.87%	0.00%	3.83%	51.07%	45.02%	0.09%	42.66%	47.25%	10.09%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	356	346	246	0	44	278	14	0	25	305	242	1	165	177	37	0	2236
PEAK HR FACTOR :	0.908	0.940	0.842	0.000	0.786	0.869	0.583	0.000	0.521	0.857	0.852	0.250	0.938	0.851	0.925	0.000	0.974
	0.933				0.933				0.974				0.902				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Paul S Buchman Hwy/SR 39 & Chancey Rd/CR 535
City: Zephyrhills
Control: Signalized

Project ID: 24-120442-003
Date: 10/30/2024

Data - Cars

NS/EW Streets:	Paul S Buchman Hwy/SR 39				Paul S Buchman Hwy/SR 39				Chancey Rd/CR 535				Chancey Rd/CR 535				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	49	53	32	0	6	102	4	0	3	27	52	0	35	73	9	0	445
7:15 AM	62	51	25	0	3	92	6	0	5	23	57	0	35	43	5	0	407
7:30 AM	42	57	16	0	8	93	6	0	3	33	75	0	33	54	6	0	426
7:45 AM	58	57	27	0	3	87	6	0	5	31	66	0	28	45	4	0	417
8:00 AM	67	64	27	0	2	62	4	0	1	24	75	0	29	46	2	0	403
8:15 AM	71	53	21	0	2	70	2	0	2	32	81	0	26	47	9	0	416
8:30 AM	72	63	27	0	0	66	6	0	4	46	72	0	23	51	9	2	441
8:45 AM	65	81	19	0	2	54	2	0	3	29	50	0	17	35	12	0	369
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	486	479	194	0	26	626	36	0	26	245	528	0	226	394	56	2	3324
APPROACH %'s :	41.93%	41.33%	16.74%	0.00%	3.78%	90.99%	5.23%	0.00%	3.25%	30.66%	66.08%	0.00%	33.33%	58.11%	8.26%	0.29%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL 1677
PEAK HR VOL :	268	237	102	0	7	285	18	0	12	133	294	0	106	189	24	2	
PEAK HR FACTOR :	0.931	0.926	0.944	0.000	0.583	0.819	0.750	0.000	0.600	0.723	0.907	0.000	0.914	0.926	0.667	0.250	0.951
	0.937				0.807				0.900				0.944				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	62	71	39	0	12	66	4	0	1	59	67	0	25	41	6	0	453
4:15 PM	67	64	44	0	7	46	0	0	4	64	59	0	25	32	8	0	420
4:30 PM	86	79	39	0	9	65	1	0	4	51	65	0	50	54	7	0	510
4:45 PM	83	65	49	0	10	46	5	0	5	58	51	0	25	38	14	0	449
5:00 PM	83	82	50	0	9	68	2	0	6	81	45	0	36	36	8	0	506
5:15 PM	77	87	57	0	8	78	2	0	2	63	60	0	39	46	6	0	525
5:30 PM	96	81	65	0	12	54	6	0	9	54	61	0	37	43	8	0	526
5:45 PM	82	83	49	0	14	63	4	0	3	75	49	0	31	32	10	0	495
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	636	612	392	0	81	486	24	0	34	505	457	0	268	322	67	0	3884
APPROACH %'s :	38.78%	37.32%	23.90%	0.00%	13.71%	82.23%	4.06%	0.00%	3.41%	50.70%	45.88%	0.00%	40.79%	49.01%	10.20%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL 2052
PEAK HR VOL :	338	333	221	0	43	263	14	0	20	273	215	0	143	157	32	0	
PEAK HR FACTOR :	0.880	0.957	0.850	0.000	0.768	0.843	0.583	0.000	0.556	0.843	0.881	0.000	0.917	0.853	0.800	0.000	0.975
	0.921				0.909				0.962				0.912				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Paul S Buchman Hwy/SR 39 & Chancey Rd/CR 535
City: Zephyrhills
Control: Signalized

Project ID: 24-120442-003
Date: 10/30/2024

Data - HT

NS/EW Streets:	Paul S Buchman Hwy/SR 39				Paul S Buchman Hwy/SR 39				Chancey Rd/CR 535				Chancey Rd/CR 535				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	4	3	7	0	1	3	0	0	0	6	2	0	7	10	1	0	44
7:15 AM	14	6	4	0	4	3	1	0	1	7	4	0	7	8	2	0	61
7:30 AM	7	10	3	0	2	6	0	0	2	10	1	0	6	12	3	0	62
7:45 AM	13	8	10	0	0	4	0	0	0	14	9	0	10	14	1	0	83
8:00 AM	3	12	16	0	3	14	0	0	0	9	7	0	3	9	3	0	79
8:15 AM	10	12	15	0	0	7	0	0	0	15	9	0	3	11	5	0	87
8:30 AM	10	4	9	0	7	5	1	0	1	15	7	0	6	9	2	0	76
8:45 AM	11	3	13	0	2	5	0	0	0	13	3	0	7	11	4	0	72
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	72	58	77	0	19	47	2	0	4	89	42	0	49	84	21	0	564
APPROACH %'s :	34.78%	28.02%	37.20%	0.00%	27.94%	69.12%	2.94%	0.00%	2.96%	65.93%	31.11%	0.00%	31.82%	54.55%	13.64%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	36	36	50	0	10	30	1	0	1	53	32	0	22	43	11	0	325
PEAK HR FACTOR :	0.692	0.750	0.781	0.000	0.357	0.536	0.250	0.000	0.250	0.883	0.889	0.000	0.550	0.768	0.550	0.000	0.934
		0.824				0.603				0.896				0.760			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	3	2	3	0	0	3	0	0	0	10	5	0	9	6	3	0	44
4:15 PM	5	5	9	0	1	3	0	0	1	13	2	0	11	10	2	0	62
4:30 PM	3	2	7	0	0	3	0	0	1	9	8	0	12	6	1	0	52
4:45 PM	5	8	10	0	0	3	0	0	2	5	7	0	12	6	1	0	59
5:00 PM	5	2	5	0	1	7	0	0	0	8	7	0	6	6	1	0	48
5:15 PM	6	5	8	0	0	2	0	0	0	10	4	0	5	6	3	0	49
5:30 PM	2	2	8	0	0	3	0	0	3	6	10	1	7	2	1	0	45
5:45 PM	5	4	4	0	0	3	0	0	2	8	6	0	4	6	0	0	42
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	34	30	54	0	2	27	0	0	9	69	49	1	66	48	12	0	401
APPROACH %'s :	28.81%	25.42%	45.76%	0.00%	6.90%	93.10%	0.00%	0.00%	7.03%	53.91%	38.28%	0.78%	52.38%	38.10%	9.52%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	18	13	25	0	1	15	0	0	5	32	27	1	22	20	5	0	184
PEAK HR FACTOR :	0.750	0.650	0.781	0.000	0.250	0.536	0.000	0.000	0.417	0.800	0.675	0.250	0.786	0.833	0.417	0.000	0.939
		0.737				0.500				0.813				0.839			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Paul S Buchman Hwy/SR 39 & Chancey Rd/CR 535
City: Zephyrhills
Control: Signalized

Project ID: 24-120442-003
Date: 10/30/2024

Data - Bikes

NS/EW Streets:	Paul S Buchman Hwy/SR 39				Paul S Buchman Hwy/SR 39				Chancey Rd/CR 535				Chancey Rd/CR 535				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
		0.500				0.250											

National Data & Surveying Services

Intersection Turning Movement Count

Location: Paul S Buchman Hwy/SR 39 & Chancey Rd/CR 535
City: Zephyrhills

Project ID: 24-120442-003
Date: 10/30/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Paul S Buchman Hwy/SR 39		Paul S Buchman Hwy/SR 39		Chancey Rd/CR 535		Chancey Rd/CR 535		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	1	0	0	2
APPROACH %'s :			0.00%	100.00%	0.00%	100.00%			
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	1
APPROACH %'s :					0.00%	100.00%			
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Paul S Buchman Hwy/SR 39 & Chancey Rd/CR 535

Peak Hour Turning Movement Count

ID: 24-120442-003
City: Zephyrhills

Day: Wednesday
Date: 10/30/2024

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	2002	0	2236
PHF	0.97		0.97

SOUTHBOUND — Paul S Buchman Hwy/SR 39

	L	T	R	U	Total	
AM	19	315	17	0	321	AM
NOON	0	0	0	0	0	NOON
PM	14	278	44	0	408	PM

EASTBOUND — Chancey Rd/CR 535

	AM	NOON	PM
	555	0	548
U	0	0	1
L	13	0	25
T	186	0	305
R	326	0	242
	AM	NOON	PM

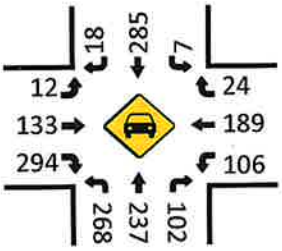
WESTBOUND — Chancey Rd/CR 535

	PM	NOON	AM
U	37	0	35
L	177	0	232
T	165	0	128
R	0	0	2
	595	0	357
	PM	NOON	AM

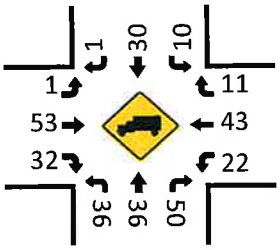
NORTHBOUND — Paul S Buchman Hwy/SR 39

	L	T	R	U	Total	
PM	685	0	356	346	246	PM
NOON	0	0	0	0	0	NOON
AM	769	0	304	273	152	AM

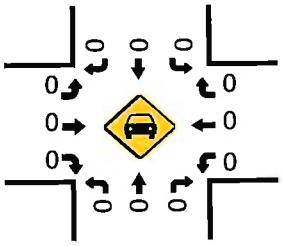
Cars (AM)



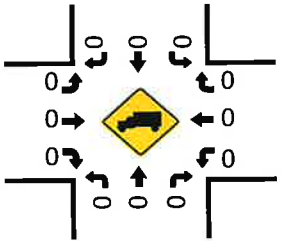
HT (AM)



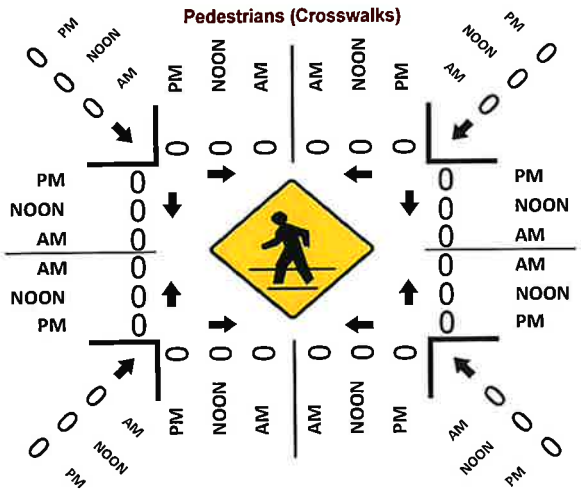
Cars (NOON)



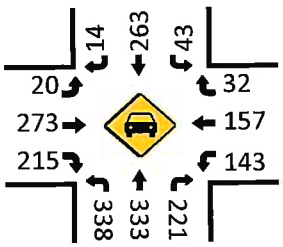
HT (NOON)



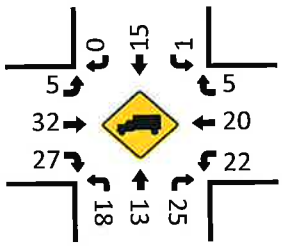
Pedestrians (Crosswalks)



Cars (PM)



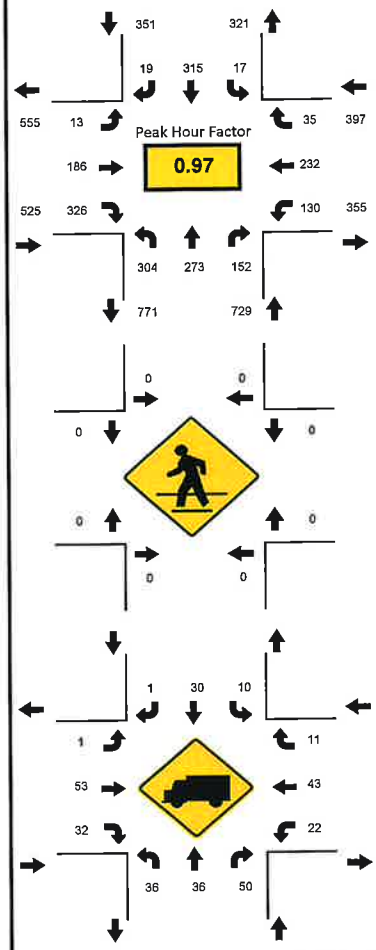
HT (PM)



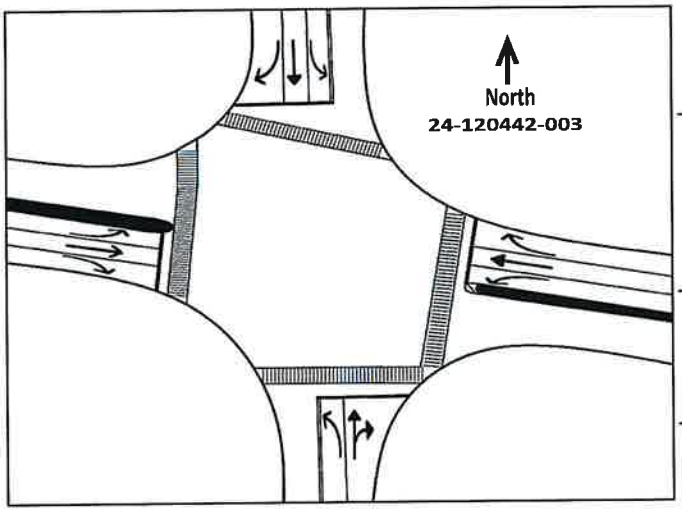
LOCATION: Paul S Buchman Hwy/SR 39 & Chancey Rd/CR 535
CITY/STATE: Zephyrhills, FL

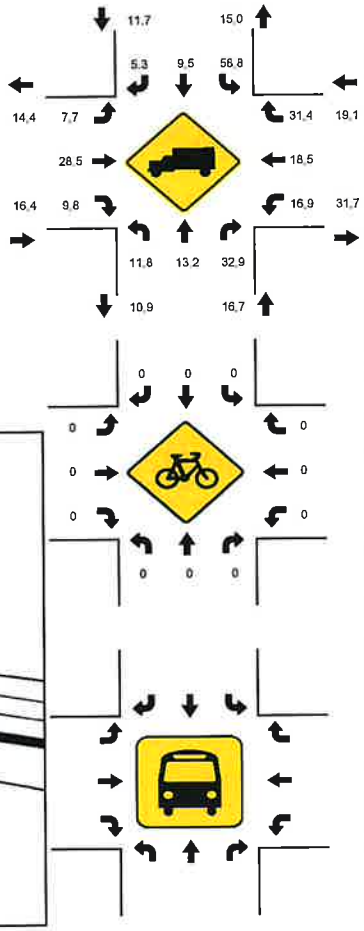
PROJECT ID: 24-120442-003
DATE: Wed, Oct 30, 2024

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:30 AM - 08:45 AM



National Data & Surveying Services





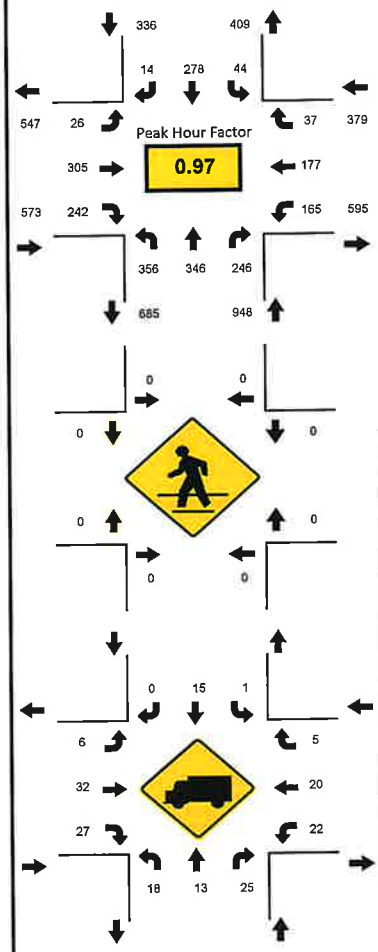
15-Min Count Period Beginning At	Paul S Buchman Hwy/SR 39 Northbound					Paul S Buchman Hwy/SR 39 Southbound					Chancey Rd/CR 535 Eastbound					Chancey Rd/CR 535 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	53	56	39	0		7	105	4	0		3	33	54	0		42	83	10	0		489	1945
7:15 AM	76	57	29	0		7	95	7	0		6	30	61	0		42	51	7	0		468	1938
7:30 AM	49	67	19	0		10	99	6	0		5	43	76	0		39	66	9	0		488	1973
7:45 AM	71	65	37	0		3	91	6	0		5	45	75	0		38	59	5	0		500	2002
8:00 AM	70	76	43	0		5	76	4	0		1	33	82	0		32	55	5	0		482	1943
8:15 AM	81	65	36	0		2	77	2	0		2	47	90	0		29	58	14	0		503	1461
8:30 AM	82	67	36	0		7	71	7	0		5	61	79	0		29	60	11	2		517	958
8:45 AM	76	84	32	0		4	59	2	0		3	42	53	0		24	46	16	0		441	441
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	328	304	172	0		28	364	28	0		20	244	360	0		152	240	56	8		2304	
Heavy Trucks	52	48	64	0		28	56	4	0		4	60	36	0		40	56	20	0		468	
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																						
Stopped Buses																						

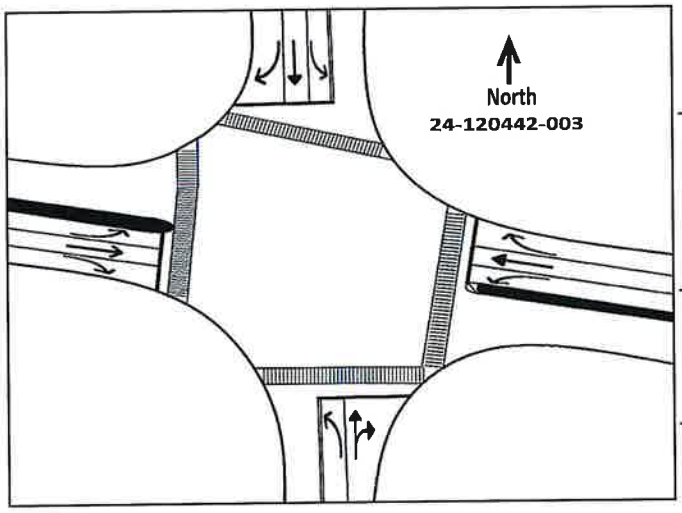
LOCATION: Paul S Buchman Hwy/SR 39 & Chancey Rd/CR 535
CITY/STATE: Zephyrhills, FL

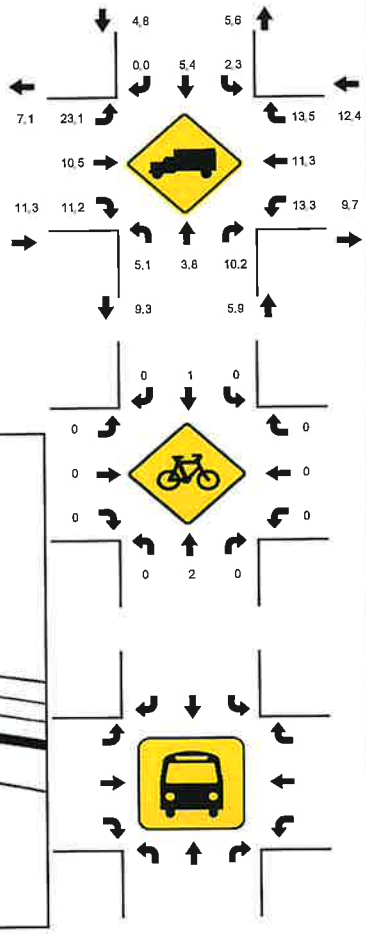
PROJECT ID: 24-120442-003
DATE: Wed, Oct 30, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

National Data & Surveying Services







15-Min Count Period Beginning At	Paul S Buchman Hwy/SR 39 Northbound					Paul S Buchman Hwy/SR 39 Southbound					Chancey Rd/CR 535 Eastbound					Chancey Rd/CR 535 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	65	73	42	0		12	69	4	0		1	69	72	0		34	47	9	0		497	2049
4:15 PM	72	69	53	0		8	49	0	0		5	77	61	0		36	42	10	0		482	2106
4:30 PM	89	81	46	0		9	68	1	0		5	60	73	0		62	60	8	0		562	2198
4:45 PM	88	73	59	0		10	49	5	0		7	63	58	0		37	44	15	0		508	2207
5:00 PM	88	84	55	0		10	75	2	0		6	89	52	0		42	42	9	0		554	2236
5:15 PM	83	92	65	0		8	80	2	0		2	73	64	0		44	52	9	0		574	1682
5:30 PM	98	83	73	0		12	57	6	0		12	60	71	1		44	45	9	0		571	1108
5:45 PM	87	87	53	0		14	66	4	0		5	83	55	0		35	38	10	0		537	537
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	392	368	292	0		56	320	24	0		48	356	284	4		176	208	40	0		**2568**	
Heavy Trucks	24	20	32	0		4	28	0	0		12	40	40	4		28	24	12	0		**264**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

FDOT PEAK SEASON ADJUSTMENT FACTORS

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1400 PASCO COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.01	1.04
2	01/08/2023 - 01/14/2023	1.01	1.04
3	01/15/2023 - 01/21/2023	1.02	1.05
4	01/22/2023 - 01/28/2023	1.01	1.04
5	01/29/2023 - 02/04/2023	1.00	1.03
* 6	02/05/2023 - 02/11/2023	0.98	1.01
* 7	02/12/2023 - 02/18/2023	0.97	1.00
* 8	02/19/2023 - 02/25/2023	0.97	1.00
* 9	02/26/2023 - 03/04/2023	0.96	0.99
*10	03/05/2023 - 03/11/2023	0.96	0.99
*11	03/12/2023 - 03/18/2023	0.95	0.98
*12	03/19/2023 - 03/25/2023	0.95	0.98
*13	03/26/2023 - 04/01/2023	0.96	0.99
*14	04/02/2023 - 04/08/2023	0.96	0.99
*15	04/09/2023 - 04/15/2023	0.97	1.00
*16	04/16/2023 - 04/22/2023	0.97	1.00
*17	04/23/2023 - 04/29/2023	0.98	1.01
*18	04/30/2023 - 05/06/2023	0.98	1.01
19	05/07/2023 - 05/13/2023	0.99	1.02
20	05/14/2023 - 05/20/2023	1.00	1.03
21	05/21/2023 - 05/27/2023	1.00	1.03
22	05/28/2023 - 06/03/2023	1.01	1.04
23	06/04/2023 - 06/10/2023	1.01	1.04
24	06/11/2023 - 06/17/2023	1.02	1.05
25	06/18/2023 - 06/24/2023	1.02	1.05
26	06/25/2023 - 07/01/2023	1.03	1.06
27	07/02/2023 - 07/08/2023	1.03	1.06
28	07/09/2023 - 07/15/2023	1.03	1.06
29	07/16/2023 - 07/22/2023	1.04	1.07
30	07/23/2023 - 07/29/2023	1.04	1.07
31	07/30/2023 - 08/05/2023	1.05	1.08
32	08/06/2023 - 08/12/2023	1.05	1.08
33	08/13/2023 - 08/19/2023	1.05	1.08
34	08/20/2023 - 08/26/2023	1.05	1.08
35	08/27/2023 - 09/02/2023	1.04	1.07
36	09/03/2023 - 09/09/2023	1.03	1.06
37	09/10/2023 - 09/16/2023	1.03	1.06
38	09/17/2023 - 09/23/2023	1.02	1.05
39	09/24/2023 - 09/30/2023	1.02	1.05
40	10/01/2023 - 10/07/2023	1.01	1.04
41	10/08/2023 - 10/14/2023	1.01	1.04
42	10/15/2023 - 10/21/2023	1.01	1.04
43	10/22/2023 - 10/28/2023	1.00	1.03
44	10/29/2023 - 11/04/2023	1.00	1.03
45	11/05/2023 - 11/11/2023	0.99	1.02
46	11/12/2023 - 11/18/2023	0.98	1.01
47	11/19/2023 - 11/25/2023	0.99	1.02
48	11/26/2023 - 12/02/2023	1.00	1.03
49	12/03/2023 - 12/09/2023	1.00	1.03
50	12/10/2023 - 12/16/2023	1.01	1.04
51	12/17/2023 - 12/23/2023	1.01	1.04
52	12/24/2023 - 12/30/2023	1.02	1.05
53	12/31/2023 - 12/31/2023	1.02	1.05

* PEAK SEASON

09-MAR-2024 18:41:42 830UPD 7_1400_PKSEASON.TXT

BACKGROUND TRAFFIC

COBBLESTONE MPUD

TIMING & PHASING ANALYSIS

Prepared For:

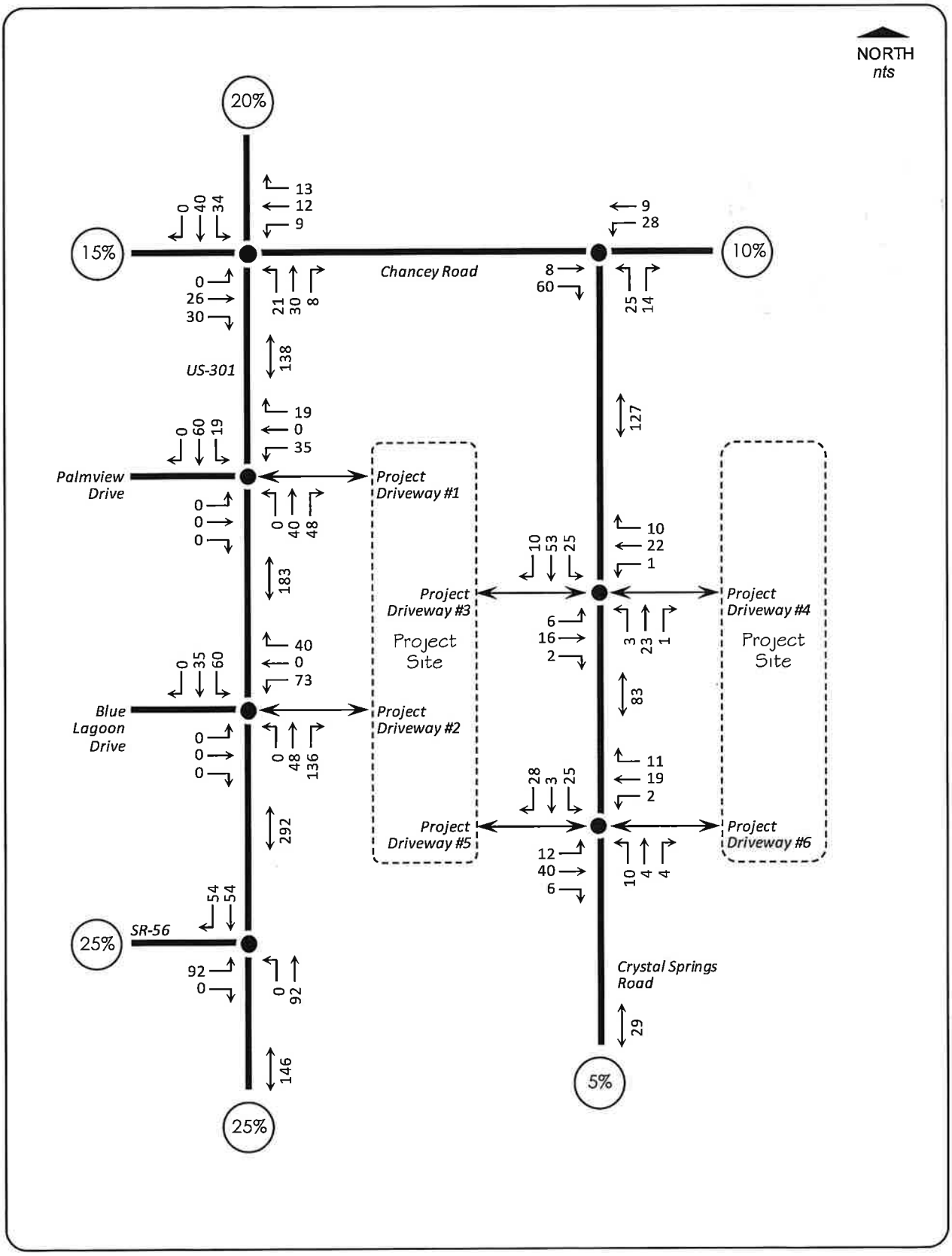
GALVIN COMPANY, INC.
1901 Ulmerton Road, Suite 475
Clearwater, Florida 33762

Prepared By:

RAYSOR Transportation Consulting, LLC.
19046 Bruce B. Downs Boulevard, Suite 308
Tampa, Florida 33647
(813) 625-1699 | (813) 413-7432 fx
ENB No. 27789

September 14, 2018
Revision No. 1

FIGURE 3.0 PM PEAK HOUR PROJECT TRAFFIC (BUILDOUT)



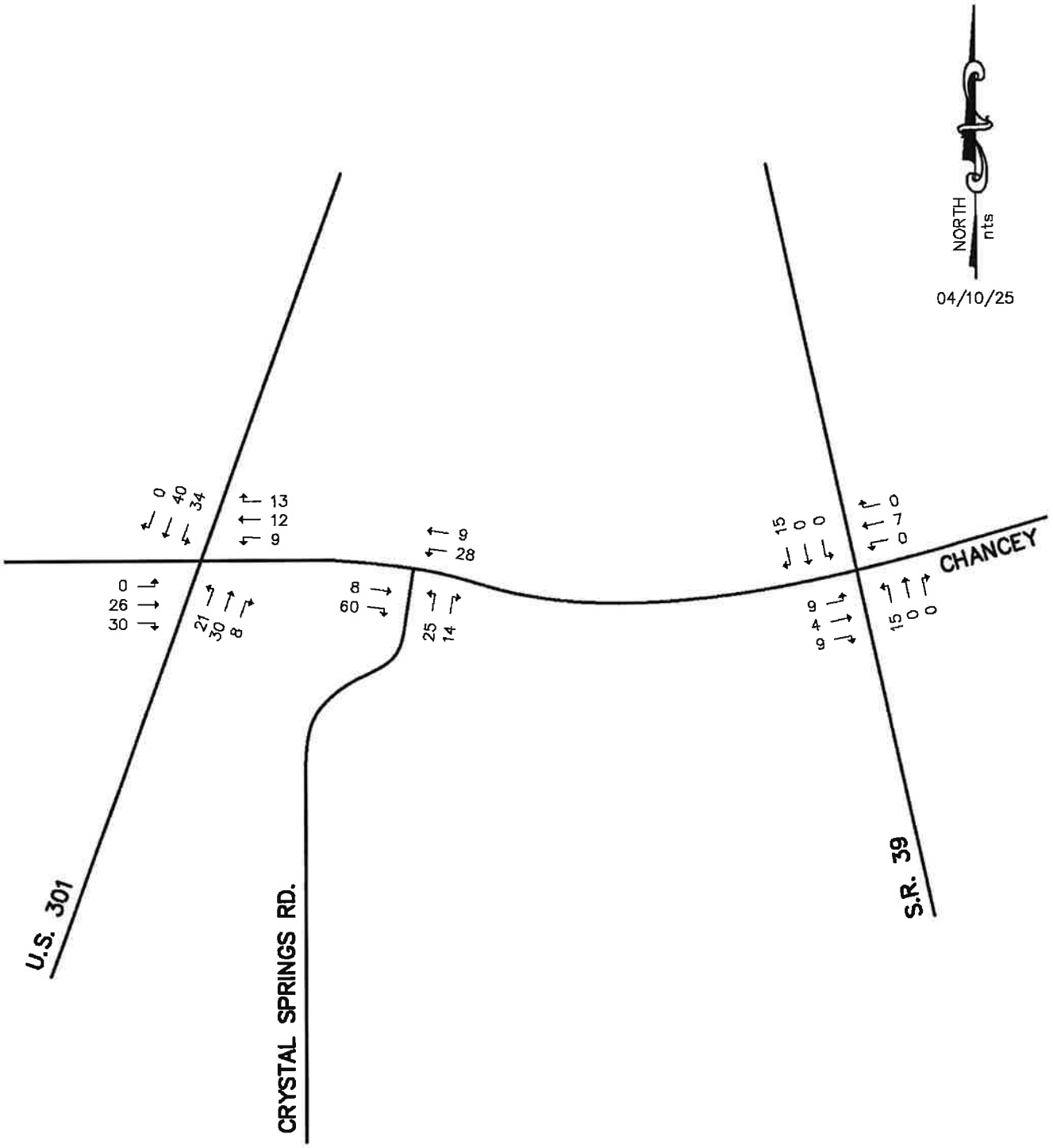


FIGURE A–1
PM PEAK HOUR
COBBLESTONE
DEVELOPMENT TRAFFIC

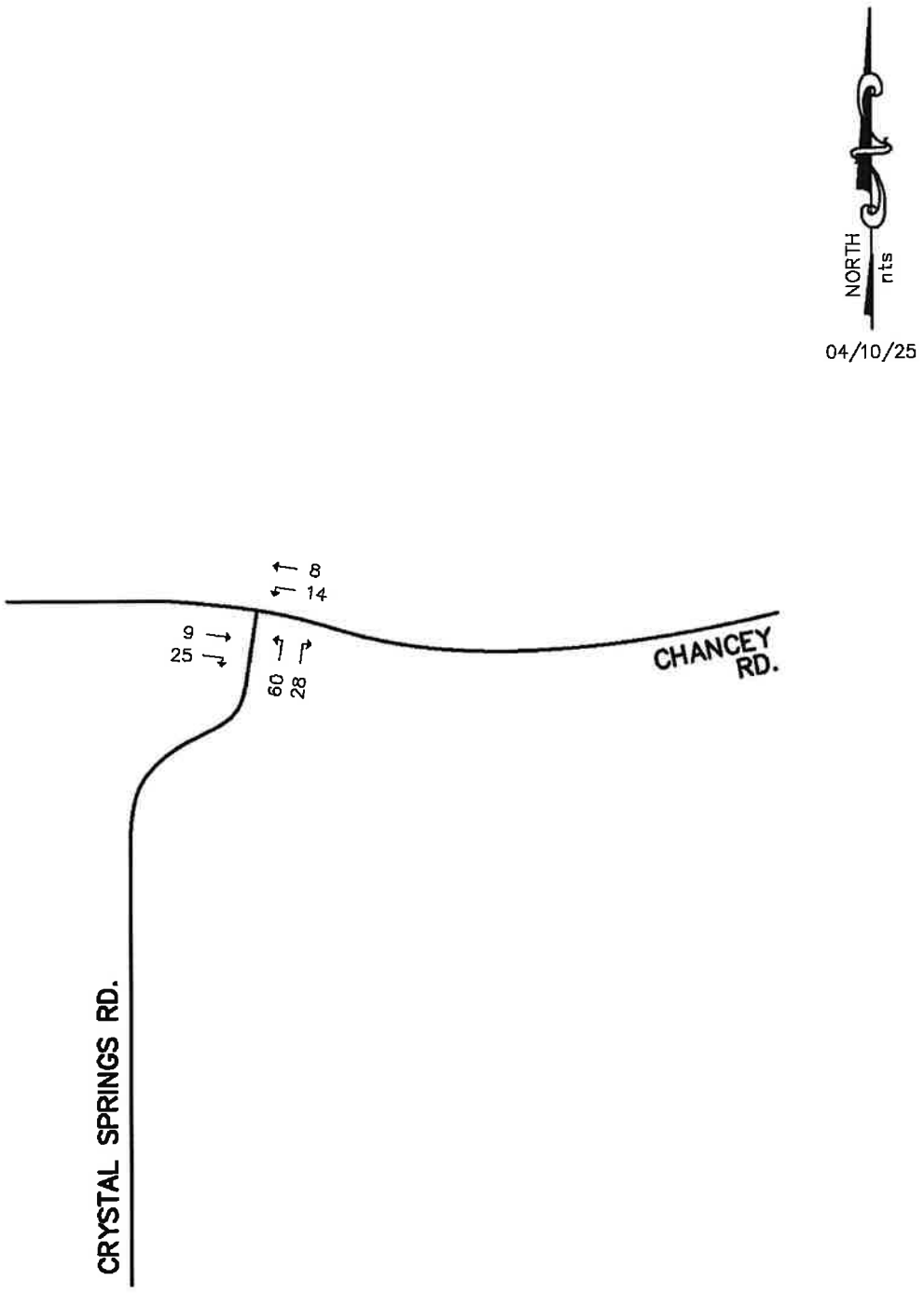


FIGURE A-2
AM PEAK HOUR
DEER SPRINGS
DEVELOPMENT TRAFFIC

Updated *Deer Springs*

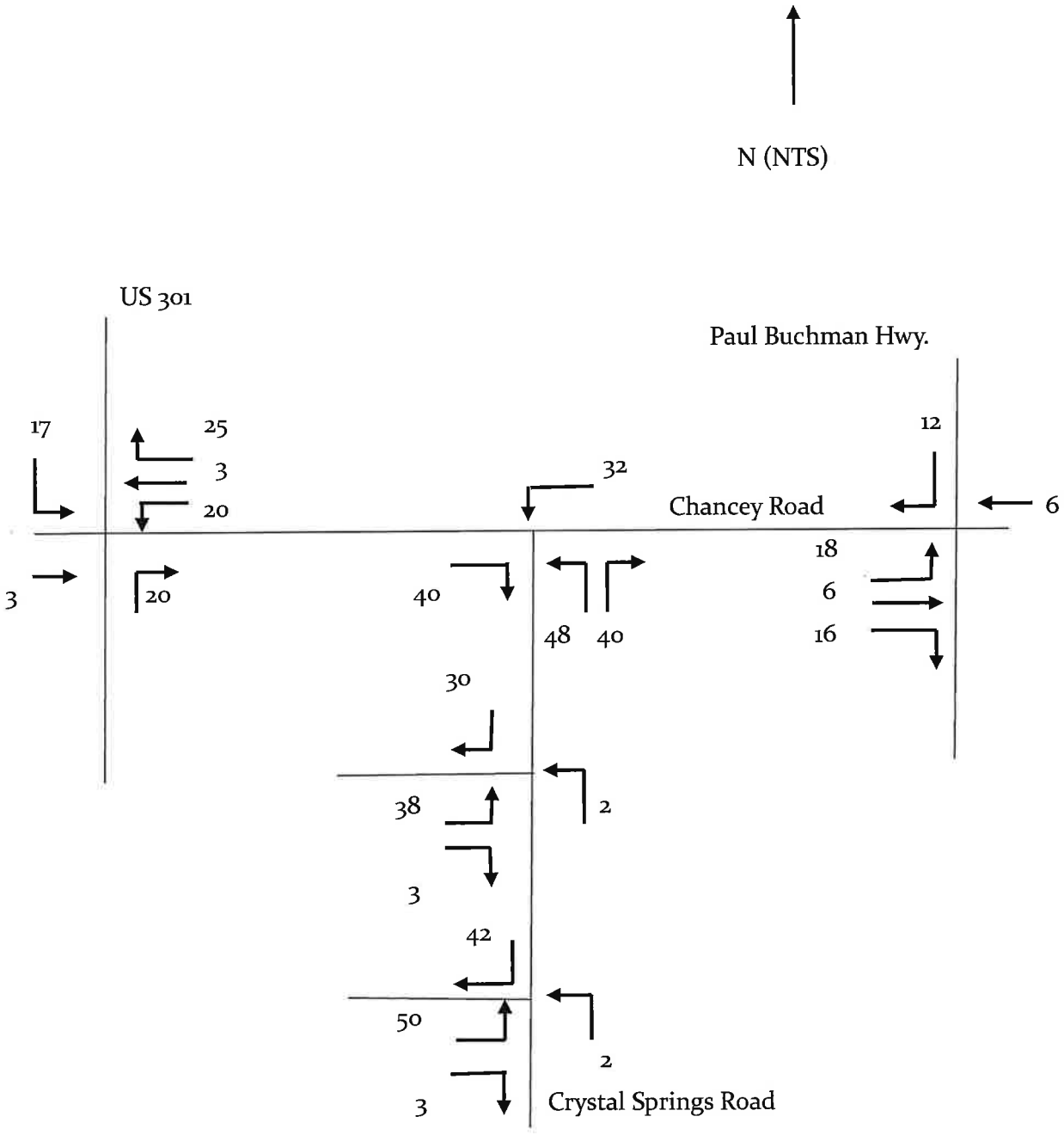
TRAFFIC IMPACT STUDY

Pasco County, Florida

Prepared By:

Elizabeth Rodriguez & Associates, Inc.

January 2022



PM PROJECT TRAFFIC DISTRIBUTION/ASSIGNMENT - VOLUMES

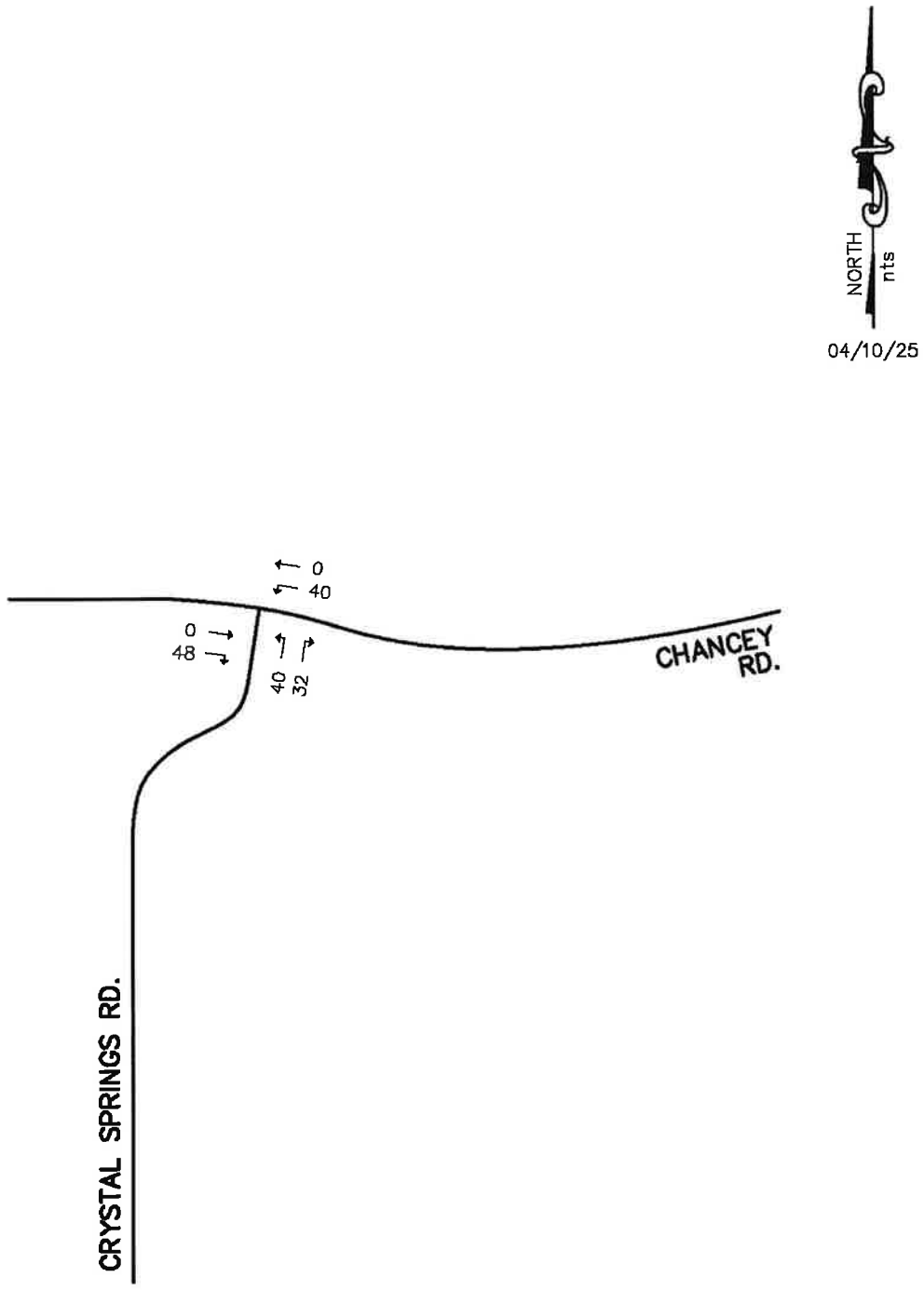
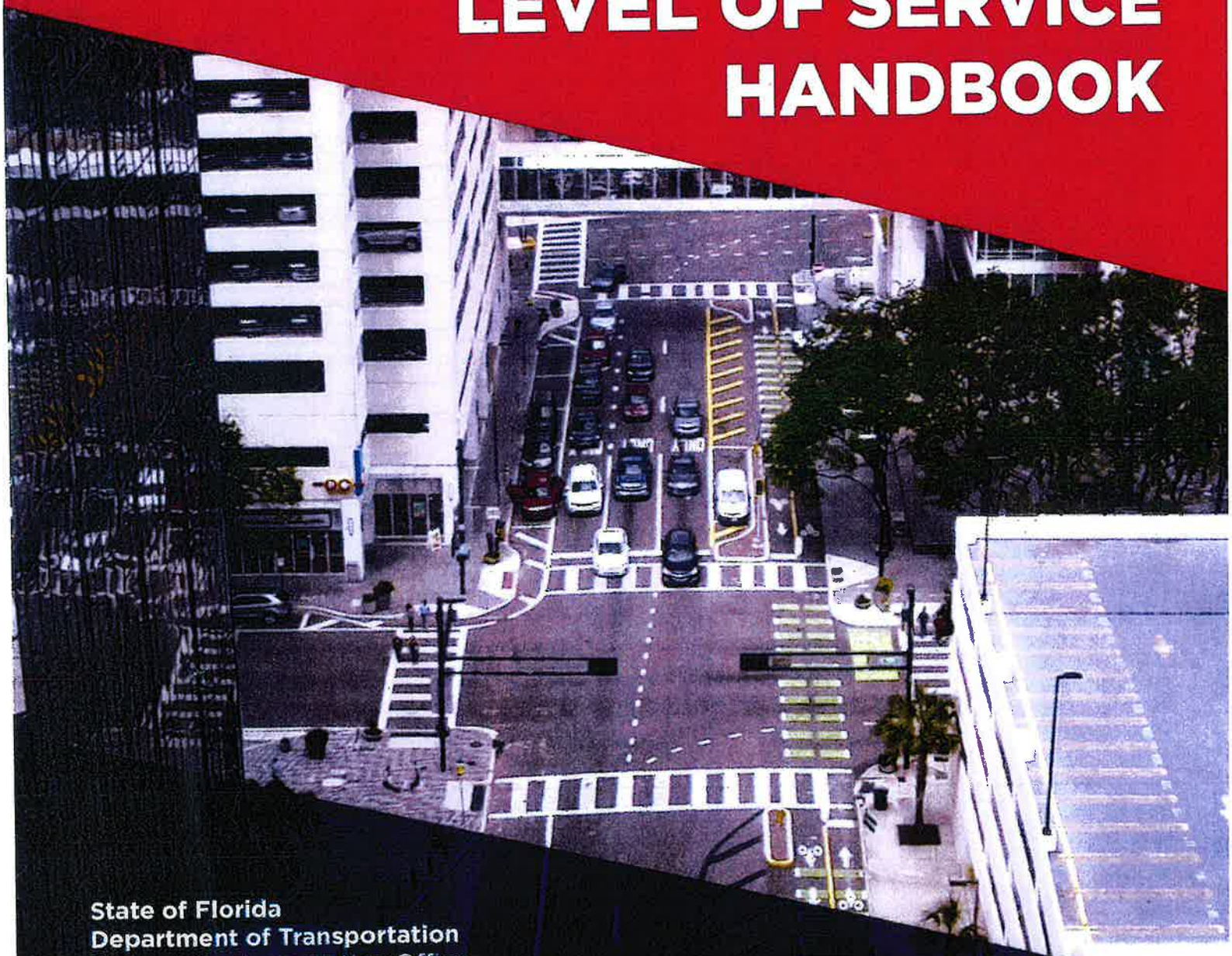


FIGURE A-3
AM PEAK HOUR
DEER SPRINGS
DEVELOPMENT TRAFFIC

FDOT GENERALIZED CAPACITY TABLES

2023 MULTIMODAL QUALITY/ LEVEL OF SERVICE HANDBOOK



State of Florida
Department of Transportation
Systems Implementation Office
605 Suwannee St. MS 19
Tallahassee, FL 32399

www.fdot.gov/planning
January 2023

Appendix B: Florida's Generalized Service Volume Tables

Limited Access

Freeway Generalized Service Volume Tables

(Core Urbanized)

Peak Hour Directional

	B	C	D	E
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760

Peak Hour Two-Way

	B	C	D	E
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200

AADT

	B	C	D	E
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900

(Urbanized)

	B	C	D	E
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610

	B	C	D	E
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290

	B	C	D	E
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300

(Transitioning)

	B	C	D	E
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800

	B	C	D	E
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820

	B	C	D	E
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800

(Rural)

	B	C	D	E
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

	B	C	D	E
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

	B	C	D	E
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

Limited Access

Input Parameters

Roadway Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Number of Lanes (one direction)	2-6	2.5	2-5	2-4
Posted Speed (mph)	65	70	70	70
Auxiliary Lanes	No	No	No	No
Lane Width (feet)	12	12	12	12
Total Ramp Density (ramps/mile)	1.33	2.67	0.50	0.17
Facility Length (miles)	3	3	6	18
Terrain	Level	Level	Level	Level

Traffic Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Planning Analysis Hour Factor (K)	0.085	0.090	0.098	0.105
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.95	0.95	0.92	0.88
Base Free Flow Speed (mph)	70	75	75	75
Heavy Vehicle Percent (%)	4%	4%	9%	12%
Speed Adjustment Factor (SAF)	0.975	0.975	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968	0.968	0.968

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C1	C2
Number of Lanes (one direction)	1	2-3
Posted Speed (mph)	55	55
Base Free Flow Speed (mph)	60	60
Median Type	Undivided	Divided
Shoulder Width (feet)	3	6
Lane Width (feet)	12	12
% No Passing Zone	20%	
Access-Point Density (access/mile)	2	2
Terrain	Level	Level

Traffic Characteristics

	C1	C2
Planning Analysis Hour Factor (K)	0.095	0.095
Directional Distribution Factor (D)	0.55	0.55
Peak Hour Factor (PHF)	0.88	0.88
Heavy Vehicle Percent (%)	5%	10%
Speed Adjustment Factor (SAF)	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**

(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C3C	C3R
Number of Lanes (one direction)	1-4	1-3
Posted Speed (mph)	45	45
Facility Length (miles)	3.98	2.57

Traffic Characteristics

	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (1 lane)	Restrictive (2,3 lanes)
Roadway Edge Type	Curbed		Flush	
On-Street Parking	None		None	

Control Characteristics

	C3C		C3R
Cycle Length	160		190
Major Street Through g/c	0.5 (1,2,3 lanes)	0.45 (4 lanes)	0.5
Yellow Change Interval	5.1		5.1
Red Change Interval	2		2
Number of Signals	10		5

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600

(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C2T	C4	C5	C6
Number of Lanes (one direction)	1-3	1-4	1-4	1-4
Posted Speed (mph)	40	45	35	30
Facility Length (miles)	0.78	1.83	1.18	0.74
Number of Signals	4	9	9	7

Traffic Characteristics

	C2T	C4	C5	C6
Planning Analysis Hour Factor (K)	0.095	0.09	0.09	0.09
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.92	0.95	0.95	0.95
Base Saturation Flow Rate	1,700	1,950	1,950	1,950
Heavy Vehicle Percent (%)	5	3	2	2
Lane Width	11	11	10	10
Median Type	Non Restrictive	Non Restrictive	Non Restrictive	Non Restrictive
Roadway Edge Type	Curb	Curb	Curb	Curb
On-Street Parking	50%	100%	100%	100%

Signal Characteristics

	C2T	C4		C5		C6	
Cycle Length	90	170		150		120	
Major Street Through g/c	0.47	0.52 (1,2,3 lanes)	0.47 (4 lanes)	0.55 (1,2,3 lanes)	0.48 (4 lanes)	0.52 (1,2,3 lanes)	0.46 (4 lanes)
Yellow Change Interval	4.4	4.8		4		3.7	
Red Change Interval	2	2		2		2	

SIGNAL TIMINGS

PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.

SIGNAL INTERSECTION DATA FILE

LOCATION:	US 301 (GALL BL) & CHANCEY RD (CR 535)					**WO #:**	673
LAST UPDATE:	9/17/2024		**TURN ON DATE:**		**PMI AREA:**	Z-HILLS	
CONTROLLER:	COBALT		**SIGNAL TYPE:**	SIG	**GPS:**		
MONITOR:	MMU		**SMART MONITOR:**	NO	**UPS:**	YES	
CABINET TYPE:	TS-2		**CYCLE LENGTH:**		**SOP:**	10	
REPAIR PRIORITY:	1		**POWER COMPANY:**	DUKE	**MASTARMS:**		NO
DETECTION TYPE:	MIOVISION		**ACCOUNT #:**	22747 14128	**STRAIN POLES:**		YES
DETECTOR QTY:	1		**METER #:**	0911575	**EXCL. PED**		NO
OTHER 1:							
OTHER 2:							
WARNING FLASHERS:	**120v or SOLAR:**	NO	**QTY:**	0			
WF BATTERY TYPE:		**WF BATTERY QTY:**		0			
BLANK OUT SIGN:	NO	**SPEED FEEDBACK SIGN:**		NO			
ILLUMINATED SIGNS	YES	**ILLUMINATED SIGNS QTY:**		4			
STREET LIGHTS:	NO	**STREET LIGHTS QTY:**		0	**SL MAINTAINED BY:**		

PH	DIRECTION	MIN	WALK	PC	PSG	MAX 1	MAX 2	MAX 3	YEL	RC	MIN REC	MAX REC	MEM ON	MEM OFF	CNA	DET SWITCH	FLASH
1	SBLT	7			3	15	15	13	4.8	2				X		X/ 6	
2	NB	20	7	26	7	70	40	125	4.8	2.9	X			X			Y
3	WBLT	7			8	35	34	30	4.8	2.8				X		X/ 8	
4	EB	15	7	14	7	45	21	30	4.8	2.6			X				R
5	NBLT	7			3	15	8	25	4.8	2				X		X/ 2	
6	SB	20	7	27	7	65	60	40	4.8	2.9	X			X			Y
7	EBLT	7			3	20	8	13	4.8	2.9				X		X/ 4	
8	WB	15	7	13	8	40	20	30	4.8	2.6			X				R
9																	
10																	
11																	
12																	
13																	
14																	
15																	
16																	

OVERLAP				
	A		+	
	B		+	
	C		+	
	D		+	

FLASH TIMES	**FROM:**		
	TO:		
SYSTEM DATA	**TYPE:**	ARIES	
	SYS #:	10	
	ID #:	1	
COMM. TYPE	**FIBER:**		
	FSK:		
	RADIO:		
	MODEM:		
TIME TRAVEL DETECT:	YES	**120v:**	
		SOLAR:	

JURISDICTION:	FDOT
VALUE:	225,000
REIMBURSEMENT:	50%

NOTES:

3 SEC DELAY GREEN ON PH 2 & 6. SIGNAL RUNS TOD MON-FRI AS FOLLOWS: 0600-0615 MAX 2 ALL PHASES. 0615-0745 MAX 2 ALL PHASES AND MIN RECALL ON PH 3. 1515-1600 MAX 3 ALL PHASES. 1600-1830 MAX 3 ALL PHASES, MIN RECALL ON PH 3, AND MAX RECALL ON PH 2.

IP CONT:	
SUBNET:	
GATEWAY:	
SERV IP:	

PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.

SIGNAL INTERSECTION DATA FILE

LOCATION:	SR 39 & CHANCEY RD (CR 535)					**WO #:**	**674**
LAST UPDATE:	11/22/2022		**TURN ON DATE:**		**PMI AREA:**	Z-HILLS	
CONTROLLER:	COBALT		**SIGNAL TYPE:**	SIG	**GPS:**	NO	
MONITOR:	MMU		**SMART MONITOR:**	NO	**UPS:**	YES	
CABINET TYPE:	TS-2		**CYCLE LENGTH:**	123	**SOP:**	16	
REPAIR PRIORITY:	5		**POWER COMPANY:**	WREC	**MASTARMS:**		YES
DETECTION TYPE:	VIDEO		**ACCOUNT #:**	1906684/901	**STRAIN POLES:**		NO
DETECTOR QTY:	4		**METER #:**	02993482	**EXCL. PED**		NO
OTHER 1:							
OTHER 2:							
WARNING FLASHERS:	**120v or SOLAR:**	NO	**QTY:**	0			
WF BATTERY TYPE:		**WF BATTERY QTY:**		0			
BLANK OUT SIGN:	NO	**SPEED FEEDBACK SIGN:**		NO			
ILLUMINATED SIGNS	YES	**ILLUMINATED SIGNS QTY:**		4			
STREET LIGHTS:	NO	**STREET LIGHTS QTY:**		0	**SL MAINTAINED BY:**		

PH	DIRECTION	MIN	WALK	PC	PSG	MAX 1	MAX 2	MAX 3	YEL	RC	MIN REC	MAX REC	MEM ON	MEM OFF	CNA	DET SWITCH	FLASH
1																	
2	NB	15	7	29	4	45	55		5.1	2.8	X			X			Y
3	WBLT	7			6	20	30		5.6	2				X		X / 8	
4	EB	10	7	21	8	35	55		5.6	2			X				R
5	NBLT	7			4	20	30		5.1	2.8				X		X / 2	
6	SB	15	7	29	4	45	55		5.1	2.8	X			X			Y
7																	
8	WB	10	7	23	8	35	55		5.6	2			X				R
9																	
10																	
11																	
12																	
13																	
14																	
15																	
16																	

OVERLAP				
	A		+	
	B		+	
	C	5	+	
	D		+	

FLASH TIMES	**FROM:**		
	TO:		
SYSTEM DATA	**TYPE:**	CENTRACS	
	SYS #:	00	
	ID #:		
COMM. TYPE	**FIBER:**		
	FSK:		
	RADIO:		
	MODEM:		
TIME TRAVEL DETECT:	NO	**120v:**	
		SOLAR:	

JURISDICTION:	FDOT
VALUE:	275,000
REIMBURSEMENT:	50%

NOTES:

L3 PH 8 WBRT AND L8 PH 4 EBRT HAS 10 SEC DELAY AND L7 PH 5 NBLT HAS 3 SEC DELAY DONE IN CONTROLLER. 3 SEC DELAY ON PH 2, 4, 6, 8. SIGNAL RUNS MAX 2 MON-FRI AS FOLLOWS: AT 0600-0815 FOR PH 3, 4, 5, & 8. AT 1530-1700 PH 2, 3, 4, 5, 6, & 8. AT 1745-1810 FOR PH 3, 4, 8.

IP CONT:	
SUBNET:	
GATEWAY:	
SERV IP:	

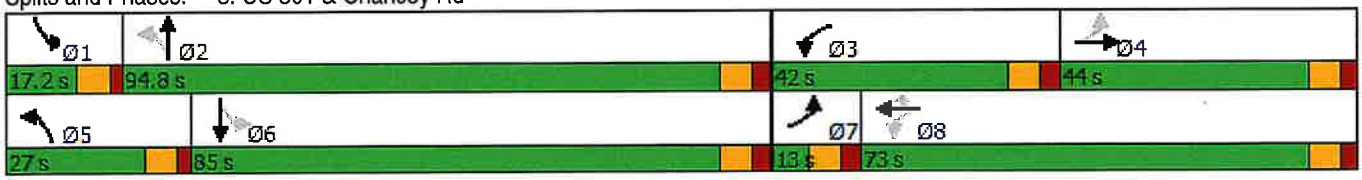
INTERSECTION ANALYSIS
(TIMING AND PHASING)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	205	125	333	380	97	218	587	511	111	579	70
Future Volume (vph)	59	205	125	333	380	97	218	587	511	111	579	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	400		400	400		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.943				0.850			0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1757	0	1770	1863	1583	1770	1863	1583	1770	1833	0
Flt Permitted	0.534			0.095			0.082			0.230		
Satd. Flow (perm)	995	1757	0	177	1863	1583	153	1863	1583	428	1833	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				143			269		4	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1017			1118			738			720	
Travel Time (s)		15.4			16.9			11.2			10.9	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	60	207	126	336	384	98	220	593	516	112	585	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	333	0	336	384	98	220	593	516	112	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		Free	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.3	5.0		5.0	5.0	5.0	5.0	5.0		1.0	5.0	
Minimum Split (s)	12.0	24.0		12.6	18.0	18.0	11.8	25.6		7.8	25.7	
Total Split (s)	13.0	44.0		42.0	73.0	73.0	27.0	94.8		17.2	85.0	
Total Split (%)	6.6%	22.2%		21.2%	36.9%	36.9%	13.6%	47.9%		8.7%	42.9%	
Maximum Green (s)	5.3	36.6		34.4	65.6	65.6	20.2	87.1		10.4	77.3	
Yellow Time (s)	4.8	4.8		4.8	4.8	4.8	4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.6		2.8	2.6	2.6	2.0	2.9		2.0	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.7	7.4		7.6	7.4	7.4	6.8	7.7		6.8	7.7	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		Min	None	None	None	Max		None	None	
Act Effct Green (s)	41.6	36.6		78.2	65.4	65.4	104.8	87.1	197.4	88.5	77.7	
Actuated g/C Ratio	0.21	0.19		0.40	0.33	0.33	0.53	0.44	1.00	0.45	0.39	
v/c Ratio	0.26	0.99		0.97	0.62	0.16	0.92	0.72	0.33	0.43	0.91	
Control Delay	46.7	120.5		101.9	60.9	1.4	84.0	51.5	0.5	29.6	73.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.7	120.5		101.9	60.9	1.4	84.0	51.5	0.5	29.6	73.4	
LOS	D	F		F	E	A	F	D	A	C	E	
Approach Delay		109.3			70.6			37.1			67.0	
Approach LOS		F			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 198			
Actuated Cycle Length: 197.4			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 60.9		Intersection LOS: E	
Intersection Capacity Utilization 108.2%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 3: US 301 & Chancey Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	209	125	343	383	101	218	587	525	117	579	70
Future Volume (vph)	59	209	125	343	383	101	218	587	525	117	579	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	400		400	400		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.944				0.850			0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1758	0	1770	1863	1583	1770	1863	1583	1770	1833	0
Flt Permitted	0.533			0.090			0.072			0.224		
Satd. Flow (perm)	993	1758	0	168	1863	1583	134	1863	1583	417	1833	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				143			276		4	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1017			1118			738			720	
Travel Time (s)		15.4			16.9			11.2			10.9	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	60	211	126	346	387	102	220	593	530	118	585	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	337	0	346	387	102	220	593	530	118	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		Free	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.3	5.0		5.0	5.0	5.0	5.0	5.0		1.0	5.0	
Minimum Split (s)	12.0	24.0		12.6	18.0	18.0	11.8	25.6		7.8	25.7	
Total Split (s)	13.0	44.0		43.2	74.2	74.2	27.0	93.6		17.2	83.8	
Total Split (%)	6.6%	22.2%		21.8%	37.5%	37.5%	13.6%	47.3%		8.7%	42.3%	
Maximum Green (s)	5.3	36.6		35.6	66.8	66.8	20.2	85.9		10.4	76.1	
Yellow Time (s)	4.8	4.8		4.8	4.8	4.8	4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.6		2.8	2.6	2.6	2.0	2.9		2.0	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.7	7.4		7.6	7.4	7.4	6.8	7.7		6.8	7.7	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		Min	None	None	None	Max		None	None	
Act Effct Green (s)	41.6	36.6		79.5	66.7	66.7	103.6	85.9	197.5	87.1	76.2	
Actuated g/C Ratio	0.21	0.19		0.40	0.34	0.34	0.52	0.43	1.00	0.44	0.39	
v/c Ratio	0.26	1.00		0.97	0.62	0.16	0.94	0.73	0.33	0.47	0.93	
Control Delay	46.1	124.3		103.2	59.9	1.8	93.6	52.9	0.6	31.2	77.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.1	124.3		103.2	59.9	1.8	93.6	52.9	0.6	31.2	77.3	
LOS	D	F		F	E	A	F	D	A	C	E	
Approach Delay		112.5			70.7			38.9			70.3	
Approach LOS		F			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 198			
Actuated Cycle Length: 197.5			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 62.8		Intersection LOS: E	
Intersection Capacity Utilization 109.0%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 3: US 301 & Chancey Rd

HCS Two-Way Stop-Control Report

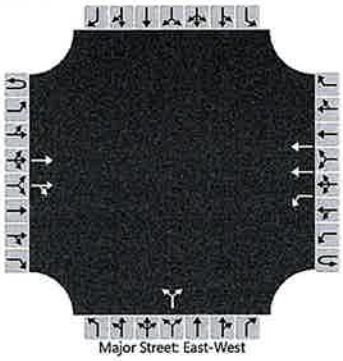
General Information

Analyst	
Agency/Co.	
Date Performed	12/16/2022
Analysis Year	2031
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Background

Site Information

Intersection	
Jurisdiction	
East/West Street	Chancey Rd
North/South Street	Crystal Springs Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			662	165	2	75	669			141		85				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)					6.4	4.1				7.5		6.9				
Critical Headway (sec)					6.46	4.16				6.86		6.96				
Base Follow-Up Headway (sec)					2.5	2.2				3.5		3.3				
Follow-Up Headway (sec)					2.53	2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						84					246					
Capacity, c (veh/h)						720					321					
v/c Ratio						0.12					0.77					
95% Queue Length, Q_{95} (veh)						0.4					6.0					
95% Queue Length, Q_{95} (ft)						10.2					153.6					
Control Delay (s/veh)						10.7					45.0					
Level of Service (LOS)						B					E					
Approach Delay (s/veh)					1.1				45.0							
Approach LOS					A				E							

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HCS Two-Way Stop-Control Report

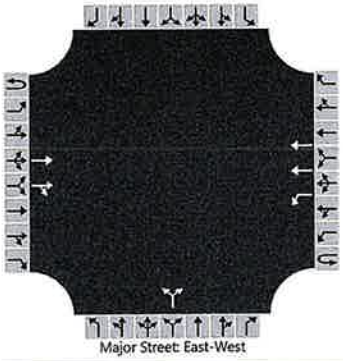
General Information

Analyst	
Agency/Co.	
Date Performed	12/16/2022
Analysis Year	2031
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Background Plus Project

Site Information

Intersection	
Jurisdiction	
East/West Street	Chancey Rd
North/South Street	Crystal Springs Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			662	189	2	83	669			158		90				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)					6.4	4.1				7.5		6.9				
Critical Headway (sec)					6.46	4.16				6.86		6.96				
Base Follow-Up Headway (sec)					2.5	2.2				3.5		3.3				
Follow-Up Headway (sec)					2.53	2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						92					270					
Capacity, c (veh/h)						705					309					
v/c Ratio						0.13					0.87					
95% Queue Length, Q_{95} (veh)						0.4					7.9					
95% Queue Length, Q_{95} (ft)						10.2					202.2					
Control Delay (s/veh)						10.9					61.7					
Level of Service (LOS)						B					F					
Approach Delay (s/veh)					1.2				61.7							
Approach LOS					A				F							

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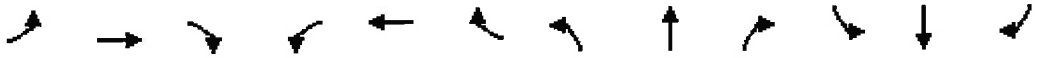
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	368	309	194	220	43	433	406	288	51	326	43
Future Volume (vph)	58	368	309	194	220	43	433	406	288	51	326	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	400		400	400		0	400		400
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.938				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1747	0	1770	1863	1583
Flt Permitted	0.613			0.118			0.257			0.356		
Satd. Flow (perm)	1142	1863	1583	220	1863	1583	479	1747	0	663	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			159			82		31				129
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1151			1407			795			677	
Travel Time (s)		17.4			21.3			12.0			10.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	62	391	329	206	234	46	461	432	306	54	347	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	391	329	206	234	46	461	738	0	54	347	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases		4	5	3	8		5	2			6	
Permitted Phases	4		4	8		8	2			6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	5	3	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	25.6	25.6	12.9	12.6	25.6	25.6	12.9	25.9		25.9	25.9	25.9
Total Split (s)	49.6	49.6	47.0	24.6	74.2	74.2	47.0	95.8		48.8	48.8	48.8
Total Split (%)	29.2%	29.2%	27.6%	14.5%	43.6%	43.6%	27.6%	56.4%		28.7%	28.7%	28.7%
Maximum Green (s)	42.0	42.0	39.1	17.0	66.6	66.6	39.1	87.9		40.9	40.9	40.9
Yellow Time (s)	5.6	5.6	5.1	5.6	5.6	5.6	5.1	5.1		5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.8	2.0	2.0	2.0	2.8	2.8		2.8	2.8	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.6	7.6	7.9	7.6	7.6	7.6	7.9	7.9		7.9	7.9	7.9
Lead/Lag	Lag	Lag	Lead	Lead			Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0			7.0	7.0		7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0			0	0		0		0	0	0
Act Effct Green (s)	37.9	37.9	80.1	61.9	61.9	61.9	88.1	88.1		45.6	45.6	45.6
Actuated g/C Ratio	0.23	0.23	0.48	0.37	0.37	0.37	0.53	0.53		0.28	0.28	0.28
v/c Ratio	0.24	0.92	0.39	0.88	0.34	0.07	0.88	0.78		0.30	0.68	0.09
Control Delay	54.3	88.8	13.7	72.8	38.3	0.8	46.6	37.8		57.4	63.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	54.3	88.8	13.7	72.8	38.3	0.8	46.6	37.8		57.4	63.4	0.3
LOS	D	F	B	E	D	A	D	D		E	E	A
Approach Delay		54.5			49.4			41.2			56.2	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 165.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 48.4		Intersection LOS: D	
Intersection Capacity Utilization 99.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3: Paul Buckman Highway & Chancey Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	369	311	194	222	43	436	406	288	51	326	46
Future Volume (vph)	60	369	311	194	222	43	436	406	288	51	326	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	400		400	400		0	400		400
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.938				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1747	0	1770	1863	1583
Flt Permitted	0.612			0.119			0.248			0.363		
Satd. Flow (perm)	1140	1863	1583	222	1863	1583	462	1747	0	676	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151			82		31				129
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1151			1407			795			677	
Travel Time (s)		17.4			21.3			12.0			10.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	64	393	331	206	236	46	464	432	306	54	347	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	393	331	206	236	46	464	738	0	54	347	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases		4	5	3	8		5	2			6	
Permitted Phases	4		4	8		8	2			6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	5	3	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	25.6	25.6	12.9	12.6	25.6	25.6	12.9	25.9		25.9	25.9	25.9
Total Split (s)	50.0	50.0	48.1	24.4	74.4	74.4	48.1	95.6		47.5	47.5	47.5
Total Split (%)	29.4%	29.4%	28.3%	14.4%	43.8%	43.8%	28.3%	56.2%		27.9%	27.9%	27.9%
Maximum Green (s)	42.4	42.4	40.2	16.8	66.8	66.8	40.2	87.7		39.6	39.6	39.6
Yellow Time (s)	5.6	5.6	5.1	5.6	5.6	5.6	5.1	5.1		5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.8	2.0	2.0	2.0	2.8	2.8		2.8	2.8	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.6	7.6	7.9	7.6	7.6	7.6	7.9	7.9		7.9	7.9	7.9
Lead/Lag	Lag	Lag	Lead	Lead			Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0			7.0	7.0		7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0			0	0		0		0	0	0
Act Effct Green (s)	38.1	38.1	81.2	62.0	62.0	62.0	87.8	87.8		44.4	44.4	44.4
Actuated g/C Ratio	0.23	0.23	0.49	0.38	0.38	0.38	0.53	0.53		0.27	0.27	0.27
v/c Ratio	0.24	0.92	0.39	0.88	0.34	0.07	0.88	0.78		0.30	0.69	0.09
Control Delay	54.2	88.4	14.0	73.1	38.3	0.8	47.6	37.9		58.3	65.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	54.2	88.4	14.0	73.1	38.3	0.8	47.6	37.9		58.3	65.0	0.4
LOS	D	F	B	E	D	A	D	D		E	E	A
Approach Delay		54.4			49.4			41.6			57.2	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 165.3			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 48.7		Intersection LOS: D	
Intersection Capacity Utilization 99.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3: Paul Buckman Highway & Chancey Rd

AM PEAK HOUR VOLUMES

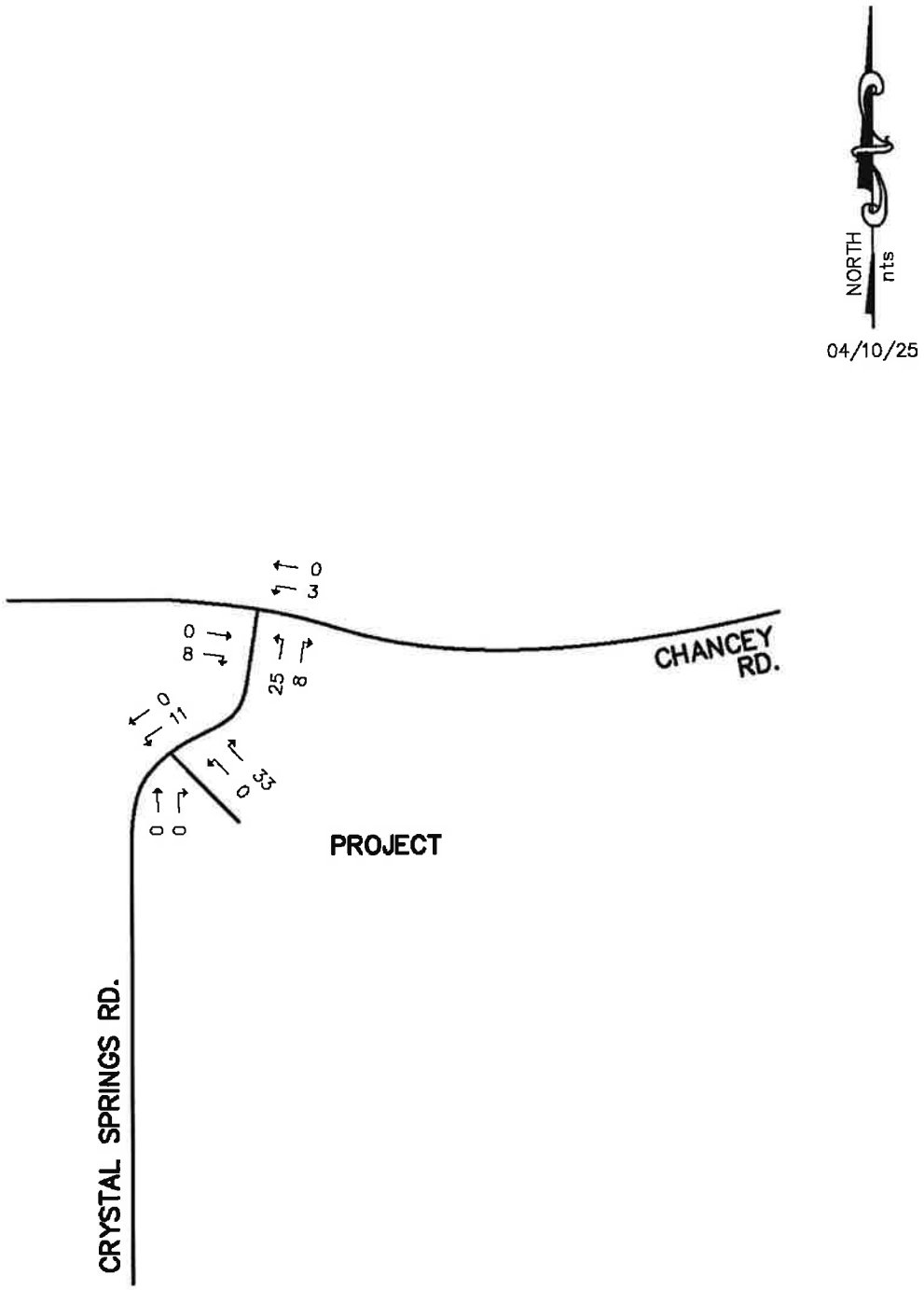


FIGURE A–4
AM PEAK HOUR
PROJECT TRAFFIC

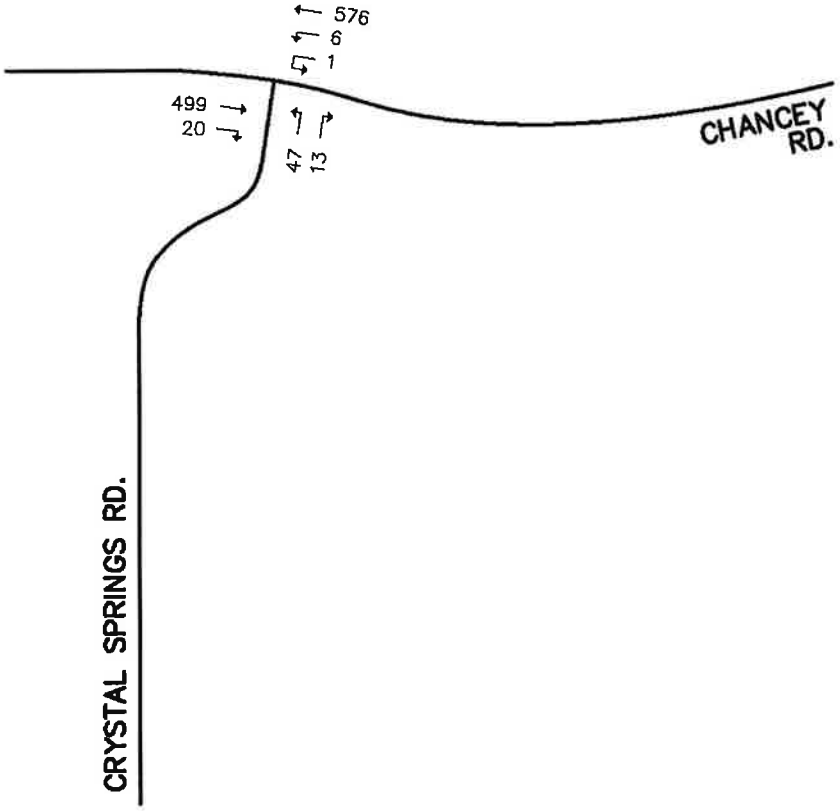


FIGURE A–5
AM PEAK HOUR
EXISTING TRAFFIC

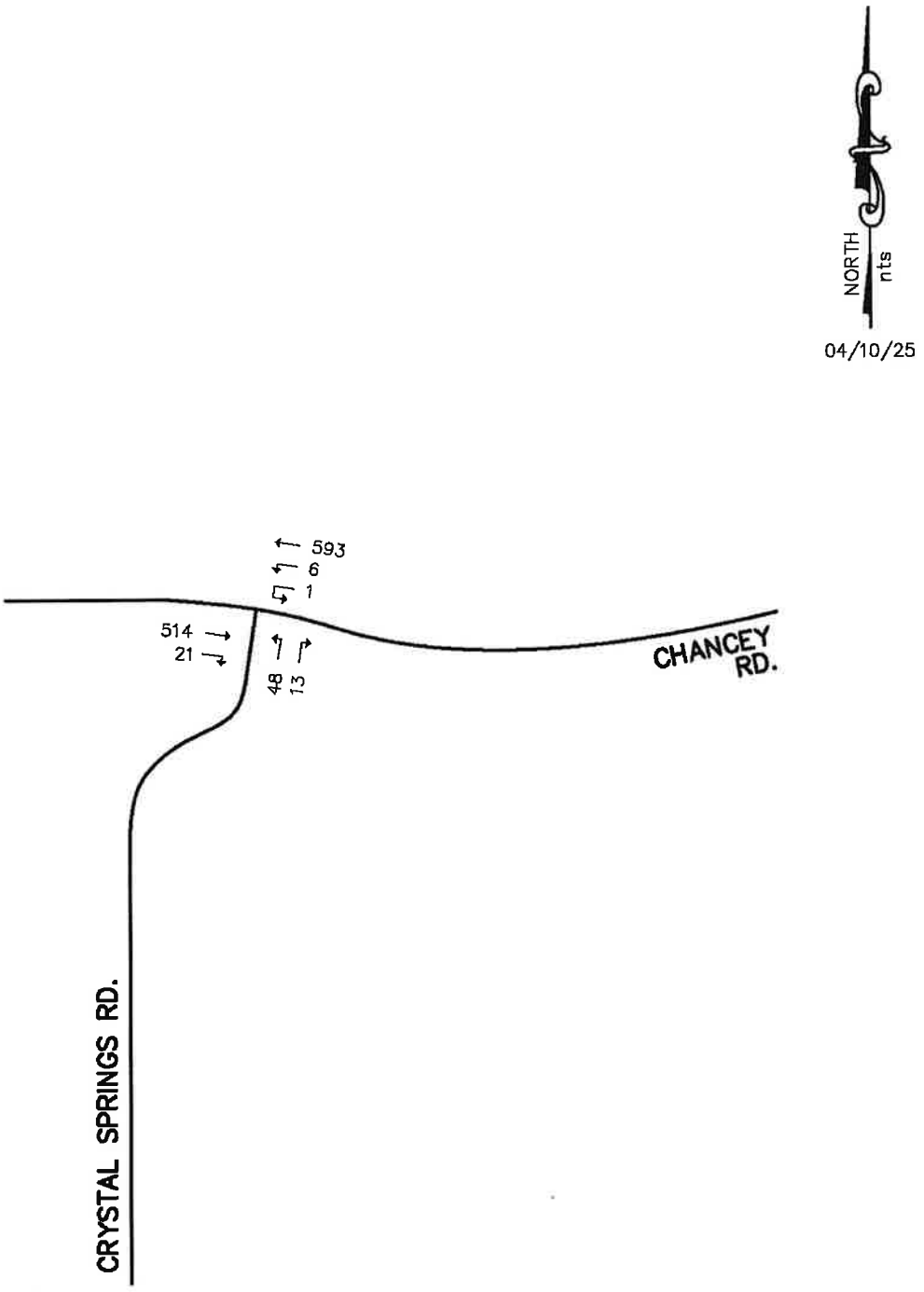


FIGURE A–6
AM PEAK HOUR
PEAK SEASON TRAFFIC

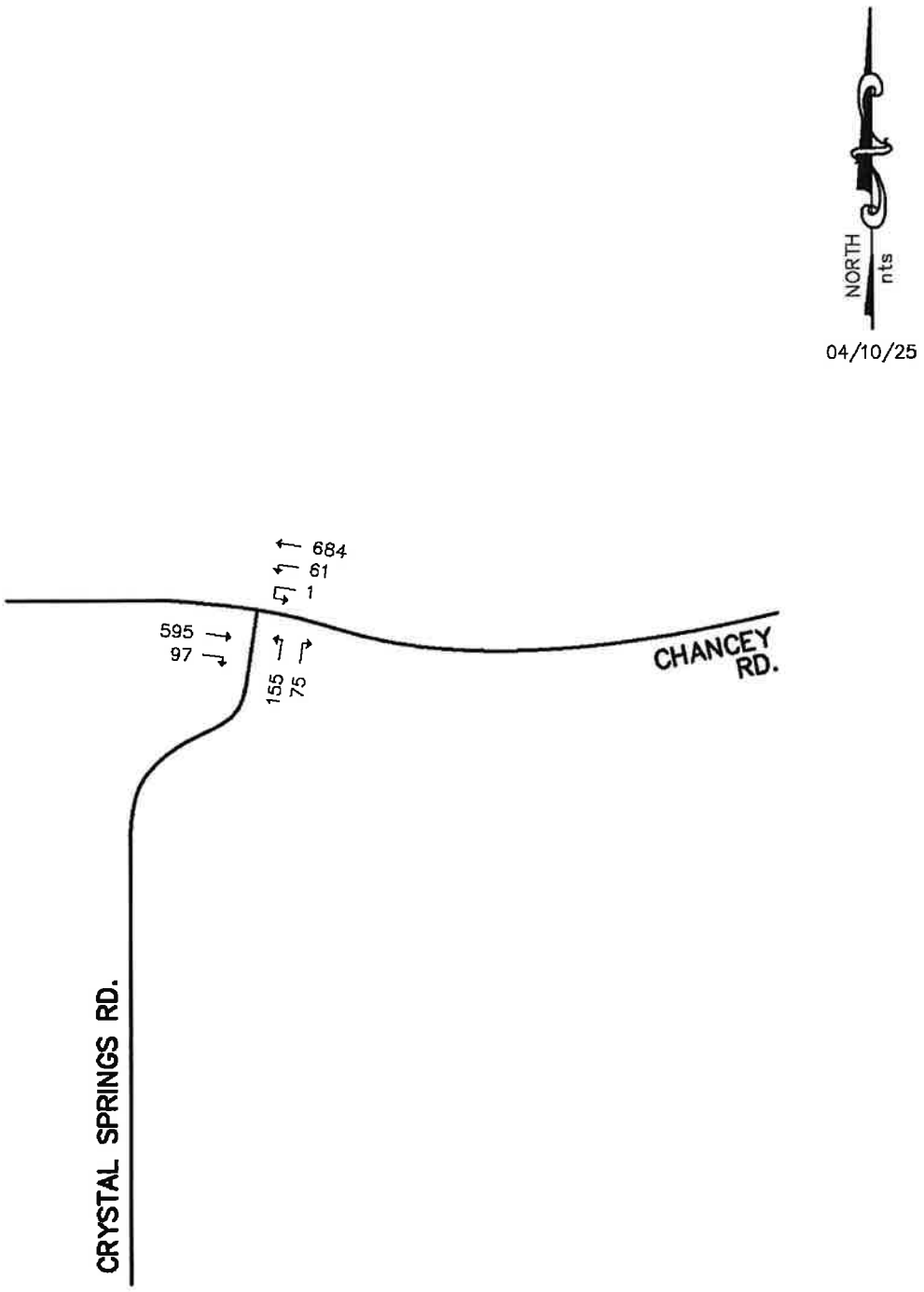


FIGURE A-7
AM PEAK HOUR
2031 BACKGROUND TRAFFIC

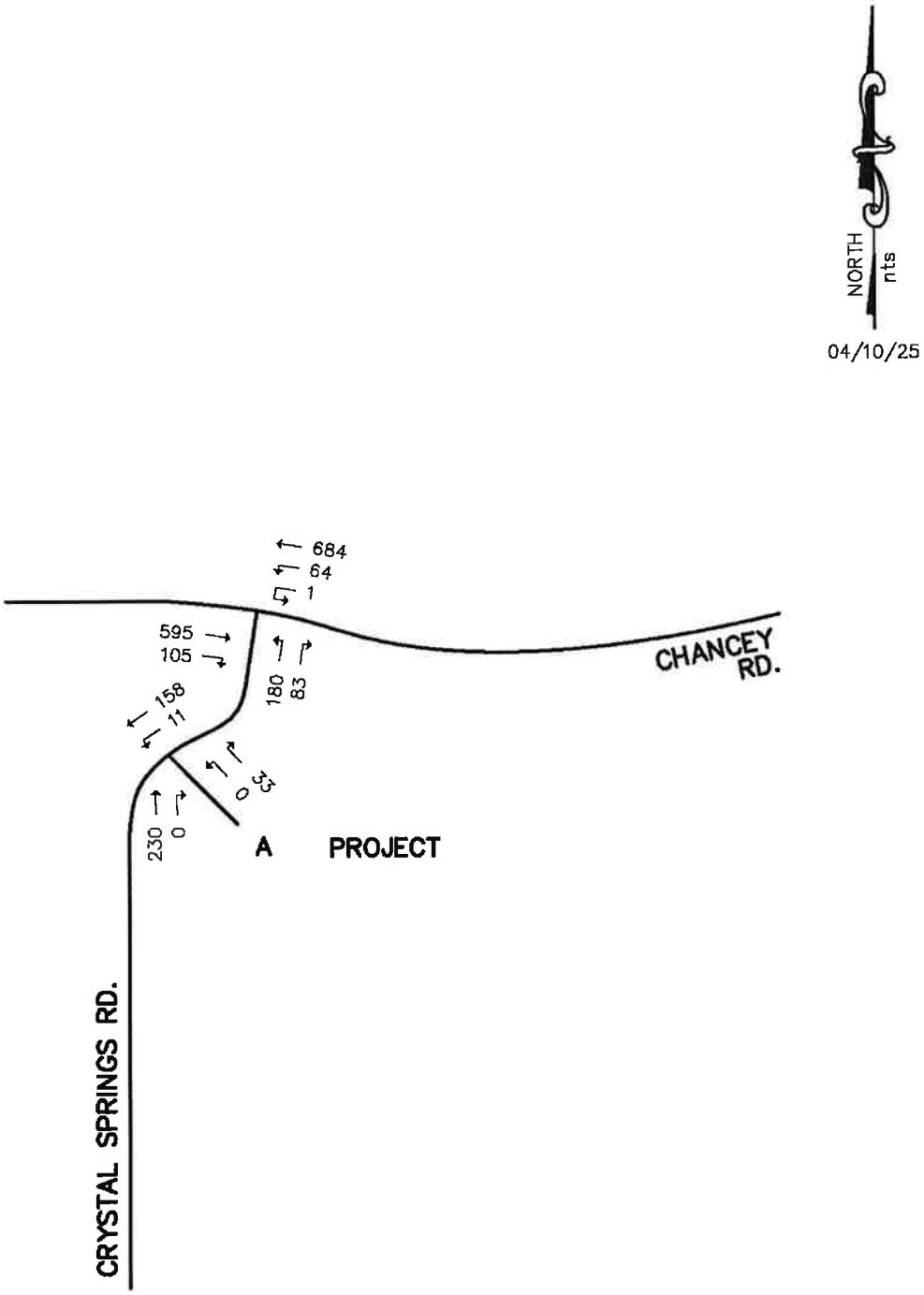


FIGURE A-8
AM PEAK HOUR
2031 BACKGROUND PLUS
PROJECT TRAFFIC

INTERSECTION ANALYSIS
(ACCESS MANAGEMENT)

HCS Two-Way Stop-Control Report

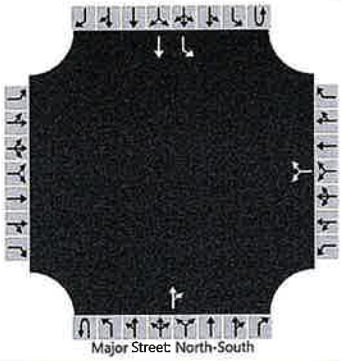
General Information

Analyst	
Agency/Co.	
Date Performed	12/16/2022
Analysis Year	2031
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Background Plus Project

Site Information

Intersection	
Jurisdiction	
East/West Street	Access A
North/South Street	Crystal Springs Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						0		33			230	0		11	158	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							36							12		
Capacity, c (veh/h)							786							1310		
v/c Ratio							0.05							0.01		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.6							0.0		
Control Delay (s/veh)							9.8							7.8		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.8								0.5			
Approach LOS					A								A			

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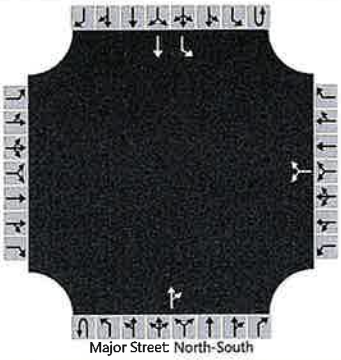
HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	12/16/2022	East/West Street	Access A
Analysis Year	2031	North/South Street	Crystal Springs Rd
Time Analyzed	PM Peak	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Background Plus Project		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						0		22			226	0		32	240	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							24							35		
Capacity, c (veh/h)							791							1315		
v/c Ratio							0.03							0.03		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
95% Queue Length, Q_{95} (ft)							2.6							2.6		
Control Delay (s/veh)							9.7							7.8		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.7							0.9			
Approach LOS						A							A			

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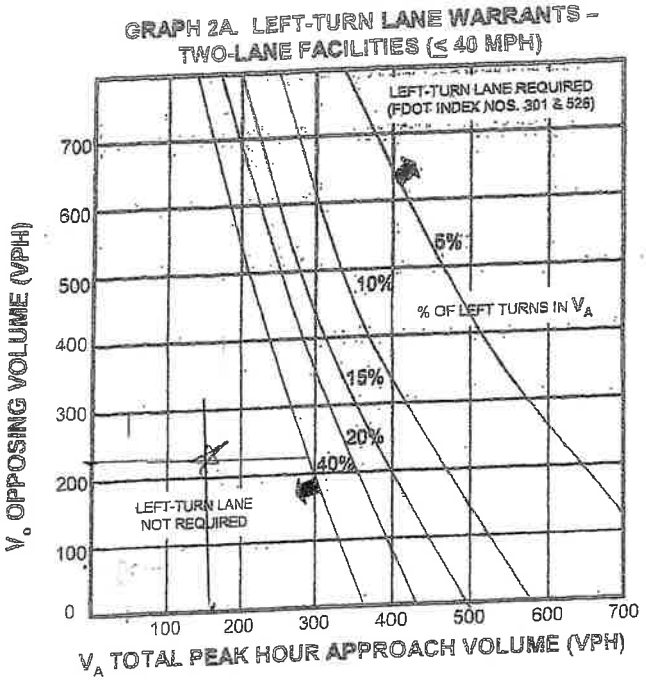
PASCO COUNTY LDC 901.3



NOTE: Left-turn lane not required when intersection of V_A and V_O is below the curve corresponding to the % of left turns in V_A.

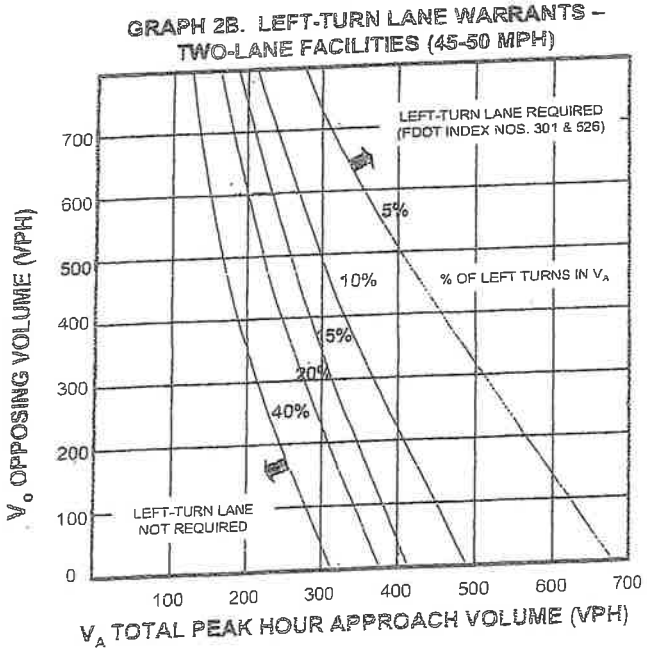
AM – SBL
Crystal Springs Rd
– Access A

V_A = 169

V_O = 230

% Left in V_A = 11/169 = 7%

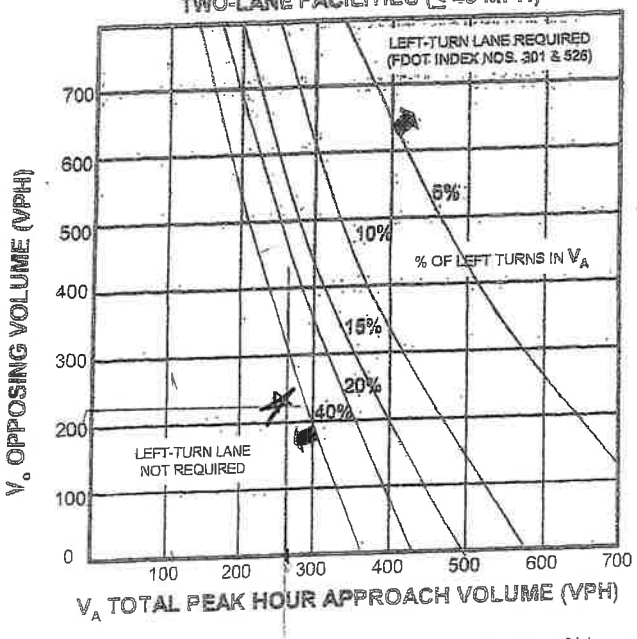
SBL not warranted



NOTE: Left-turn lane not required when intersection of V_A and V_O is below the curve corresponding to the % of left turns in V_A.

Graphs 2A & 2B Source: National Cooperative Highway Research Program, Report No. 279.

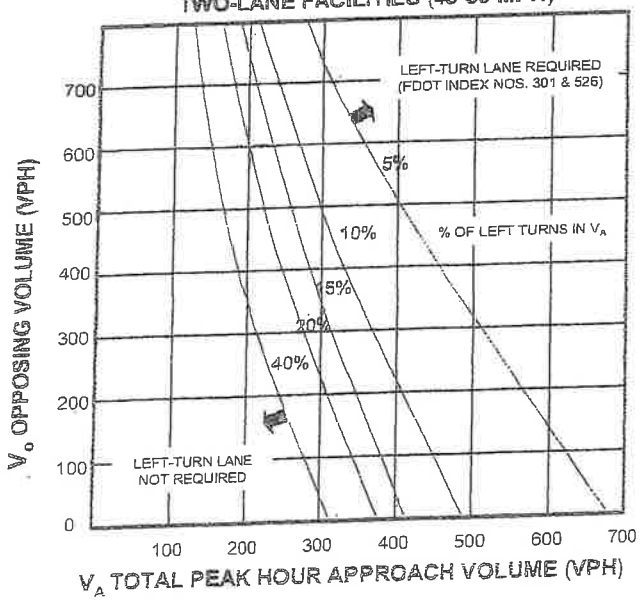
GRAPH 2A. LEFT-TURN LANE WARRANTS – TWO-LANE FACILITIES (≤ 40 MPH)



NOTE: Left-turn lane not required when intersection of V_A and V_O is below the curve corresponding to the % of left turns in V_A.

PM – SBL
Crystal Springs Road
ad Access A
$V_A = 272$
$V_O = 226$
% Left in $V_A = \frac{32}{272} =$
12%
SBL not warranted

GRAPH 2B. LEFT-TURN LANE WARRANTS – TWO-LANE FACILITIES (45-50 MPH)

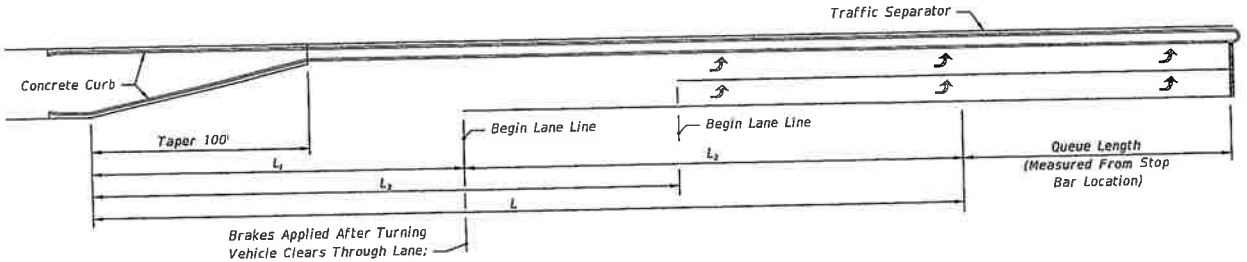


NOTE: Left-turn lane not required when intersection of V_A and V_O is below the curve corresponding to the % of left turns in V_A.

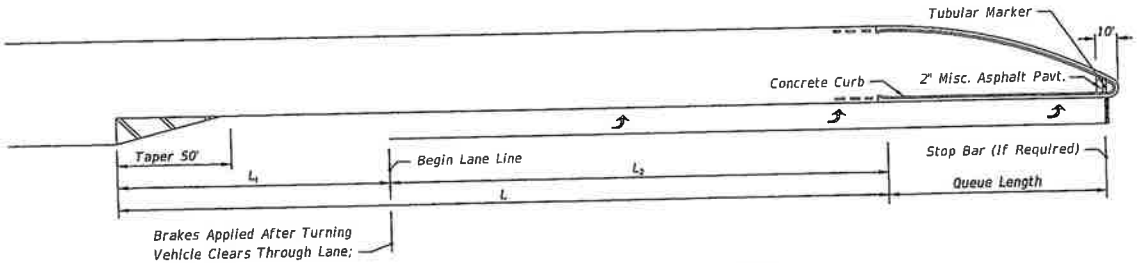
Graphs 2A & 2B Source: National Cooperative Highway Research Program, Report No. 279.

FDOT DESIGN MANUAL EXHIBIT 212-1

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES					
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
25	15	70	25	95	90
30	20	70	50	120	100
35	25	70	75	145	110
40	30	80	75	155	120
45	35	85	100	185	135
50	44	105	185	290	160
55	48	125	225	350	195
60	52	145	260	405	230
65	55	170	290	460	270
70	58	200	325	525	300

NOTE:

1) For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:
   - Entry Speed of 40 mph
   - Brake to stop distance (L_2) of 135 ft.
   - Total deceleration distance (L) of 240 ft.

2) For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances (L_2) of 135 ft. and total deceleration distances (L) of 240 ft. may be retained.

NOT TO SCALE

EXHIBIT 212-1
01/01/2024

Pasco County Schools

Kurt S. Browning, Superintendent of Schools

7227 Land O' Lakes Boulevard • Land O' Lakes, Florida 34638

School Impact Analysis

Project Name	Chanzep	5-Dec-24
Project Location	South side of Chancey Road, 0.2 miles east of US Highway 301	
Parcel ID Numbers	23-26-21-0000-00800-0050, 23-26-21-0000-00800-0000, 23-26-21-0000-00800-0040 (20.17 acres)	
Property Owner/Developer	Chanzep, LLC	
Applicant	Barbara Wilhite	

This development will be subject to school impact fees and a school concurrency review. Any project that exceeds the adopted Level of Service will be required to mitigate the impacts that are created by the development.

Proposed Entitlements

Student Impacts		Student Generation Rates			Students Generated			
Housing Unit Type	# Units	Elementary School	Middle School	High School	Elementary School	Middle School	High School	Totals
Single Family Detached	0	0.18	0.095	0.123	0	0	0	0
Single Family Attached	120	0.077	0.037	0.047	10	5	6	21
Multi-Family	0	0.115	0.052	0.068	0	0	0	0
Mobile Home	0	0.12	0.055	0.071	0	0	0	0
Totals	120				10	5	6	21

School Impacts* School	School Capacity	2024-25 Current Enrollment	Percent of Capacity	Enrollment with Proposed Development	Percent of Capacity with Proposed Development
Chester Taylor Elementary	536	662	124%	672	125%
Stewart Middle	1,087	937	86%	942	87%
Zephyrhills High	1,930	1,639	85%	1,645	85%

*School attendance boundaries are subject to change and could affect schools listed above.

AFFIDAVIT ATTESTING TO PUBLIC NOTICING

STATE OF FLORIDA
COUNTY OF PASCO

Barbara L. Wilhite, that I am, we are, the owner(s) and record title holder(s) or the authorized representative for same of the following described property:

Parcel Identification Numbers (List All): 23-26-21-0000-00800-0050; 23-26-21-0000-00800-0000; and, 23-26-21-0000-00800-0040

That this property constitutes the property for which a variance(s) and or development approval is requested according to Project Name and Project Number and Variance(s) is listed below:

Project Name: Chanzep MPUD

Project Number: RZ-7866

That attached is the following:

X Certificate of Mailing for which public hearing notices were mailed on 06/23/2026

X Photos showing the placement of the public hearing sign posted on the property on 06/26/2026

Barbara L. Wilhite, Agent of Record

FURTHER AFFIANT SAYETH NOT.

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 26 day of June, 2026, by Barbara L. Wilhite. She is personally known to me ☒ ~~or~~ has produced _____ as identification.

My Commission Expires: 8/4/29

Notary Public
Jocelyn Taylor

JOCELYN TAYLOR
Notary Public
State of Florida
Comm# HH706454
Expires 8/4/2029

BARBARA L. WILHITE, P.A.

ATTORNEY AT LAW

6327 Grand Boulevard
New Port Richey, FL 34652

Barbara L. Wilhite, P.A.
Barbara @wilhitelaw.net

TELEPHONE: (727)-942-0733
FAX: (727) 944-3711

June 23, 2026

RE: Chanzep MPUD (RZ-7866)
Parcel I.D. No(s):
23-26-21-0000-00800-0050; 23-26-21-0000-00800-0000; and,
23-26-21-0000-00800-0040

Dear Property Owner:

This letter is to notify you that a Rezoning Application (RZ-7866) has been filed in the name of the property owner, CHANZEP LLC (Chanzep MPUD) to request for a rezoning from an AR (Agricultural-Residential) District to an MPUD (Master Planned Unit Development) District for the maximum development of 96 Platted Townhomes.

The Chanzep MPUD is generally located south of Chancey Road and east of Crystal Springs Road, approximately 777'east of US 301 / Gall Boulevard and contains 20.17 acres m.o.l.

The public hearings for the consideration of this application will be held as follows:

Planning Commission RZ-7866	**07/09/2026**	**Historic Courthouse 37918 Meridian Avenue Dade City, FL 33525**	**1:30 p.m.**
Board of County Commissioners RZ-7866	**08/11/2026**	**Historic Courthouse 37918 Meridian Avenue Dade City, FL 33525**	**1:30 p.m.**

The application and all supporting documentation on file regarding the Rezoning Application can be viewed by contacting, Kurt Siverson, Planner II, Planning, Development, and Economic Growth Department, 8731 Citizens Drive, Suite 200, New Port Richey, FL 34644; 727-380-2689; ksiverson@pascocountyfl.net.

If you are in opposition to the above-stated application, you will need competent, substantial evidence presented to support your opposition. Any person desiring to appeal any decision made by the Board of County Commissioners with respect to any matter considered at any meeting or hearing will need a record of the proceedings and may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is based.

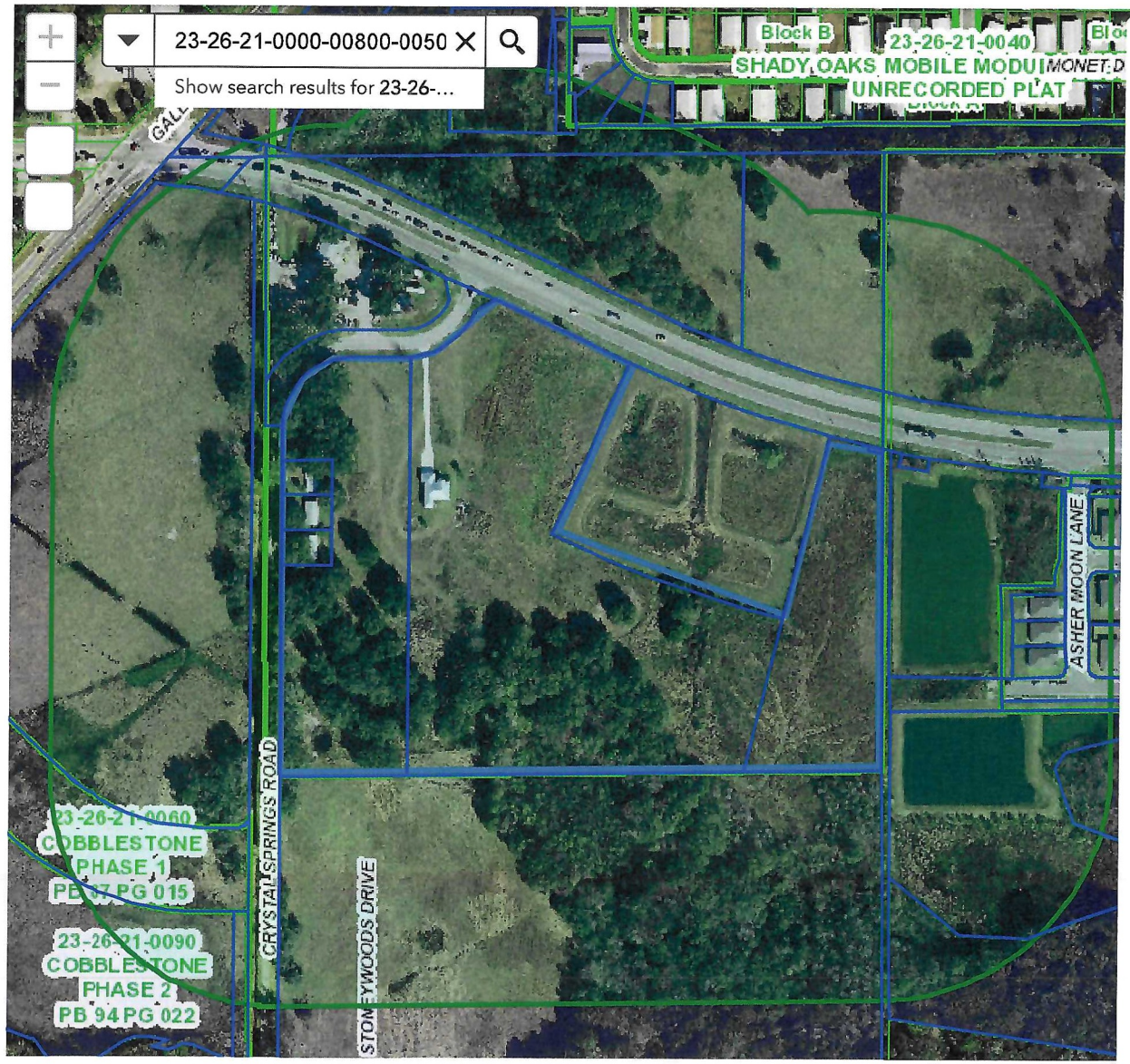
On occasion, applications may be continued. It is your responsibility to contact this office or the above-contact at the County to confirm the above-scheduled public hearing dates.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact either the Pasco County Customer Service Center, 8731 Citizens Drive, New Port Richey, FL 34654, (727) 847-2411 (V) or the Pasco County Risk Management Office, 7536 State Street, New Port Richey, FL 34654, (727) 847-8028 (V) at least 7 days before the public hearing, or immediately upon receiving this notification if the time before the public hearing is less than 7 days; if you are hearing or voice impaired, call 711.

Very truly yours,

Barbara L. Wilhite

Mike Wells Pasco County Property Appraiser



0 150 300ft

28.209 -82.175 Degrees

Public Notification

Select or search for a feature in the map

Apply a search distance

500 Feet

Addressee Layer

Address

Format

Comma-separated values (CSV)

50 addressees found; do you want to continue?

Review Download

https://maps.pascopa.com/?find=33-24-18-0000-04000-0000

RZ-7866

Total 27

Parcel	Name 1	Name 2	Address 1	Adress 2	City
23-26-21-0000-00800-0011	ARNEY ANNEW		3338 CRYSTAL SPRINGS RD		ZEPHYRHILLS, FL 33540-6539
23-26-21-0020-06700-0000	BALLA RAFMAN		9719 SORBONNE LOOP		SEFFNER, FL 33584-2609
23-26-21-0040-00A00-0050	BEST SUZANNE		38404 MONET DR		ZEPHYRHILLS, FL 33540-6556
23-26-21-0040-00A00-0010	BOURGOIN ROLAND & SANDRA		3535 MULLER DRIVE		ZEPHYRHILLS, FL 33540
23-26-21-0050-0B100-0000	BRISTOL MEADOWS HOMEOWNERS ASSOCIATION INC		12906 TAMPA OAKS BLVD STE 100		TEMPLE TERRACE, FL 33637
23-26-21-0000-00800-0040	CHANZEP LLC		83 CLARENDON CT		METUCHEN, NJ 08840
23-26-21-0040-00A00-0020	CHRISTENSEN ROBERT A & DEBRA L		34883 BLUE STARLING ST		ZEPHYRHILLS, FL 33541
23-26-21-0050-00700-0110	CHRISTIAN STEVE CLARENCE		38590 FINN CLOVER LN		ZEPHYRHILLS, FL 33540-2419
23-26-21-0090-SW400-0000	COBBLESTONE COMMUNITY	C/O INFRAMARK LLC	2005 PAN AM CIR STE 300		TAMPA, FL 33607
23-26-21-0040-00A00-0030	COLSON CHARLES RICHARD & BARBARA LEE		38386 MONET DR		ZEPHYRHILLS, FL 33540
23-26-21-0020-07700-0020	CRYSTAL SPRINGS LAND 2 LLC		PO BOX 1262		CRYSTAL SPRINGS, FL 33524
23-26-21-0000-00800-0041	FELICIANO CARMEN ANN		3454 CRYSTAL SPRINGS RD		ZEPHYRHILLS, FL 33540-6541
23-26-21-0000-01100-0010	FL DEPT OF TRANSPORTATION		11201 N MCKINLEY DR		TAMPA, FL 33612-6456
23-26-21-0020-07100-0020	GAGNE ROBERT H TRUST	GAGNE ROBERT H TTEE	39441 PATTIE RD		ZEPHYRHILLS, FL 33540-3106
23-26-21-0050-00900-0020	HERNANDEZ-PEREZ ROY ENRIQUE		3315 ASHER MOON LANE		ZEPHYRHILLS, FL 33540
23-26-21-0040-00A00-0040	HUSTON HANOUM		10301 US HIGHWAY 27 UNIT 87		CLERMONT, FL 34711
23-26-21-0000-00800-0020	J W HARRIS CONTRACTORS INC		3448 CRYSTAL SPRINGS RD		ZEPHYRHILLS, FL 33540-6541
23-26-21-0050-00700-0120	JOHNSON GARFIELD ONEIL JR		38611 HARLOW ROSE DR		ZEPHYRHILLS, FL 33540
23-26-21-0050-00900-0010	KADIROV MUHAMMAD & TOJIALIYEVA OSIYOHON		3303 ASHER MOON LN		ZEPHYRHILLS, FL 33540
23-26-21-0050-00900-0030	KOGER VIRLYN PATRICIA & LYNCH CAMERON PETER		3327 ASHER MOON LANE		ZEPHYRHILLS, FL 33540
23-26-21-0000-00800-0013	LYNCH KERI L		3330 CRYSTAL SPRINGS RD		ZEPHYRHILLS, FL 33540-6539
23-26-21-0020-11800-0000	M/I HOMES OF TAMPA LLC	CORPORATE CENTER II	4211 WEST BOY SCOUT BLVD	SUITE 300	TAMPA, FL 33607
23-26-21-0050-00800-0110	MCCALL MICHAEL & KIM		38593 FINN CLOVER LN		ZEPHYRHILLS, FL 33540-2420
23-26-21-0050-49900-00R0	PASCO COUNTY	C/O FACILITIES MANAGEMEN	7220 OSTEEN RD		NEW PORT RICHEY, FL 34653-2359
23-26-21-0000-00800-0010	SIMMONS LAVERNE		PO BOX 312		CRYSTAL SPRINGS, FL 33524-0312
23-26-21-0000-00100-0000	SIMS CAROLINE S & SIMS MARK		1315 ECKLES DR		TAMPA, FL 33612-5159
23-26-21-0000-00800-0030	STORAGE UNITS ZEPHYRHILLS LLC		698 N MAITLAND AVENUE SUITE 203		MAITLAND, FL 32751

Pg 1 27

UNITED STATES POSTAL SERVICE

0000

U.S. POSTAGE PAID
NEW PORT RICHEY, FL
34653
JUN 23, 26
AMOUNT
$18.90
S2324Y500589-17

NEW PORT RICHEY FL
JUN 23 2026
USPS-34653

PUBLIC HEARINGS

PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.

App. No. RZ-7866

Project Type: REZONING

This is a request for a rezoning from AR (Agricultural/Residential District) to MPUD for the development of a max 96 Platted Townhomes.

Planning Commission

07/09/26 **1:30 p.m.**

Historic Courthouse, 37918 Meridian Avenue, Dade City

Board of County Commissioners

08/11/26 **1:30 p.m.**

Historic Courthouse, 37918 Meridian Avenue, Dade City

Planning@MyPasco.net / 727-847-8140

Hearing/Voice Impaired Call 711

MyPasco.net/MeetingAgendas

PUBLIC HEARINGS
PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.
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PASCO
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Board of County Commissioners
08/11/26 1:30 p.m.
Planning@MyPasco.net / 727-847-8140

93763

Tampa Bay Times

Published Daily

STATE OF FLORIDA} ss
COUNTY OF PASCO County

Before the undersigned authority personally appeared Deirdre Bonett who on oath says that he/she is a Legal Advertising Representative of the Tampa Bay Times a daily newspaper printed in St. Petersburg, in Pasco County, Florida that the attached copy of advertisement being a Legal Notice in the matter PDE26-043 was published in said newspaper by print in the issues of 06/24/26 or by publication on the newspaper's website, if authorized.

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes. Affiant further says the said Tampa Bay Times is a newspaper published in Pasco County, Florida and that the said newspaper has heretofore been continuously published in said Pasco County, Florida each day and has been entered as a second class mail matter at the post office in said Pasco County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he/she neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Signature of Affiant _____

Sworn to and subscribed before me this **06/24/2026**

Signature of Notary of Public

Personally known **X** or produced identification.

Type of identification produced _____

JEAN M MITOTES
Notary Public - State of FLORIDA
Commission # HH 577686
My Commission Expires July 31, 2028

NOTICE OF PUBLIC HEARING
ON REZONINGS FOR PROPERTIES
LOCATED IN PASCO COUNTY

PUBLIC NOTICE is hereby given that the Pasco County Planning Commission will hold a public hearing **on Thursday, July 9, 2026, at the Historic Pasco County Courthouse, Board Room, 2nd Floor, 37918 Meridian Avenue, Dade City, Florida, at 1:30 p.m.**, and that the Pasco County Board of County Commissioners will hold a public hearing **on Tuesday, August 11, 2026, at the Historic Pasco County Courthouse, Board Room, 2nd Floor, 37918 Meridian Avenue, Dade City, at 1:30 p.m.**, to consider applications for rezoning and/or conditional use pursuant to the provisions of the Pasco County Land Development Code, Chapter 400. All hearings will be conducted at the stated time or as soon thereafter as is practical on the following application(s):

1. Gulf Coast CCM Inc/Wesley Chapel Boulevard Commercial (RZ-7935) petition for a rezoning from an A-C Agricultural District and a C-2 General Commercial District with Conditions to an A-C Agricultural District and a C-2 General Commercial District for a parcel located on the northwest corner of intersection of State Road 54 and Wesley Chapel Boulevard, (aka 27-26-19-0000-00200-0000 and 27-26-19-0000-00200-0010).

2. Jorge & Rosa Oliveras/Jorge Oliveras (RZ-7863) petition for a rezoning from an A-R Agricultural-Residential District with Conditions to an A-R Agricultural-Residential District for a parcel located on the southwest side of US Highway 98 and approximately 300 feet north of Townsend Road, (aka 13-25-21-0010-05700-0040).

3. Gagne Robert H Trust/Gagne MPUD (RZ-7832) a petition for a rezoning from a MPUD Master Planned Unit Development District to a MPUD Master Planned Unit Development District for a parcel located at the southeast corner of the Chancey Road and Gall Boulevard Intersection, (aka 23-26-21-0020-07100-0020).

4. Chanzep LLC/Chanzep MPUD (RZ-7866) a petition for a rezoning from an A-R Agricultural-Residential District to a MPUD Master Planned Unit Development District for a parcel located south of Chancey Road, approximately 777 feet east of the Chancey Road and Gall Boulevard Intersection (aka 23-26-21-0000-00800-0050 et al).

Information concerning these matters will be on file and available for examination by appointment only in the office of the Pasco County Planning, Development and Economic Growth Department, West Pasco Government Center, 8731 Citizens Drive, Suite 200, New Port Richey, Florida 34654, or anytime on our website: www.pascocountyfl.net. To make an appointment or for further information, you may call 727-847-8140. All interested parties may participate in the public hearing and be heard. To learn how to participate in this hearing virtually, which requires advance registration, please visit http://mypasco.net/meetingagendas.

Any person desiring to appeal any decision made by the Planning Commission or the Pasco County Board of County Commissioners with respect to any matter considered at any hearing will need a record of the proceedings and may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based. Persons may obtain a verbatim record of the proceeding by contacting the Clerk and Comptroller's Office, East Pasco Government Center, 14236 6th Street, Suite 201, Dade City, Florida 33523-3414; or at (727) 847-2411 ext. 4345.

For questions or inquiries about this meeting, members of the public can reach out to the County's Customer Service Center (727) 847-2411 or County Administration (727) 847-8115 or visit www.mypasco.net. To view the Local Planning Agency and Board of County Commissioners Agendas, please visit http://mypasco.net/meetingagendas.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact the County's Human Resources Department, Internal Services Building, 7536 State Street, New Port Richey, Florida 34654, (727) 847-8030 (V) at least 7 days before the public hearing, or immediately upon receiving this notification if the time before the public hearing is less than 7 days; if you are hearing or voice impaired, call 711.

PASCO COUNTY PLANNING COMMISSION
PASCO COUNTY BOARD OF COUNTY COMMISSIONERS

June 24, 2026 93763

PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.

PLANNING COMMISSION AGENDA MEMORANDUM

COMMISSION DISTRICT: 1 **FILE NO.:** PDE26-7922 **DATE:** 8/6/2026

SUBJECT: Zoning Amendment (Consent) – Emmaus Commons/11637 Emmaus Cemetery Road – Change in Zoning from an A-R Agricultural-Residential District to a C-2 General Commercial District – East Pasco County – North of County Road 52, Approximately 280 feet Northwest of the Intersection of Mc Cabe Road and State Road 52 – Containing Approximately 1.52 Acres.

REFERENCES: All Planning Commission (PC) and Board of County Commissioners (BCC) public hearings at 1:30 p.m. in New Port Richey (NPR) or Dade City (DC): PC at DC 8/6/2026 – BCC at DC 9/9/2026.

THRU: David Allen, Assistant County Administrator

FROM: David Engel, Director Planning, Development and Economic Growth

RECOMMENDED COMMITTEE ACTION:

Recommend approval to the Board of County Commissioners (BCC) of the requested Zoning Amendment.

BACKGROUND:

Petition No. RZ-7922 (Accela No. REZONE 2025-00025), in the name of Thunder Developments LLC, the Applicant, has been filed for a change in zoning from an A-R Agricultural-Residential District to a C-2 General Commercial District. The subject property is located at 11637 Emmaus Cemetery Road, San Antonio, FL 33576 (Parcel I.D. No.: 10 25 20 0000 01500 0000), containing approximately 1.52 acres. The subject property is located north of County Road 52, approximately 280 feet northwest of the intersection of McCabe Road and State Road 52.

The lead planner for this project and author of this memo is: Jenny De Granda, Planner II.

The surrounding zoning districts and land uses are as follows:

	ZONING DISTRICT	FUTURE LAND USE	EXISTING USE
NORTH	A-R Agricultural-Residential District	ROR (Retail/Office/Residential)	Vacant / Single Family Residential
EAST	PO-2 Professional Office District	ROR (Retail/Office/Residential)	Vacant
SOUTH	MPUD Master Planned Unit Development District	ROR (Retail/Office/Residential)	Mirada CC-DRI; Pasco County Facilities Management
WEST	A-R Agricultural-Residential District; I-1 Light Industrial Park District	ROR (Retail/Office/Residential)	Church building / Vacant

FINDINGS OF FACT:

1. The subject site contains a single-family residential home on approximately 1.52 acres. The applicant proposes to develop the property in conformance with Land Development Code (LDC), Section 526 - C-2 General Commercial District Standards.

2. The Applicant has volunteered to record a deed restriction (Attachment 6) to the property providing the following use restrictions:

a. The Property will be zoned C-2 General Commercial District ("Commercial") upon approval by the Pasco County Board of County Commissioners of the Rezoning and execution and recording of these Restrictions, and the Property has been specifically reserved for those Commercial uses set forth in the Pasco County Land Development Code ("LDC") to ensure the Property provides the benefits of Commercial development, including, but not limited to, adequate employment generation. In addition, the Rezoning will not have an expiration date, so Commercial uses will be permitted to be developed on the Property beyond the expiration date of Section 125.01055(7), Florida Statutes (October 1, 2033). Accordingly, the Declarant has committed to, and is hereby requiring, that the permitted uses for the Property will remain Commercial uses, notwithstanding any potential contrary requirements in Section 125.01055(7), Florida Statutes. This Restriction is being imposed by the Declarant, and is not a requirement of Pasco County, to the extent it prevents any use allowed or preempted by Section 125.01055(7), Florida Statutes.

b. Declarant limits the use of this parcel to an 8,000 square foot (sq ft) retail building pursuant to Land Development Code (LDC) Section 526.2 – Permitted Uses. Any future change in use will need to submit a Timing and Phasing Analysis in accordance with the Land Development Code.

3. The Applicant has provided the following narrative:

"This is a request for a change in zoning from Agricultural-Residential (A-R) and General Commercial (C-2) to General Commercial (C-2) on a 1.5-acre property located along the north-west corner of Emmaus Cemetery Rd and County Road 52.

The property has a Future Land Use (FLU) classification of ROR (Retail/Office/Residential) under the Pasco County Comprehensive Plan FLU element. All surrounding properties have a FLU classification of ROR as seen in Figure 1. The ROR FLU polygon totals approximately 490 acres, of which, approximately 119 acres has been utilized for office and commercial uses. Adding 1.5 acres of C-2 will contribute to the mixture of retail, office, and residential uses within this ROR FLU classification".

4. Access to the property is from Emmaus Cemetery Road, a County residential road, with approximately 40 feet of right-of-way. The property is located along County Road 52, which is a Collector Road. The site has no access to County Road 52.

5. Landscaping shall be maintained in accordance with LDC, Section 905.2.E, Landscaping Acceptance, Maintenance and Prohibitions. Current and proposed development will be subject to buffer requirements pursuant to LDC, Section 905.2 – Greenspace Requirements and Standards, Landscaping and Buffering and Table 905.2-D.

6. There are 2 multi-use paths, one on the north, the other on the south, from Emmaus Cemetery Road west and south to SR 52.

7. The subject site is in Flood Zone(s) AE, and X. Development is subject to the requirements of the Land Development Code (LDC), Section 1104, Flood Damage Prevention, as amended.

8. The surrounding area is characterized by agricultural-residential, office, and light industrial uses. Within the immediate surroundings there is a church building adjacent to the subject parcel.

9. The subject site is within the South Market Area and the Urban Service Area.

10. The Board of County Commissioners (BCC) has approved the following similar actions in the surrounding area as follows:

a. On November 22, 1988, the Board of County Commissioners (BCC) approved Rezoning Petition No. 4059, from an A-C Agricultural District and an A-R Agricultural-Residential District to a C-2 General Commercial District with conditions for a parcel located approximately 830 feet southwest of the subject site on County Road 52. The conditions were to provide sufficient right-of-way along the entire boundary of subject property to total 105 feet from the centerline of then SR 52, current CR 52. On 09/19/00 the Board of County Commissioners (BCC) approved Rezoning Petition No. 5668 to rezone from a C-2 General Commercial District to C-3 Light Manufacturing District. A portion of the parcel was acquired for necessary right-of-way by the Florida Department of Transportation. Finally, on 08/06/24, the BCC approved Rezoning Petition No.7803 to rezone from a C-2 General Commercial District and C-3 Light Manufacturing District to a C-3 Light Manufacturing District with Deed Restrictions.

b. On September 25, 1984, the Board of County Commissioners (BCC) approved Rezoning Petition No. 2640, to rezone from an A-C Agricultural District and a C-2 General Commercial District to a C-2 General Commercial District for a parcel located approximately 2,047 feet northeast of the subject request on County Road 52.

c. On April 16, 2026, the Board of County Commissioners (BCC) approved Rezoning Petition No. 7896, to rezone from an A-R Agricultural-Residential District and a C-2 General Commercial District for a parcel located approximately 1,250 feet north of the subject request on Emmaus Cemetery Road.

11. The subject application was submitted for review by the Natural Resources Division, and the following comments were received.

a. If during construction activities, any evidence of the presence of State or Federally protected plant and/or animal species is discovered, the Pasco County Natural Resources Inspector and applicable agencies shall be notified within two working days of the plant and/or animal species found on the site. All work in the affected area shall come to an immediate stop until all pertinent permits have been obtained, agency written authorization to commence activities has been given, or unless compliance with state and federal guidelines can be demonstrated.

b. According to the Pasco County Land Development Code Section 803.1, a detailed wildlife survey shall be conducted to identify any plant and animal species listed as threatened, endangered, or of special concern by the Florida Fish and Wildlife Conservation Commission (FFWCC) or the United States Fish and Wildlife Service (USFWS). Species specific surveys may be required depending on the preliminary survey results. The survey shall be submitted with the Preliminary Site Plan or Preliminary Development Plan, whichever is submitted first.

12. The subject area has a Future Land Use (FLU) classification of ROR (Residential/Office/Retail) under the 2025 Pasco County Comprehensive Plan. Pursuant to Section FLU A-6, General Application, the proposed rezoning is consistent with the Comprehensive Plan.

13. On August 8, 2025, the subject request was found to be not exempt from a Timing and Phasing (T&P) analysis as the highest and best use of the proposed zoning district would result in a gross trip difference of more than 50 peak trips, a.m. or p.m., whichever is higher. Access Management Analysis shall be performed at the time of the Preliminary Site Plan, or Preliminary Development Plan, if applicable (T&P-2025-00060).

14. The T&P Analysis Report was submitted on April 29, 2026, by Landis Evans + Partners. Based on the T&P all roadway segments within the study area are anticipated to operate acceptably for all peak hour analysis scenarios in consideration of Pasco County transportation standards under background traffic volumes and with the projected net increase from development traffic. The following turn lanes are warranted:

a. Emmaus Cemetery Rd and Site Access: 148-foot NB left turn
b. C.R. 52 and Emmaus Cemetery Rd: 411-foot EB left turn,
c. C.R. 52 and Emmaus Cemetery Rd: 405-foot WB right turn, and
d. C.R. 52 and Emmaus Cemetery Rd: 203-foot SB left turn.

15. A Substandard Roadway Analysis (SSRRA) shall be submitted to the Pasco County Development Review Services (DRS) for the Emmaus Cemetery Rd. pursuant to LDC.901.4. C; “Any project having an impact of more than 100 daily trips to a County-maintained local or subdivision collector roadway is not exempt from analysis for that roadway segment” (SSRRA-2025-00179).

16. The SSRRA was submitted on September 23, 2025, by Landis Evans + Partners. Pursuant to LDC Section 901.4.F.2.b. The required mitigation for substandard County-maintained roads, where the proposed development has an impact of more than 100 daily trips and exceeds the maximum entitlements of the existing zoning or land use (whichever is more restrictive), shall be the design, construction, and right-of-way donation/acquisition for all the improvements needed to achieve the applicable minimum roadway design and maintenance standards.

Based on the substandard roadway analysis, the following improvements shall be completed by the applicant/developer for Emmaus Cemetery Road, from CR 52 to the site access, to meet Pasco County LDC Section 901.4:

a. Milling and resurfacing (to include cross-slope correction)
b. Lane widening of 12 feet from the centerline of Emmaus Cemetery Road pursuant to Table 901.4. B.

17. The subject rezoning shall not take effect until the deed restriction referenced in Finding of Fact Number 2 is recorded and delivered to the County.

18. The LDC, Section 403, requires that owners/applicants submit a preliminary site plan or preliminary development plan, as applicable, for review and approval prior to the development or redevelopment of the property.

19. The proposed request is consistent with the LDC, Chapter 400, Permit Types and Applications; Section 402.1.E, Zoning Amendments, Review Considerations; and the applicable provisions of the

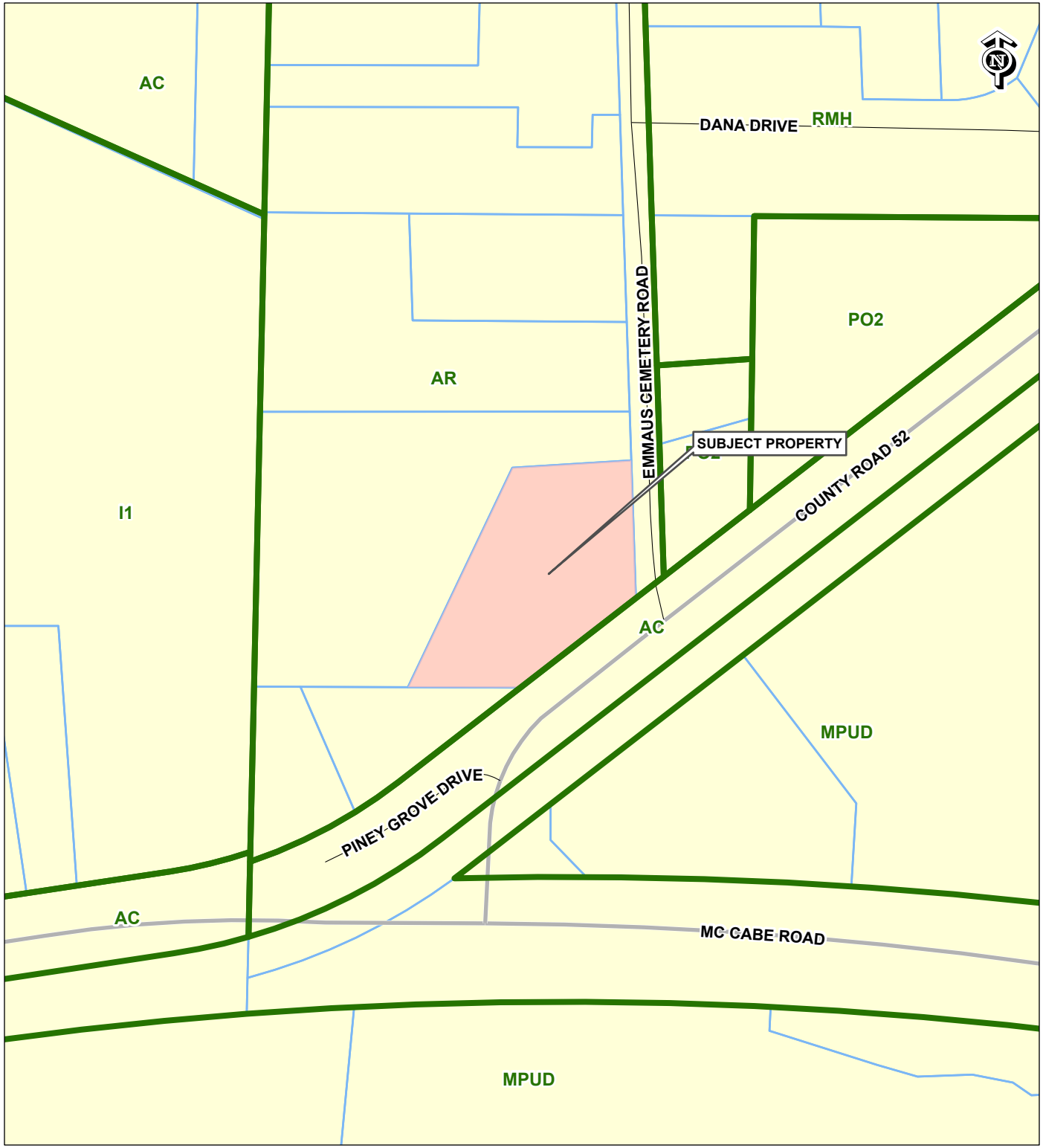
County's Comprehensive Plan.

PLANNING COMMISSION ACTION:
Approval of PDE Recommendation: _ Ayes; _ Nays

FISCAL IMPACT/COST/REVENUE STATEMENT:
Funding is not required of this action.

REQUEST:
Not Applicable.

ATTACHMENT(S):
1. PDE26-7922 Zoning Visuals
2. PDE26-7922 Narrative
3. PDE26-7922 T&P Analysis
4. PDE26-7922 SSRRA Analysis
5. PDE26-7922 T&P Comments
6. PDE26-7922 Deed Restriction
7. PDE26-7922 Resolution No. 26-32RZ
8. PDE26-7922 Exhibit A
9. PDE26-7922 Proof of Publication
10. PDE26-7922 Applicant Affidavit



RZ-7922
A-R TO C-2

10-25-20-0000-01500-0000

THUNDER DEVELOPMENTS LLC / EMMAUS COMMONS
770 CANOPY ESTATES DRIVE
WINTER GARDEN, FL 34787

PHYSICAL ADDRESS:
11637 EMMAUS CEMETERY RD

TAZ-72
COMMISSION DISTRICT: 1

SUBJECT PROPERTY
EXISTING ZONING

0 200 400
Feet

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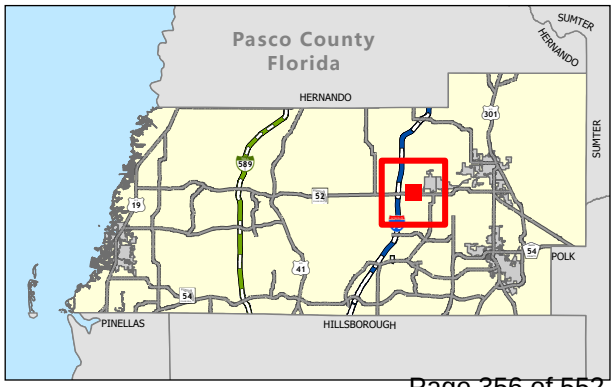

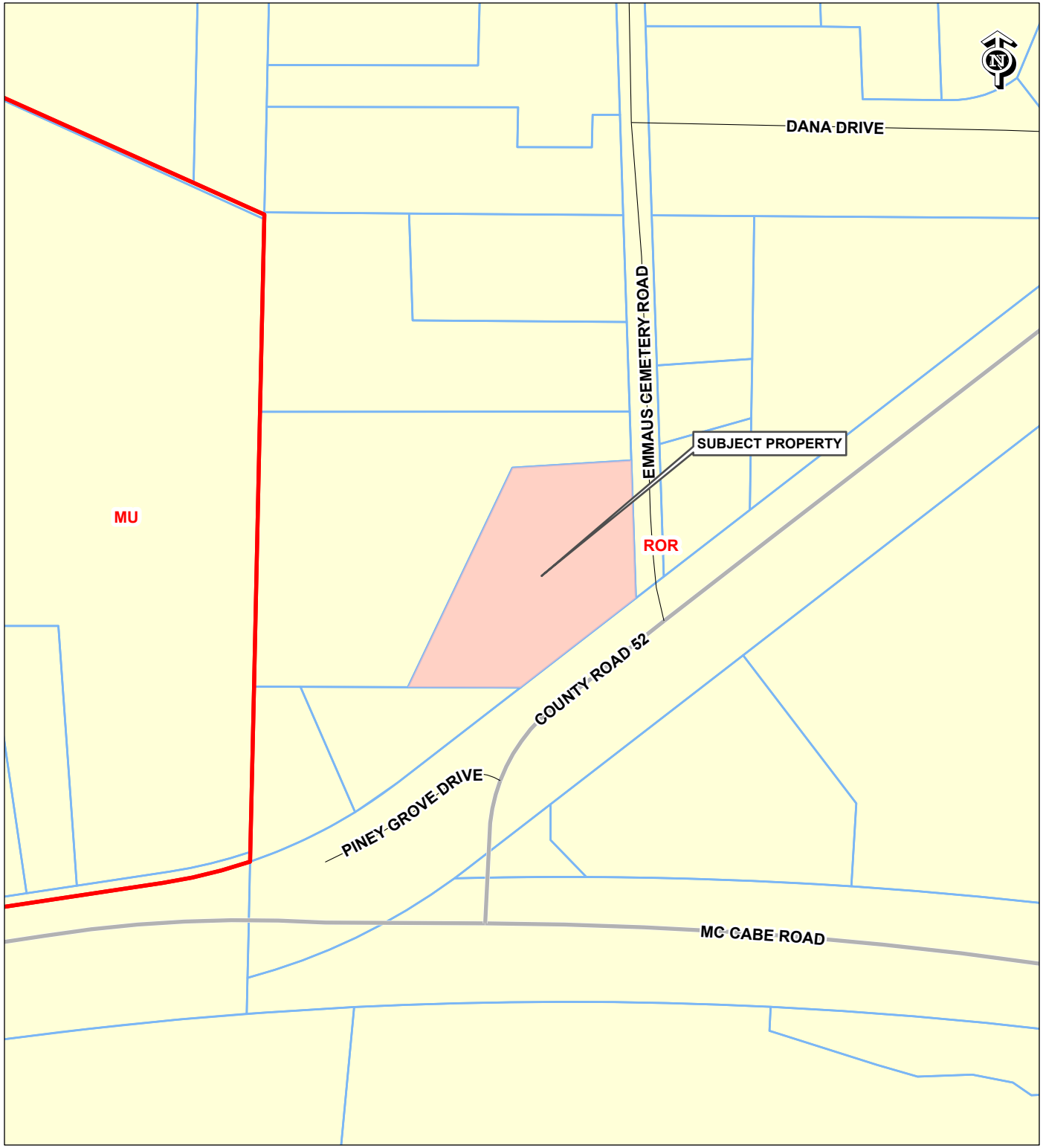

RZ-7922
A-R TO C-2

10-25-20-0000-01500-0000

THUNDER DEVELOPMENTS LLC / EMMAUS COMMONS
770 CANOPY ESTATES DRIVE
WINTER GARDEN, FL 34787

PHYSICAL ADDRESS:
11637 EMMAUS CEMETERY RD

TAZ-72
COMMISSION DISTRICT: 1

SUBJECT PROPERTY
FUTURE LAND USE 2025

0 200 400
Feet

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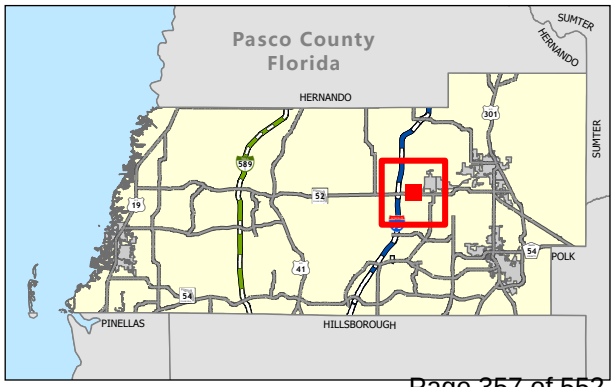

RZ-7922
A-R TO C-2

10-25-20-0000-01500-0000

THUNDER DEVELOPMENTS LLC / EMMAUS COMMONS
770 CANOPY ESTATES DRIVE
WINTER GARDEN, FL 34787

PHYSICAL ADDRESS:
11637 EMMAUS CEMETERY RD

TAZ-72
COMMISSION DISTRICT: 1

SUBJECT PROPERTY

0 200 400
Feet

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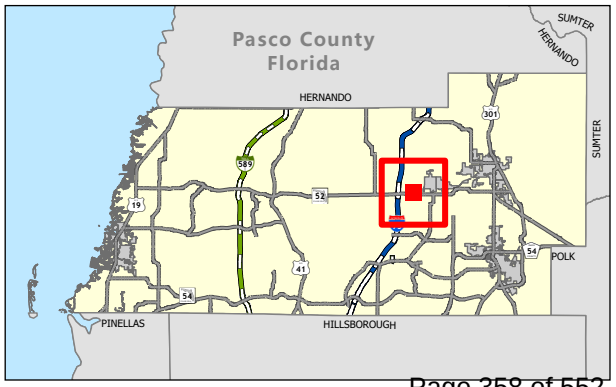

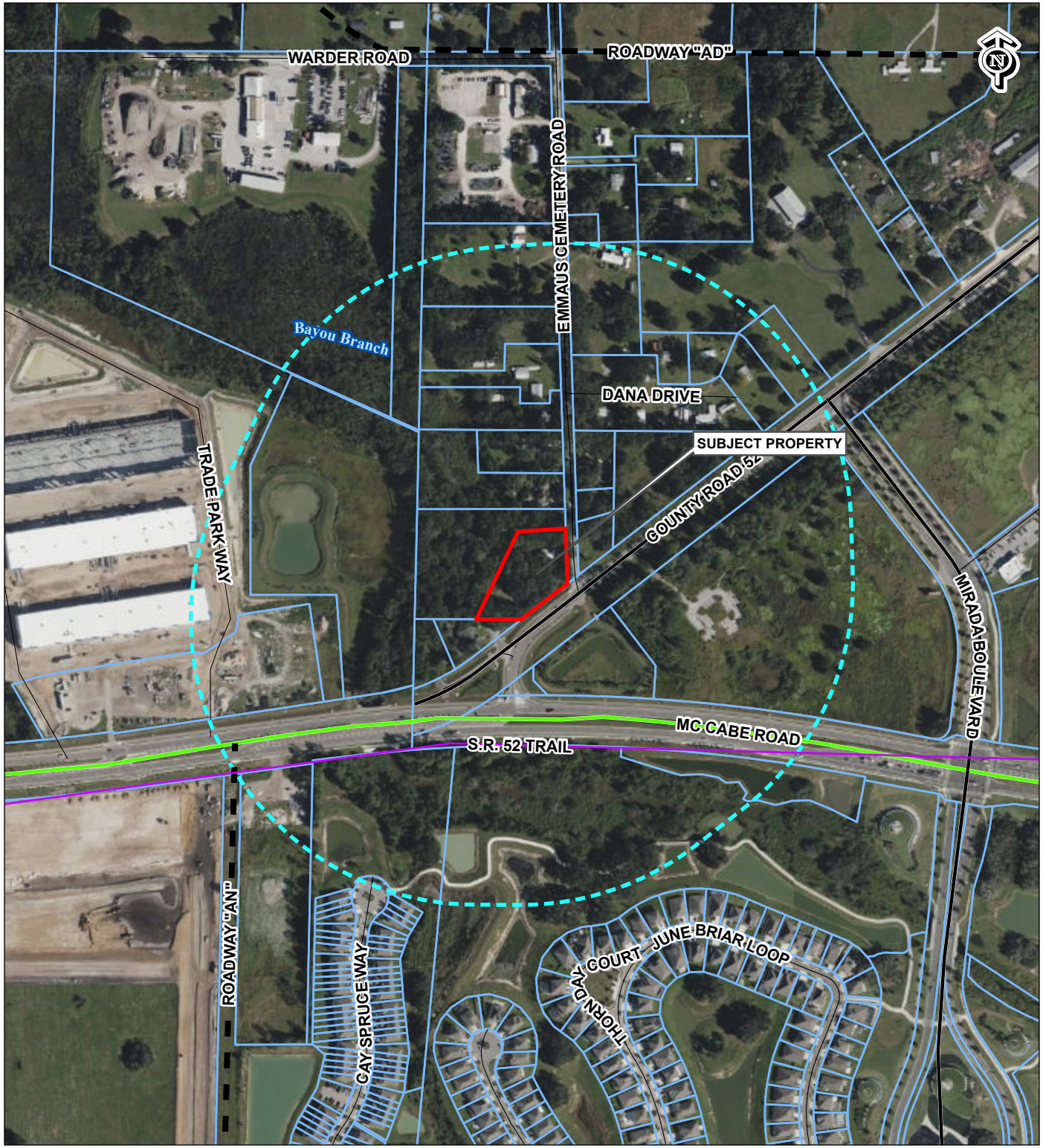

RZ-7922
A-R TO C-2

10-25-20-0000-01500-0000

THUNDER DEVELOPMENTS LLC / EMMAUS COMMONS
770 CANOPY ESTATES DRIVE
WINTER GARDEN, FL 34787

PHYSICAL ADDRESS:
11637 EMMAUS CEMETERY RD

TAZ-72
COMMISSION DISTRICT: 1

- Subject Property
- 1000ft Buffer
- Existing Trails
- Exisiting Arterial
- Existing Collector
- Vision Collector

0 500 1,000
Feet

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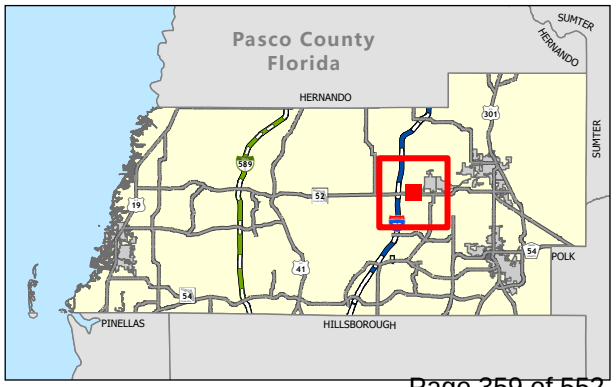


November 5, 2025

Planning, Development and Economic Growth
West Pasco Government Center
8731 Citizens Drive, Suite 360
New Port Richey, FL 34654

RE: Emmaus Commons Rezoning
11637 Emmaus Cemetery Road, PIN: 10-25-20-0000-01500-0000

Request

This is a request for a change in zoning from Agricultural-Residential (A-R) and General Commercial (C-2) to General Commercial (C-2) on an a 1.5 acre property located along the northwest corner of Emmaus Cemetery Rd and County Road 52.

Public Facilities / Services

The property is served with electricity by Tampa Electric Company and is within the Pasco County for water and sewer service area. The nearest potable water, sanitary sewer, and reclaimed lines are at the intersection of County Road 52 and Mirada Boulevard. The closest Pasco County Fire Protection station is located at 12216 Magnolia St (Station No. 27).

The property is in the Upper East Cypress Creek Watershed and is not within a drainage basin of special concern or an evacuation zone. A portion of the property is in FEMA flood zone AE with an approximate BFE of 94 feet. Development of the property will follow the applicable sections of the Pasco County Land Development Code and SWFWMD requirements for stormwater.

Natural Resources / Features of Subject Property

Per Pasco Mapper, the property does not have significant habitat, is not within an ecological planning unit, is not within an ecological corridor, is not located within a Wellhead Protection Zone, and contains no known historical or archeological sites. There are no wetlands on the property per Pasco Mapper.

Comprehensive Plan Review

The property has a future land use (FLU) classification of Retail/Office/Residential (R/O/R) under the Pasco County Comprehensive Plan, future land use element. All surrounding properties have a FLU classification of R/O/R as seen in Figure 1. The R/O/R FLU polygon totals approximately 490 acres, of which, approximately 119 acres has been utilized for office and

commercial uses. Adding 1.5 acres of C-2 will contribute to the mixture of retail, office, and residential uses within this R/O/R FLU classification.

The property is in the South Market Area, the Expansion Urban Service Area and fronts County Road 52, a collector roadway. There is emphasis given to greater intensity and higher densities in these areas as there is existing/proposed infrastructure and transit opportunities to support the intensification in these areas (Policy FLU 1.1.2 & Policy FLU 8.1.2). Consistent with these FLU Policies, the request for a commercial zoning change is appropriate for this property.

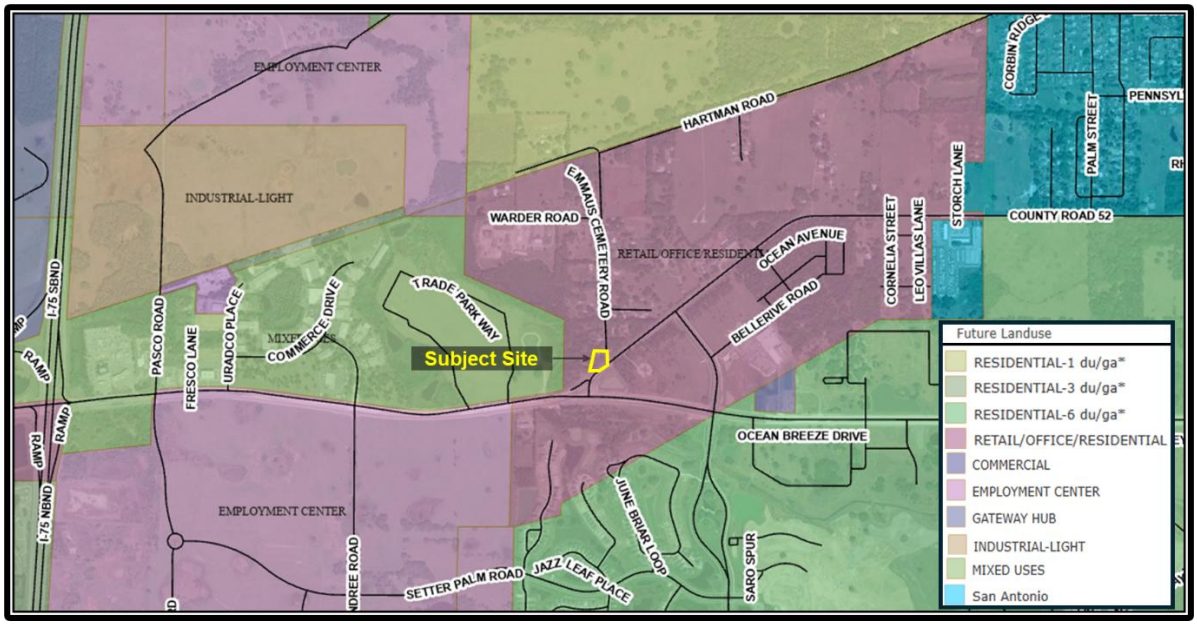


Figure 1 – FLU Trends

Compatibility Review

The proposed rezoning is compatible with existing uses and consistent with land use trends. The properties to the west have I-1 and AR zonings. The property to the east has PO-2 zoning. The properties to the north have agricultural zoning (A-R) and the properties to the south have MPUD and A-R zonings. Existing commercial uses along Country Road 52 include Eddie's Roller Rink, Marathon Coach, and Extra Space Storage. Along Country Road 52, there is a site zoned for a future Advent Health, a property with commercial entitlements in the Mirada CC-MPUD, 4 acres of commercial entitlements in the LEO @ San Antonio MPUD, and approximately 9 acres of commercial entitlements in the Amavi Village MPUD. Just west of the property along State Road 52, there is the Target Fulfillment Center, One Pasco Center, and the Double Branch Mixed-Use Development is under construction.

The property will provide buffering and screening in accordance with the Land Development Code Section 905.2.D.5 to provide separation between the existing agricultural uses and the proposed commercial use. The proposed rezoning is consistent with Comprehensive Plan Policy FLU 1.10.1 and will not create or exacerbate urban sprawl.

Transportation Analysis

Access to the property is via Emmaus Cemetery Rd, a two-lane undivided, Pasco County maintained, local road with approximately 40 feet of right-of-way. There are no planned improvements to this segment of Emmaus Cemetery Rd in the Long Range Transportation Plan. The Timing & Phasing (T&P-2025-00060) and Substandard Road Analyses (SSRRA-2025-00179) have been submitted and approved by Pasco County . The project will be subject to Urban Standard mobility fees.

The following materials are transmitted via pdf for review:

- This cover letter / justification statement
- Application with Signed Authorization Letter
- Property Deed
- Survey
- Paid Tax Bills
- Environmental Assessment

Sincerely,

Margaret Tassone
Representative for the Applicant
Landis Evans + Partners, Inc.

Traffic Impact Analysis

Emmaus Commercial Rezoning

Pasco County, Florida

For

Drift 11939 Emmaus LLC
50 Abington Court NW
Atlanta, Georgia 30327

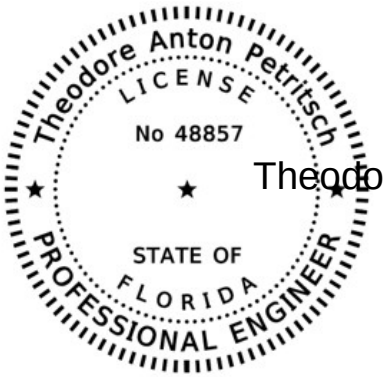
Analysis Report

April 2026

Prepared by:

LANDIS EVANS + PARTNERS

3810 Northdale Blvd
Suite 100
Tampa, FL 33624
(813) 949-7449



Theodore A Petritsch

Digitally signed by Theodore A Petritsch
Date: 2026.04.29 14:08:28-04'00'

Theodore A. Petritsch, P.E.

Florida License # 48857

This item has been digitally signed and sealed by Theodore Petritsch, P.E. on 4/29/2026.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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Introduction

This report summarizes the results of a Traffic Impact Analysis, conducted for Pasco County, that assessed the traffic impacts of a proposed development. The study is compliant with Pasco County LDC guidelines and follows the methodology approved by Pasco County on September 29th, 2025 (See **Appendix A**). The site is located at the northwest corner of County Road 52 (CR 52) and Emmaus Cemetery Road, as shown in **Figure 1**. The proposed development is on a 1.50 AC property which is being requested to be rezoned from agricultural (AR) to commercial (C2). It is anticipated that up to 8,000 square feet of the parcel will be used for commercial purposes, as shown in **Figure 2**. As this is a rezoning, the analysis will apply the highest and best use appropriate to the anticipated 8,000-square-foot commercial area. The primary access point for the property will be via Emmaus Cemetery Road. The proposed build-out year is 2027.

Figure 1 Proposed Development Location

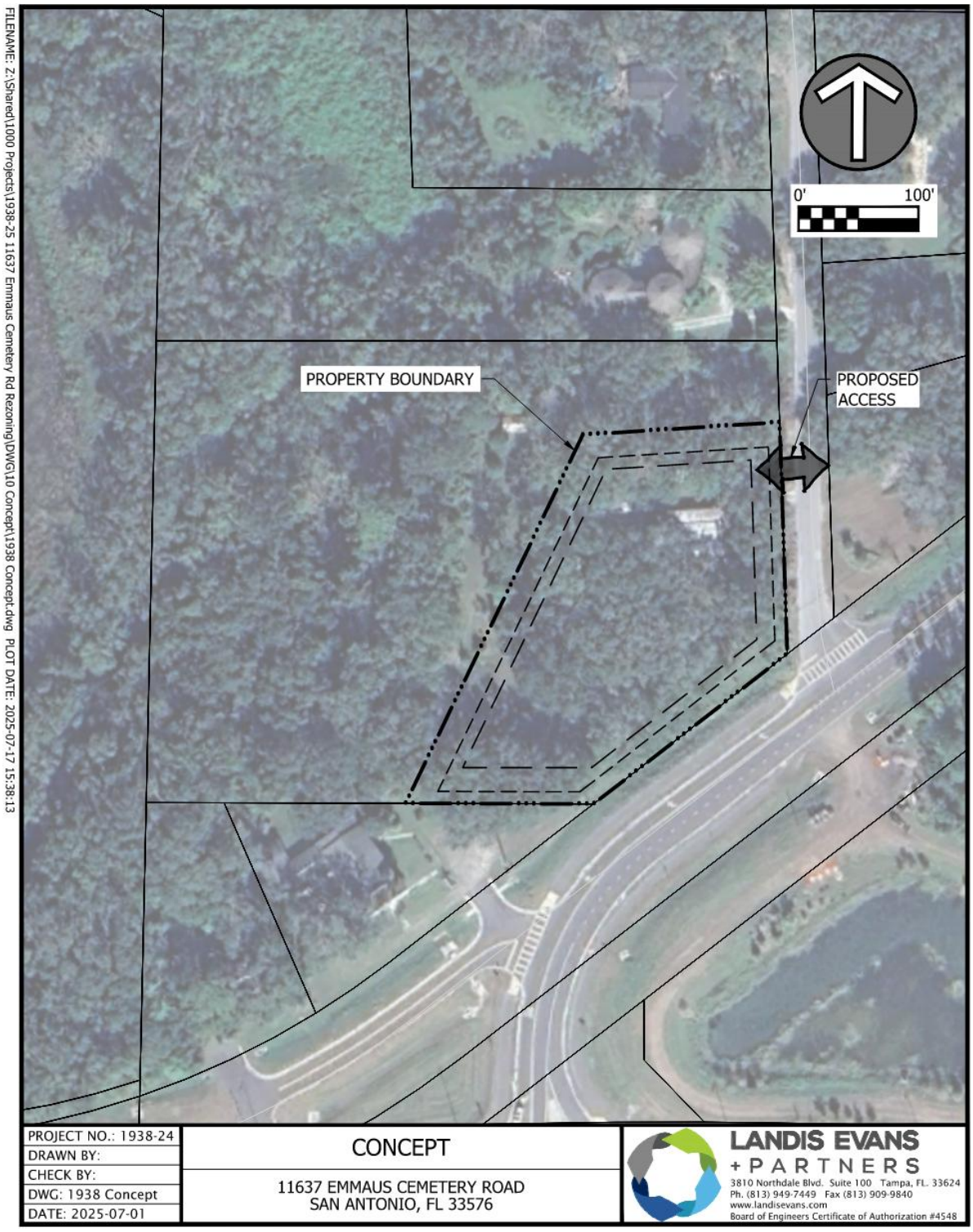


Figure 2 Proposed Concept Plan

The following sections outline the estimation of background traffic and the project's anticipated trip generation, distribution, and assignment.

Trip Generation

This development will be analyzed based on the highest retail use applicable to 8,000 square feet of C2 zoning, as defined by the ITE Trip Generation Manual, 11th Edition, Land Use Code 822 (< 40,000 SF). **Table 1** and **Table 2** summarize the peak hour trip generation for this use.

The Pass-by rates were taken from the *ITE Trip Generation Handbook, 11th Edition, Pass-By Table*[1]. A pass-by capture check will be performed in the analysis per Pasco County L.D.C. Section 901.12 to ensure the total pass-by capture does not exceed 10% of the total background traffic on the adjacent roadways (peak-hour trips are assumed to be 9% of 19,665 AADT, resulting in 1,770 trips. The 19,665 AADT represents the projected buildout-year volume, based on a 2024 AADT of 18,500 for CR 52 obtained from Florida Traffic Online and an assumed annual growth rate of 3.10%).

Table 1 AM Trip Generation

Development (Trip Type)	Size (SF)	Land Use Code	Total AM Trips (Adjacent Street)	AM Peak Hour Trip Ends Enter/Exit (%/%)	AM Pass-by Trip Ends Enter/Exit (%/%)	New External AM Peak Hour Trip Enter/Exit
Strip Retail Plaza	8,000	822	19	11/8 (60%/40%)	3/2 (29%/29%)	8/6

Table 2 PM Trip Generation

Development (Trip Type)	Size (SF)	Land Use Code	Total PM Trips (Adjacent Street)	PM Peak Hour Trip Ends Enter/Exit (%/%)	PM Pass-by Trip Ends Enter/Exit (%/%)	New External PM Peak Hour Trip Enter/Exit
Strip Retail Plaza	8,000	822	66	33/33 (50%/50%)	10/10 (29%/29%)	23/23

[1] The proposed development is classified as LUC 822 (Strip Retail Plaza, <40,000 SF) is a new LUC in the ITE Trip Generation Manual 11th Edition. No pass-by rate is provided in either the *ITE Trip Generation Handbook, 3rd Edition* or the *Trip Generation Manual, 11th Edition*. As pass-by rates are shown to decrease with shopping center size (in the *Trip Generation Manual, 11th Edition, Pass-by table,* see **Appendix E**), the LUC 820 rate of 29% was conservatively adopted for this study.

The proposed development will increase anticipated AM and PM trips by 14 and 46, respectively.

Study Area

The study area segments to be studied are listed below:

- Emmaus Cemetery Road – CR 52 to Hartman Road
- CR 52 – SR 52 to Curley Road
- SR 52 – Corporate Lake Blvd/McKendree Rd to CR 52
- SR 52 – CR 52 to Mirada Blvd

The study area intersections to be studied are listed below:

- Site access and Emmaus Cemetery Road
- CR 52 and Emmaus Cemetery Road
- SR 52 and CR 52
- CR 52 and Mirada Boulevard

Figure 3 displays the study area segments and intersections analyzed based on the Pasco County LDC 901.12.E (7), engineering judgement, and the methodology meeting.

Figure 3 Study Area Map

Trip Distribution and Assignment

The project trips are distributed using engineering judgement based upon the surrounding land development patterns, existing traffic splits, and knowledge of the project's general market area. To better visualize the traffic distribution and traffic volumes during the AM and PM peak hours at the study intersections, all intersections are numbered as shown in **Figure 4**.

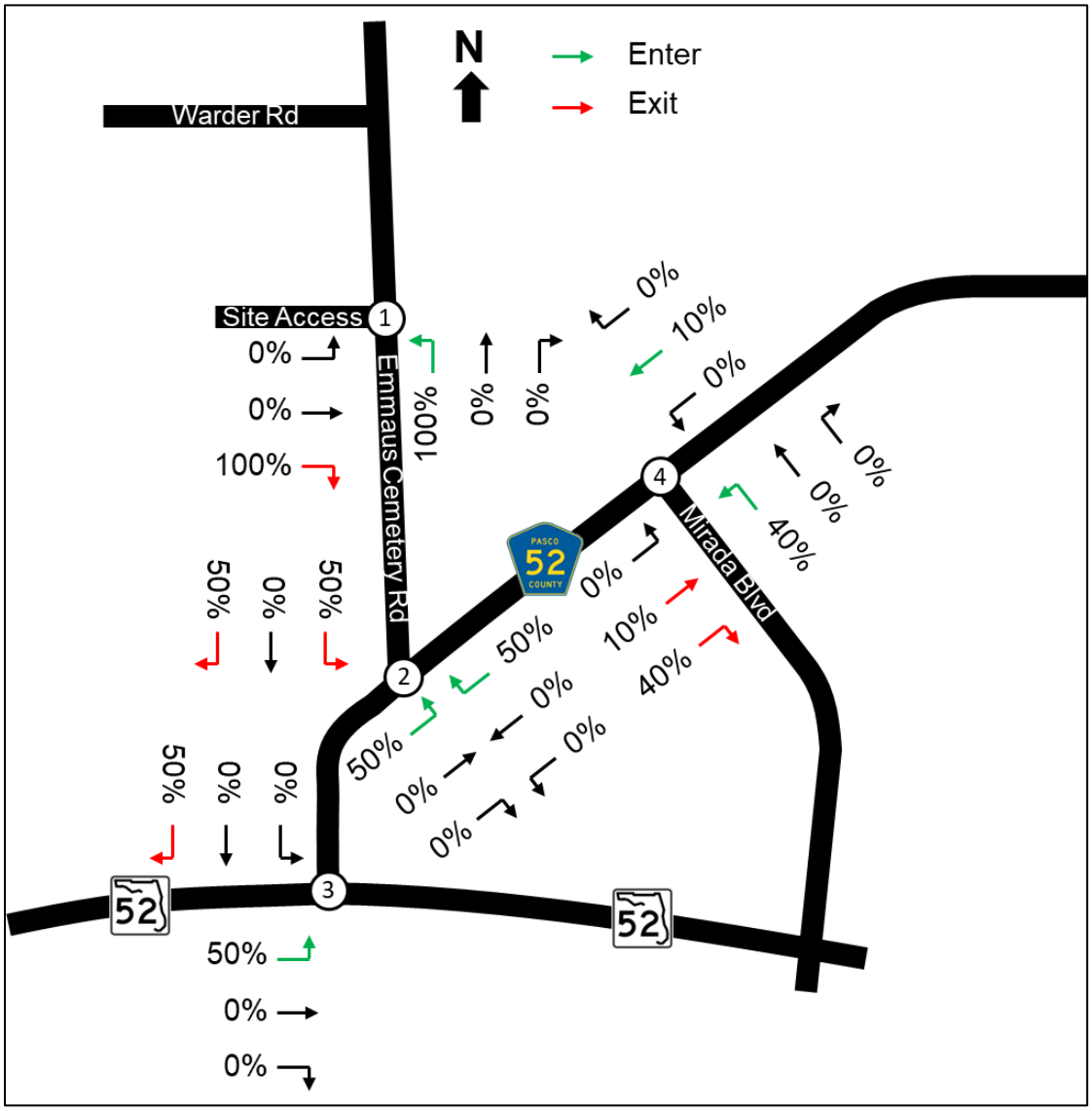
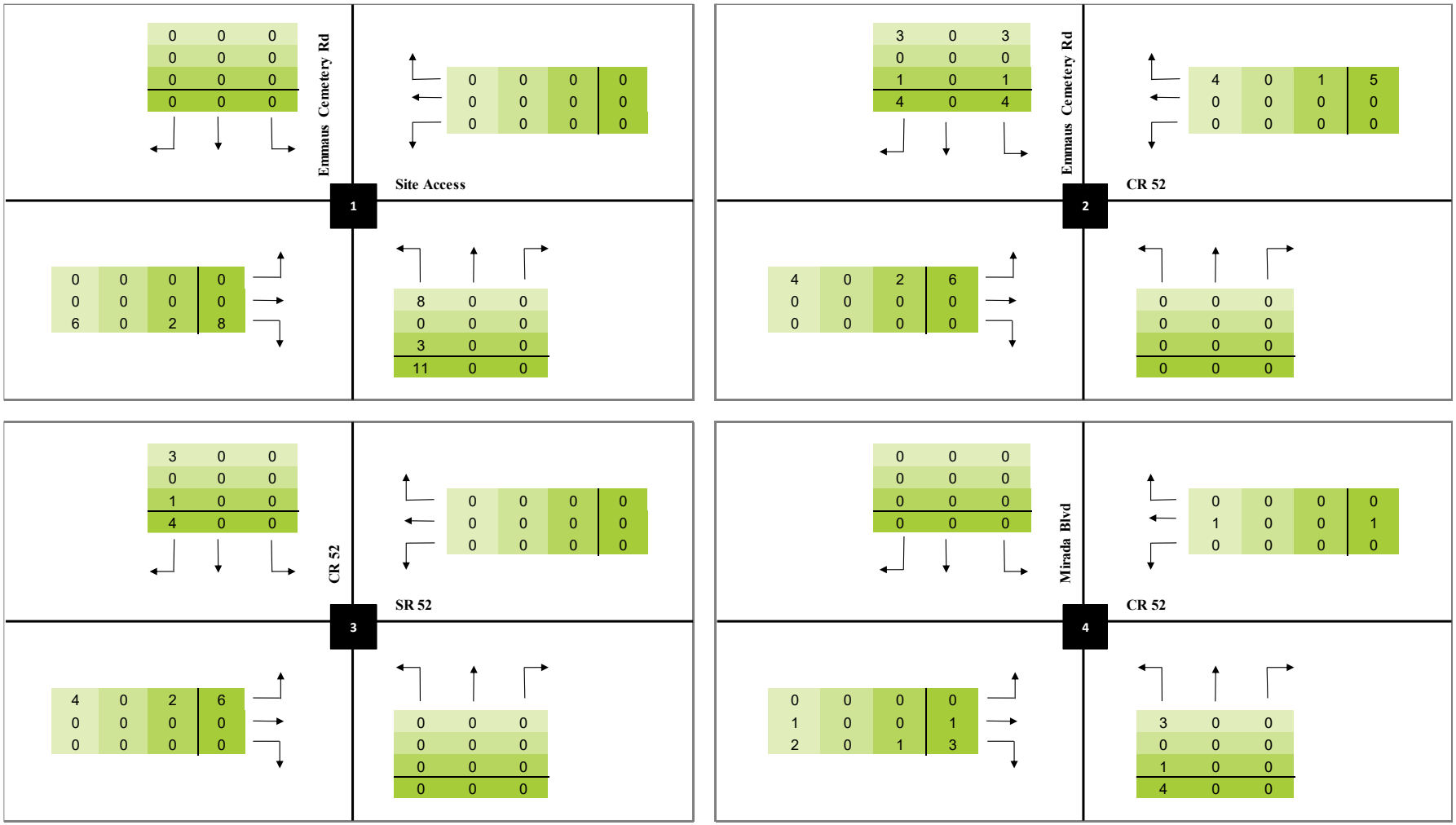


Figure 4 Traffic Distribution

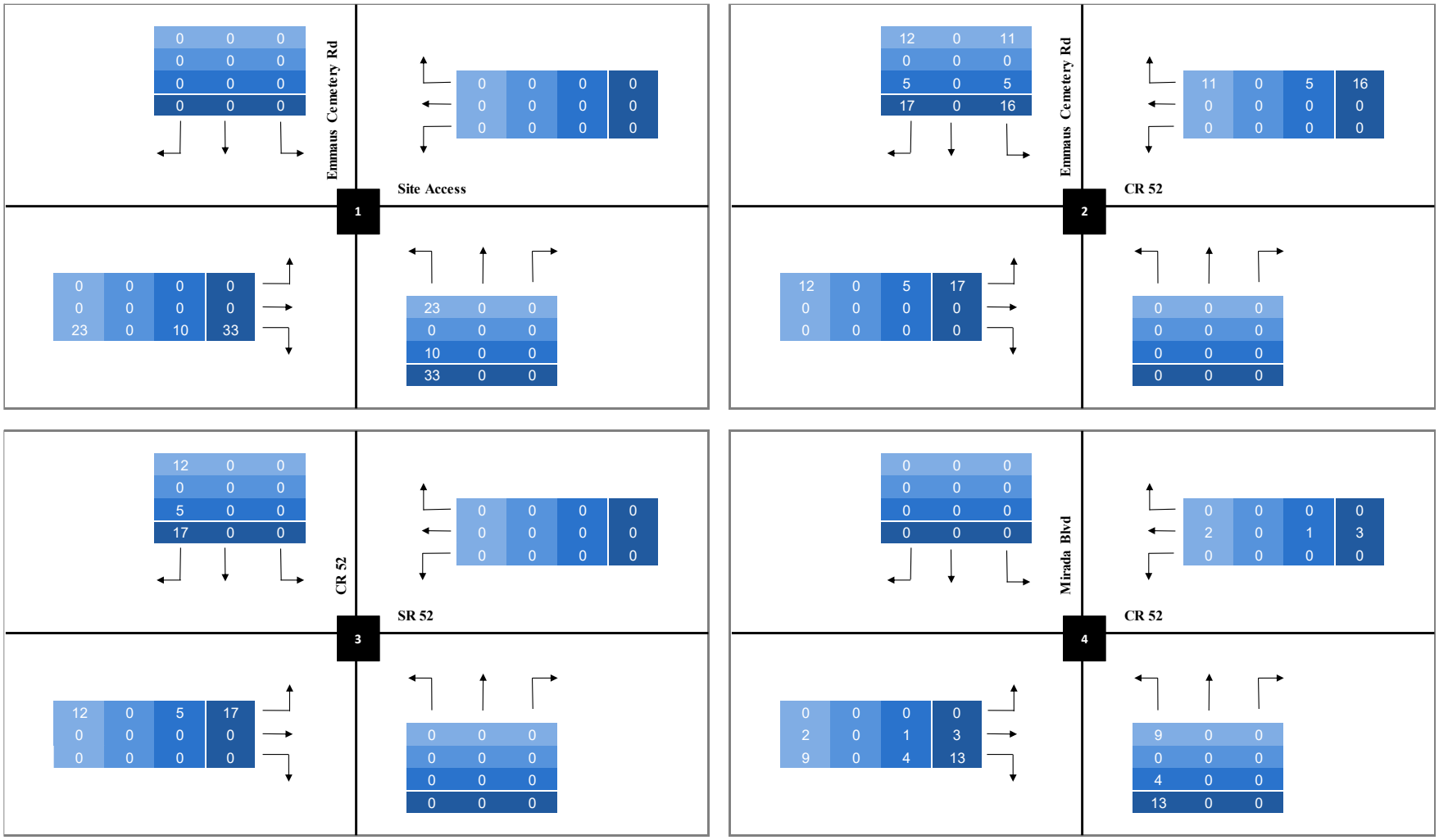
Figure 5 and **Figure 6**, on the following pages, show the AM and PM project traffic volumes.



Project Traffic
AM Peak Hour

Primary	
Internal Capture	
Passby	
Total Project Trips	

Figure 5 AM Project Traffic Volumes of Intersections



Project Traffic
PM Peak Hour
Primary
Internal Capture
Passby
Total Project Trips

Figure 6 PM Project Traffic Volumes of Intersections

Existing Traffic

AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hour turning movement counts data collection were conducted on Thursday October 23, 2025, at the study intersections. A peak season adjustment factor of 1.05 was obtained from the FDOT's 2024 Peak Season Factor Category Report for Pasco County and applied to the vehicular count volumes. The traffic count data and peak season factor data are included in **Appendix B**. **Figure 7** shows the existing traffic volumes for the AM (green) and PM (blue) peak hours.

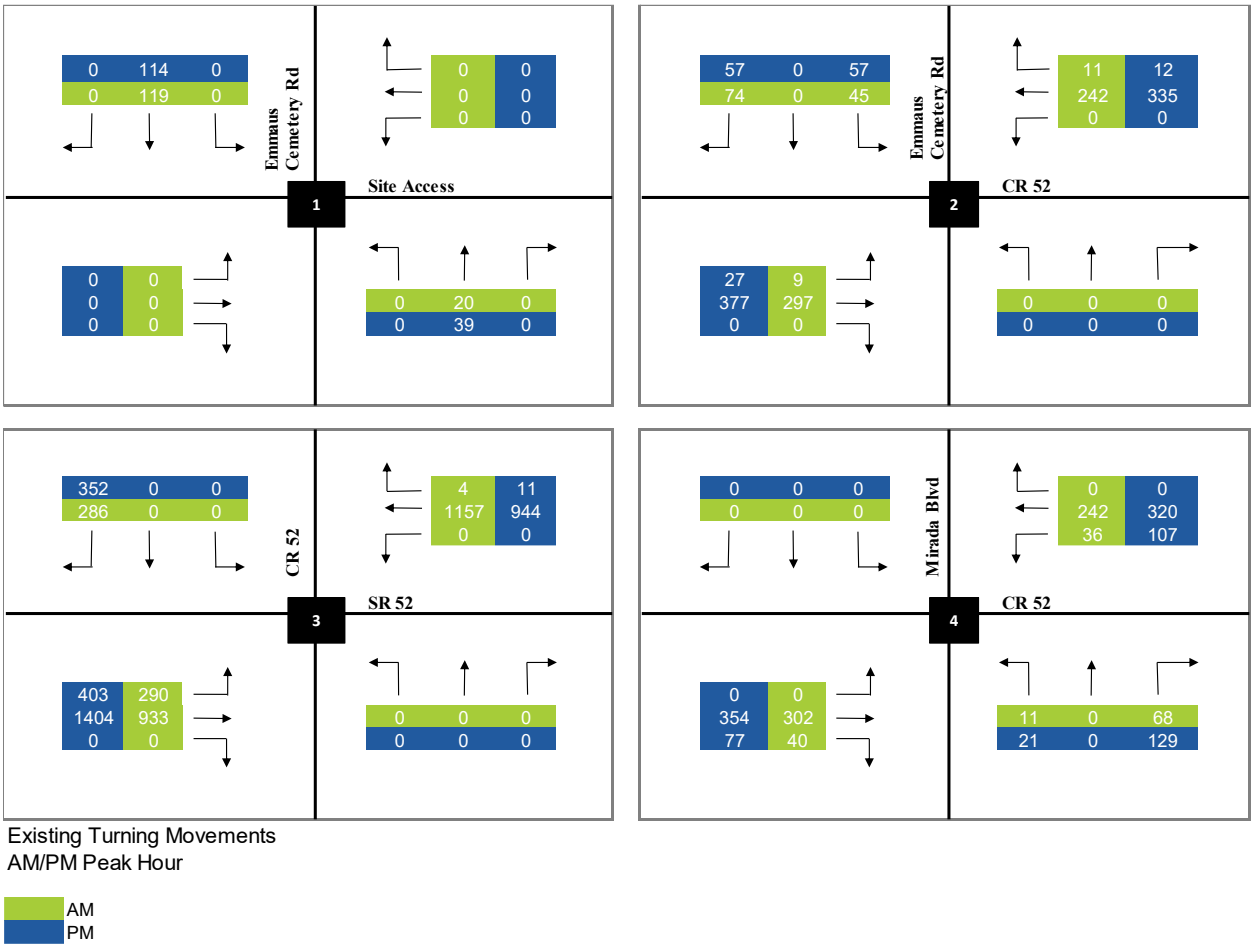


Figure 7 AM/PM Existing Traffic Volumes of Study Intersections

Background Traffic Generation

An annual growth rate was applied to base traffic volumes to determine the final (calculated) background volumes in the proposed buildout year. Historical FDOT traffic counts from Florida Traffic Online (FTO) suggested the annual growth rates (see **Appendix B**) for the following segments are:

- C.R. 52. – 3.1% (2024-2021)
- S.R. 52 – 3.1% (2024-2019)

Figure 8 and **Figure 9**, on the following pages, shows the future background traffic volumes, and the future background plus project traffic volume, respectively, for the AM (green) and PM (blue) peak hours. See **Appendix B** for the background traffic volume inputs and calculations.

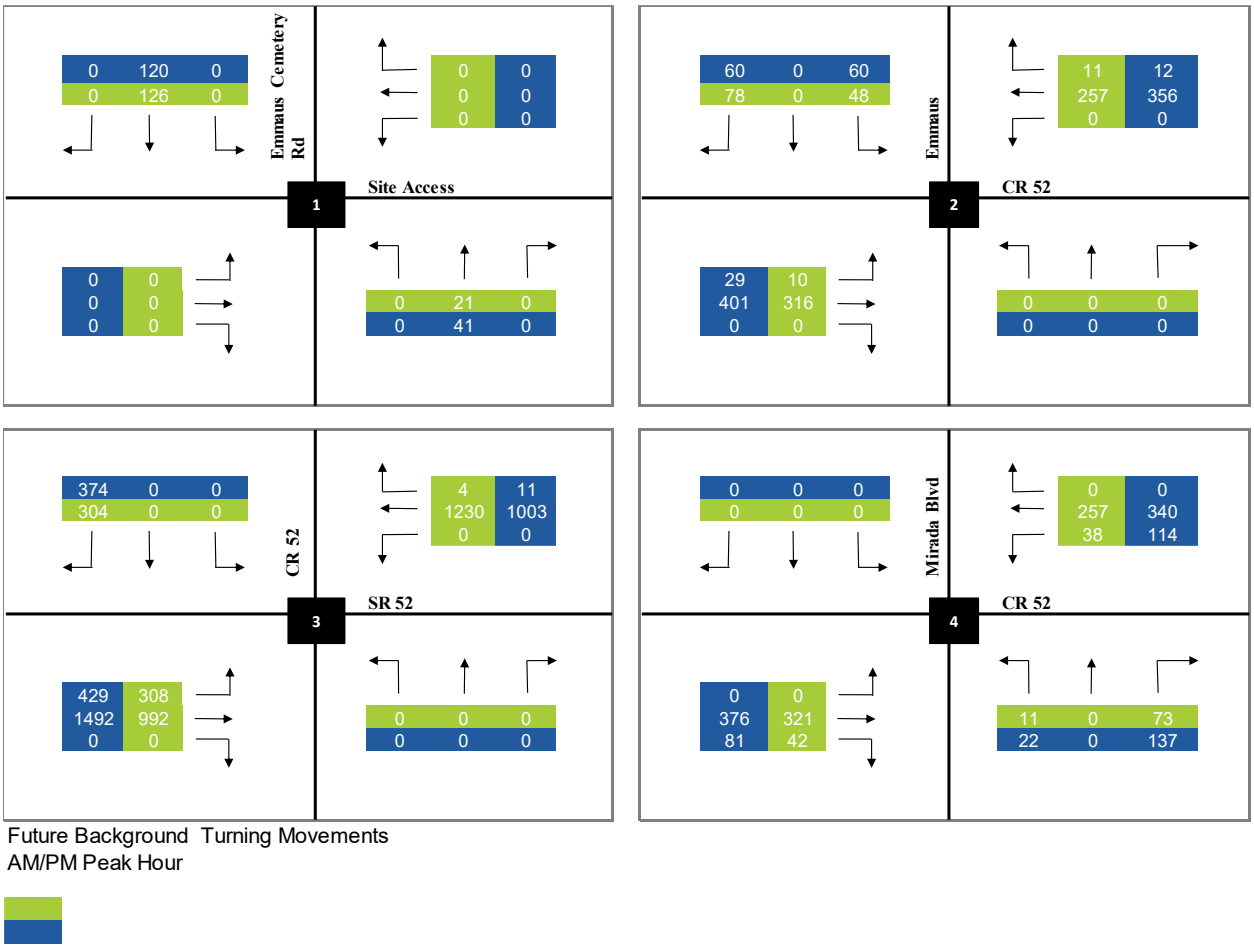


Figure 8 AM/PM Future Background Traffic Volumes

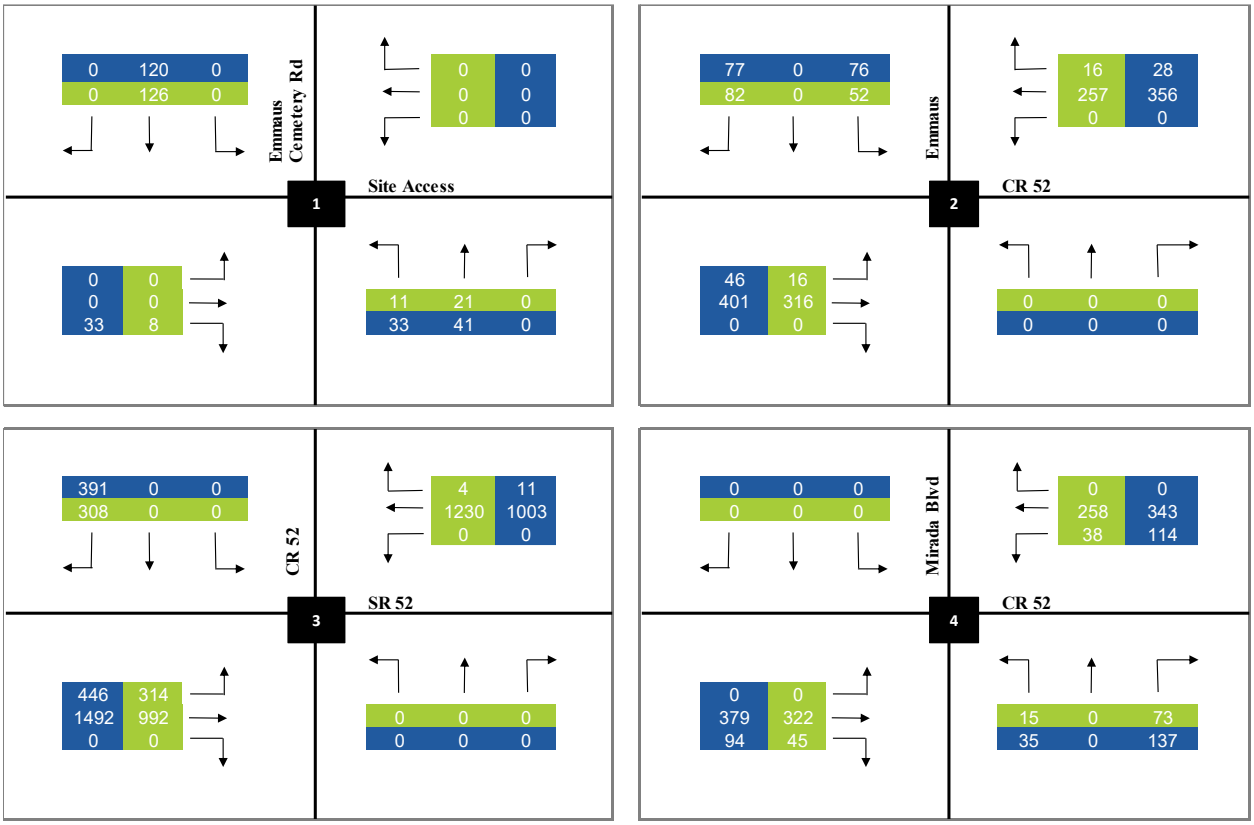


Figure 9 AM/PM Future Background plus Project Traffic Volumes

Segment and Intersection Analyses

Following trip assignment, analyses of the potential impacts to the study intersections and segments were conducted.

Segment Level of Service Analyses

The study segments were evaluated using FDOT's peak hour directional generalized Level of Service Tables in the FDOT 2023 *Quality Level of Service* (Q/LOS) *Manual* (see **Appendix E**).

According to the FDOT Preliminary Context Classification, S.R. 52 and C.R. 52 within the study network are classified as Rural (C2). Although Emmaus Cemetery Road is not officially classified, it was assumed to fall under the same Rural (C2) context classification as S.R. 52 and C.R. 52. The segment analysis was conducted using these context classifications for all study segments.

The 2024 AADT, obtained from Florida Traffic Online (FTO), along with the corresponding K-factor and D-factor, was used to calculate the peak-hour and peak-direction volumes. An exception was made for the Emmaus Cemetery Rd segment from C.R. 52 to Hartman Rd, as traffic volume data was not available in FTO for this segment. Therefore, the AADT for this segment was estimated based on the peak-hour volume derived from the existing turning movement count data. Default K (0.09) and D (0.56) factors were applied where such data was not available.

To evaluate the level of service (LOS) of this segment at the buildout year, the future background (FB) peak-hour directional volume was calculated by applying a 3.10% annual growth rate to the existing base volume obtained from the turning movement count data, rather than using the FTO 2024 AADT. In addition, the future background plus project (FB+P) volume was documented to account for the additional trips expected to be generated by the project site.

Both the FB and FB+P peak-hour directional volumes were then compared to the LOS D threshold volumes from the Q/LOS tables. **Table 3** summarizes the results of the segment analysis.

Table 3 Peak Hour, Peak Direction Level of Service

Roadway	Segment	AADT	K factor	D factor	Calculated Peak Hour, Peak Direction Volume	FB Peak Hour, Peak Direction Volume (FTO 2024 AADT)	FB Peak Hour, Peak Direction Volume (TMC)	Project Peak Hour, Peak Direction Volume	FB+P Peak Hour, Peak Direction Volume	Threshold Volume (LOS D)	Threshold Exceeded
Emmaus Cemetery Rd	C.R. 52 to Hartman Rd	2,262	0.09	0.56	114	-	120	33	153	730	No
C.R. 52	S.R. 52 to Curley Rd	18,500	0.09	0.56	932	1,040	513	3	516	730	No
S.R. 52	McKendree Rd to C.R. 52	18,500	0.09	0.56	932	1,040	1,534	4	1,538	2,910	No
	C.R. 52 to Mirada Blvd	18,000	0.09	0.56	907	1,040	1,492	0	1,492	2,910	No

Note:
- AADT along the Emmaus Cemetery Rd from C.R. 52 to Hartman Rd was estimated from peak hour existing base volume.
- FB results represent the Future Background traffic scenario, which analyzes future background traffic volumes at the buildout year without including project traffic.
- FB+P results represent the Future Background plus Project traffic scenario, which analyzes future background traffic volumes at the buildout year with the addition of project traffic.

The calculated peak hour volume of 932 vehicles is derived from the 2024 AADT of 18,500, which represents a corridor-wide count for S.R. 52 and C.R. 52 from I-75 to Curley Rd, rather than a segment-specific count for C.R. 52 alone. Since no dedicated count station exists for this specific C.R. 52 segment, the 932 value reflects the broader corridor conditions and is not directly comparable to the segment-level FB+P volume. Therefore, the FB+P volume for the C.R. 52 segment is appropriately lower, as it is based on localized TMC data rather than the generalized corridor AADT. The results show that all study segments are adequate under existing and future background plus project traffic conditions, with all segments operating at LOS D or better.

Turn Lane Warrant Analysis

Turn Lane warrants were determined based on NCHRP 457 for right turn lanes and NCHRP 745 for left turn lanes (see **Appendix D** for the turn lane warrant analysis). Deceleration lengths are based on the FDOT Design Manual, FDM 212, using the design speed that is 5 mph higher than the posted speed limit. Turn Lane warrants were not conducted for existing turn lanes nor for signalized approaches, as all vehicles are required to stop. The required queue lengths were determined based on calculations using FHWA's equations.

Table 4 summarizes the results of the turn lane analyses.

Table 4 Turn Lane Warrant Summary

Roadway	Movement	Posted Speed	Design Speed	Right Turns	Left Turns	Approach Volume	Turn Lane Warranted
Emmaus Cemetery Rd & Site Access	EB Right Turn	20	25	8 (33)	-	8 (33)	No
	NB Left Turn	30	35	-	11 (33)	32 (74)	**Yes**
C.R. 52 & Emmaus Cemetery Rd	EB Left Turn	55	60	-	16 (46)	332 (447)	**Yes**
	WB Right Turn	55	60	16 (28)	-	273 (384)	**Yes**
	SB Left Turn	30	35	-	52 (76)	134 (153)	**Yes**
	SB Right Turn	30	35	82 (77)	-	134 (153)	No
S.R. 52 & C.R. 52	WB Right Turn	45	50	4 (11)	-	1234 (1014)	No

**PM traffic volumes are in parentheses.*

The results show that the following turn lanes are warranted:

- Emmaus Cemetery Rd and Site Access:
  - NB left turn
- C.R. 52 and Emmaus Cemetery Rd:
  - EB Left Turn
  - WB Right Turn
  - SB Left Turn

Intersection Analyses

The intersection impact analyses were conducted for “existing” (Ex), “future background traffic” (FB), and “future background plus project” (FB+P) conditions. The *Highway Capacity Manual’s Highway Capacity Software* (*HCS*) was used to determine the expected levels of service (LOS) for the stop-controlled intersection(s).

Table 5 summarizes the HCS results for the level of service analysis of the two-way stop-controlled intersections. **Appendix C** includes all the HCS reports.

Table 5 Two-Way Stop Controlled Intersection Level of Service Analysis (HCS) Summary

Intersection	Movement	AM/PM Heavy Vehicles (%)	AM/PM Peak Period LOS			AM/PM V/C Ratios			AM/PM Delay		
			Ex	FB	FB+P	Ex	FB	FB+P	Ex	FB	FB+P
Emmaus Cemetery Rd & Site Access	EBR	NA	-	-	A / A	-	-	0.01 / 0.04	-	-	9.0 / 9.1
	NBL	NA	-	-	A / A	-	-	0.01 / 0.02	-	-	7.5 / 7.5
	NBT	NA	-	-	A / A	-	-	- / -	-	-	0.1 / 0.2
C.R. 52 & Emmaus Cemetery Rd	EBL	11% / 27%	A / A	A / A	A / A	0.01 / 0.03	0.01 / 0.03	0.01 / 0.05	8.0 / 8.5	8.0 / 8.6	8.0 / 8.8
	EBT	NA	A / A	A / A	A / A	- / -	- / -	- / -	0.1 / 0.3	0.1 / 0.4	0.1 / 0.6
	SB L / R*	33% (30%) / 2% (0%)	B / C	B / C	C / C	0.25 / 0.3	0.27 / 0.34	0.30 / 0.46	13.8 / 17.1	14.5 / 18.6	15.1 / 22.7
C.R. 52 & Mirada Blvd	WBL	0% / 1%	A / A	A / A	A / A	0.03 / 0.11	0.03 / 0.12	0.03 / 0.12	8.1 / 8.7	8.2 / 8.8	8.2 / 8.9
	NBL	0% / 5%	B / C	B / C	B / C	0.02 / 0.06	0.02 / 0.07	0.03 / 0.11	12.1 / 15.3	12.4 / 16.0	12.5 / 16.6
	NBR	8% / 1%	B / B	B / B	B / B	0.10 / 0.21	0.11 / 0.23	0.11 / 0.23	10.7 / 11.8	10.9 / 12.2	10.9 / 12.3
S.R. 52 & C.R. 52	EBL	6% / 3%	C / C	C / C	C / C	0.55 / 0.63	0.62 / 0.71	0.63 / 0.73	19.1 / 18.8	23.3 / 22.9	21.2 / 24.5
	SBR	9% / 3%	D / D	E / E	E / E	0.70 / 0.72	0.79 / 0.81	0.80 / 0.84	31.1 / 28.3	41.7 / 36.3	35.9 / 40.5

Note:
- NA means "not applicable" [1] in the *HSC* for the corresponding movements.
- Southbound left- and right-turn movements have different truck percentages; the truck percentage for the right-turn movement is shown in parentheses.
- FB results represent the Future Background traffic scenario, which analyzes future background traffic volumes at the buildout year without including project traffic.
- FB+P results represent the Future Background plus Project traffic scenario, which analyzes future background traffic volumes at the buildout year with the addition of project traffic.

[1] *HCS* does not allow the entry of heavy vehicle percentage input for movements where critical headway (gap) calculations are not applicable (i.e., minor-street movements that must yield to and accept gaps in major-street traffic). For movements with no conflicting traffic (e.g., southbound right turns from Emmaus Cemetery Rd. onto the site access), the heavy vehicle input field is disabled by *HCS*, as critical headway does not apply.

The HCS results indicate that all movements at the study intersections would operate at Level of Service (LOS) D or better across all three scenarios (Ex, FB, and FB+P) under both AM and PM peak traffic conditions. The only exception is the southbound right-turn movement at the S.R. 52 and C.R. 52 intersections, which would operate at LOS E under the FB and FB+P scenarios. Per Pasco County LDC *Section 901.12.C.1*, applications with an increase in gross trips of fewer than 50 peak-hour trips (AM or PM, whichever is higher) are exempt from further analysis. The proposed project is estimated to generate 46 new net external trips during the PM peak hour, which is below the 50-trip threshold. Therefore, no additional traffic analysis is required in accordance with LDC *Section 901.12.G.1.a.(1)*, provided the access is not located on a roadway with a known LOS deficiency.

Mitigation

Intersection

S.R. 52 and C.R. 52,

SB Right Turn – AM and PM Peak Hours

The southbound right-turn movement at S.R. 52 and C.R. 52 is the only movement projected to operate at LOS E during both AM and PM peak hours under Future Background and Future Background + Project traffic conditions. The existing approach lane is essentially a dedicated right-turn lane. The addition of project traffic results in only a small increase in delay; therefore, no geometric or operational mitigation is recommended at this location.

Segment

No Segment mitigation is required per the analysis.

Turn Lane Warrant

The following turn lanes are warranted:

- Emmaus Cemetery Rd and Site Access

Firstly, the HCS analysis indicates that this intersection will operate at LOS A under Future Background + Project traffic conditions. Secondly, following the decision

flowchart in the *National Cooperative Highway Research Program (NCHRP) Report 745: Left-Turn Accommodation at Unsignalized Intersections* (see **Appendix E**), a review of the five-year crash history from January 1, 2020, through December 31, 2024, plus the first nine months of 2025, found no reported crashes (see **Appendix E**), particularly no left-turn crashes, along the Emmaus Cemetery Road segment fronting the project site between C.R. 52 and Warder Road. Therefore, no mitigation or geometric improvement is recommended at this location despite the initial warrant indication.

- C.R. 52 and Emmaus Cemetery Rd

The C.R. 52 at this intersection was recently reconstructed, which was completed in late 2023 and finalized in early 2024. During the design and reconstruction process, FDOT would have evaluated turn-lane needs and incorporated them if warranted at that time. Given the recent reconstruction, additional turn-lane improvements are not considered necessary at this time. Therefore, no mitigation is recommended for the turning movements at the intersection of C.R. 52 and Emmaus Cemetery Rd, despite the indicated warrants.

APPENDIX A

Approved Methodology

Timing and Phasing Analysis

Emmaus Commercial Rezoning

Pasco County, Florida

For

Drift 11939 Emmaus LLC
50 Abington Court NW
Atlanta, Georgia 30327

Methodology Statement

September 2025

Prepared by:

LANDIS EVANS + PARTNERS

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Suite 100
Tampa, FL 33624
(813) 949-7449

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Table 2 PM Proposed Trip Generation 3

Introduction

This report summarizes the methodology to be used to perform the Timing and Phasing Analysis for Pasco County for the purpose of considering the traffic impacts of a proposed development, the property of which is being rezoned. The methodology is based upon Pasco County LDC guidelines. The site is located at the northwest corner of County Road 52 (CR 52) and Emmaus Cemetery Road, as shown in **Figure 1**. The proposed development is on a 1.50 AC property which is being requested to be rezoned from agricultural (AR) to commercial (C2). It is anticipated that up to 8,000 square feet of the parcel will be used for commercial purposes. As this is a rezoning, the analysis will apply the highest and best use appropriate to the anticipated 8,000-square-foot commercial area. The primary access point for the property will be via Emmaus Cemetery Road. The analysis buildout year will be 2027.

Figure 1 Proposed Development Location

The following sections outline the estimation of background traffic and the project's anticipated trip generation, distribution, and assignment.

Trip Generation

This development will be analyzed based on the highest retail use applicable to 8,000 square feet of C2 zoning, as defined by the ITE Trip Generation Manual, 11th Edition, Land Use Code 822 (<40,000 SF). **Table 1** and **Table *2*** summarize the proposed peak hour trip generation.

The Pass-by rates were taken from the ITE Trip Generation Handbook, 3rd Edition. A pass-by capture check will be performed in the analysis per Pasco County L.D.C. Section 901.12 to ensure the total pass-by capture does not exceed 10% of the total background traffic on the adjacent roadways (assumed peak hour trips as 9% of 18,500 ADT = 1,665 trips).

Table 1 AM Proposed Trip Generation

Development (Trip Type)	Size Calculation	Size		Land Use Code	ADT	AM Peak Hour Trip Ends		ITE AM Pass-by Trip Ends		New External AM Peak Hour Trip	
						enter	exit	enter	exit	enter	exit
		no.	unit			60%	40%	29%	29%		
Strip Retail Plaza	8,000	8,000	SF	822	436	11	8	3	2	8	6
Total				-	436	11	8	3	2	8	6

Table 2 PM Proposed Trip Generation

Development (Trip Type)	Size Calculation	Size		Land Use Code	ADT	PM Peak Hour Trip Ends		ITE PM Pass-by Trip Ends		New External PM Peak Hour Trip	
						enter	exit	enter	exit	enter	exit
		no.	unit			50%	50%	29%	29%		
Strip Retail Plaza	8,000	8,000	SF	822	436	33	33	10	10	23	23
Total				-	436	33	33	10	10	23	23

The proposed development will increase anticipated AM trips by 14 and increase the anticipated PM trips by 46.

Study Area

Figure 2 displays the study area segments and intersections analyzed based on the Pasco County LDC 901.12.E (7) and engineering judgement.

Figure 2 Study Area Map

The study area segment to be studied is listed below:

- Emmaus Cemetery Road – CR 52 to Hartman Road
- CR 52 – SR 52 to Curley Road
- SR 52 – Corporate Lake Blvd/McKendree Rd to CR 52
- SR 52 – CR 52 to Mirada Blvd

The study area intersections to be studied are listed below:

- Site access and Emmaus Cemetery Road
- CR 52 and Emmaus Cemetery Road
- SR 52 and CR 52
- CR 52 and Mirada Boulevard

Trip Distribution and Assignment

The project trips are distributed using engineering judgement based upon the surrounding land development patterns, existing traffic splits, and knowledge of the project's general market area. Percentage distributions are presented in **Figure 3**.

Figure 3 Traffic Distribution

Trip assignments will be performed based on the project's proposed generated trips and percent distribution along each roadway.

Existing Traffic

AM and PM peak hour turning movement counts will be performed at the study intersections. A peak season adjustment factor will be obtained from the FDOT's 2024 Peak Season Factor Category Report for Pasco County and applied to the vehicular count volumes for the base traffic volumes.

Two days of 24-hour counts will also be conducted to ascertain the daily volume of CR 52 due to the relatively new configuration between SR 52 and CR 52. Peak hour volumes will be used for capacity analysis of Emmaus Cemetery Road.

Background Traffic Generation

An annual growth rate will be applied to base traffic volumes to determine the final (calculated) background volumes used in the intersection analyses to the proposed buildout year. Historical FDOT traffic counts suggested the annual growth rate is 2.5% for SR 52 which will be applied to CR 52. A minimum of 2% growth rate will be applied where historical data is not available.

Vested Trips

Projects under development that are relevant to this project's study intersections will have their trips included as vested trips and be a part of the final background traffic. These projects and project traffic information will be provided by Pasco County.

Segment and Intersection Analyses, Level of Service Determinations, and Recommendations

Following trip assignment, analyses of the potential impacts to the study intersections and segments will be conducted.

The intersection impact analyses will be conducted for "existing", "background traffic", and "background plus project" (future scenario) conditions. The *Highway Capacity Manual's* Highway Capacity Software (HCS) will be used to determine the expected levels of service for the stop-controlled intersection(s). Cubic Transportation Systems' *Synchro Studio* will be used to analyze the expected levels of service for the signal-controlled intersection(s).

The study segments will be evaluated using FDOT's generalized Level of Service Tables in the *Quality/Level of Service Handbook*. The study segments will include the followings

- Emmaus Cemetery Road – CR 52 to Hartman Road
- CR 52 – SR 52 to Curley Road
- SR 52 – Corporate Lake Blvd/McKendree Rd to CR 52
- SR 52 – CR 52 to Mirada Blvd

A table will be included to show the intersections and segments LOS, along with the V/C ratios.

Turn Lane requirements will determined based on Pasco County LDC 901.3 and FDOT guidelines, where applicable.

Offsite intersection improvements will be suggested, if needed, and qualitative operational safety observations will be made, and reported, if needed. All improvements to the roadways will be pursuant to geometric standards, guidelines, and policies of the County and FDOT.

Note: This study will be applicable to the highest and best use provided for the purposes of future planning by the County. At the time of site plan, it is understood that an access management analysis will be required to confirm improvements needed by the developer and may not be as extensive as the improvements provided in the analysis.

APPENDIX B

Existing and Background Traffic Data and Data Sources

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1400 PASCO COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.00	1.04
2	01/07/2024 - 01/13/2024	1.02	1.06
3	01/14/2024 - 01/20/2024	1.03	1.07
4	01/21/2024 - 01/27/2024	1.02	1.06
5	01/28/2024 - 02/03/2024	1.00	1.04
6	02/04/2024 - 02/10/2024	0.99	1.03
* 7	02/11/2024 - 02/17/2024	0.97	1.01
* 8	02/18/2024 - 02/24/2024	0.96	1.00
* 9	02/25/2024 - 03/02/2024	0.96	1.00
*10	03/03/2024 - 03/09/2024	0.95	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.98
*12	03/17/2024 - 03/23/2024	0.95	0.99
*13	03/24/2024 - 03/30/2024	0.95	0.99
*14	03/31/2024 - 04/06/2024	0.96	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.00
*16	04/14/2024 - 04/20/2024	0.96	1.00
*17	04/21/2024 - 04/27/2024	0.97	1.01
*18	04/28/2024 - 05/04/2024	0.97	1.01
*19	05/05/2024 - 05/11/2024	0.98	1.02
20	05/12/2024 - 05/18/2024	0.98	1.02
21	05/19/2024 - 05/25/2024	0.99	1.03
22	05/26/2024 - 06/01/2024	1.00	1.04
23	06/02/2024 - 06/08/2024	1.00	1.04
24	06/09/2024 - 06/15/2024	1.01	1.05
25	06/16/2024 - 06/22/2024	1.01	1.05
26	06/23/2024 - 06/29/2024	1.02	1.06
27	06/30/2024 - 07/06/2024	1.02	1.06
28	07/07/2024 - 07/13/2024	1.03	1.07
29	07/14/2024 - 07/20/2024	1.03	1.07
30	07/21/2024 - 07/27/2024	1.04	1.08
31	07/28/2024 - 08/03/2024	1.04	1.08
32	08/04/2024 - 08/10/2024	1.04	1.08
33	08/11/2024 - 08/17/2024	1.05	1.09
34	08/18/2024 - 08/24/2024	1.05	1.09
35	08/25/2024 - 08/31/2024	1.05	1.09
36	09/01/2024 - 09/07/2024	1.06	1.10
37	09/08/2024 - 09/14/2024	1.06	1.10
38	09/15/2024 - 09/21/2024	1.07	1.11
39	09/22/2024 - 09/28/2024	1.05	1.09
40	09/29/2024 - 10/05/2024	1.04	1.08
41	10/06/2024 - 10/12/2024	1.03	1.07
42	10/13/2024 - 10/19/2024	1.02	1.06
43	10/20/2024 - 10/26/2024	1.01	1.05
44	10/27/2024 - 11/02/2024	1.01	1.05
45	11/03/2024 - 11/09/2024	1.00	1.04
46	11/10/2024 - 11/16/2024	1.00	1.04
47	11/17/2024 - 11/23/2024	1.00	1.04
48	11/24/2024 - 11/30/2024	1.00	1.04
49	12/01/2024 - 12/07/2024	1.00	1.04
50	12/08/2024 - 12/14/2024	1.00	1.04
51	12/15/2024 - 12/21/2024	1.00	1.04
52	12/22/2024 - 12/28/2024	1.02	1.06
53	12/29/2024 - 12/31/2024	1.03	1.07

* PEAK SEASON

04-MAR-2025 16:32:54 830UPD 7_1400_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
2024 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 14 PASCO

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
5008		SR 533/BUS US 98, SOUTH OF SR 52	N	10500	S	9800	20300	C	9.0	55.6F	16.7A
5010		7TH ST, NORTH OF US 301	N	7100	S	8500	15600	C	9.0	55.6F	10.4F
5013		SR 533/US 98, NORTH OF SR 52/MERIDIAN AVE	N	9900E	S	8500E	18400	F	9.0	55.6F	23.8P
5022		SR 55/US 19, SOUTH OF MAIN ST		E		E	63000	E	9.0	55.6F	6.5F
5028		SR 39/US 301/GALL BLVD, N OF SR 54/5TH AVE	N	11000	S	8800	19800	C	9.0	55.6F	10.7F
5029		SR 39/US 301/GALL BLVD, SOUTH OF SR 54/5TH AVE	N	8700	S	9000	17700	C	9.0	55.6F	10.7F
5031		SR 39/US 301/GALL BLVD, S.OF GEIGER RD.& N. AVE.	N	11500E	S	12500E	24000	F	9.0	55.6F	5.8P
5032		SOUTH OF GRAND BLVD.		E		E	69000	E	9.0	55.6F	6.5F
5100		SR 595/ALT US 19, SOUTH OF SR 55/US 19	N	8900	S	9500	18400	C	9.0	55.6F	7.6A
5101		SR 54, EAST OF SR 45/US 41	E	32500E	W	30500E	63000	F	9.0	55.6F	12.2P
5104		SR 54, EAST OF LAMAR RD AND WALMART ENTRANCE	E	9200	W	9400	18600	C	9.0	55.6F	5.1F
5105		SR 54/5TH AVE, WEST OF SR 39/US 301/GALL BLVD	E	7500	W	6000	13500	C	9.0	55.6F	5.1F
5106		SR 52, EAST OF SR 93/I-75		0E		0E	18500	X	9.0	55.6F	14.1F
5107		SR 54, EAST OF SR 55/US 19		E		E	30000	E	9.0	55.6F	4.5F
5108		SR 54, EAST OF CR 595/GRAND BLVD.	E	18000E	W	18500E	36500	F	9.0	55.6F	7.6P
5109		SR 54, EAST OF CR 77/ROWAN RD		E		E	41000	E	9.0	55.6F	4.5F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST; V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
2024 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 14 PASCO

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
5112		SR 54, 0.38 MILES EAST OF LIVINGSTON RD	E		E		73000	E	9.0	55.6F	5.2F
5115		SR 54, EAST OF CR 581	E	30000	W	29000	59000	C	9.0	55.6F	8.2A
5116		SR 54, WEST OF MORRIS BRIDGE ROAD		0E		0E	32500	X	9.0	55.6F	5.1F
5118		SR 54, WEST OF GUNN HWY	E	30000	W	30000	60000	C	9.0	55.6F	4.5F
5119		SR 54, EAST OF CR587/GUNN HWY	E	21500	W	28500	50000	C	9.0	55.6F	6.4A
5120		SR 52, W OF CR 581/BELLAMY BROTHERS RD	E	12000	W	12000	24000	C	9.5	55.6F	14.1F
5121		SR 52, EAST OF CR579/HAPPY HILL RD./PROSPECT RD.	E	6600	W	7100	13700	C	9.0	55.6F	19.0F
5124		SR 56 W OF MORRIS BRIDGE RD	E	10000	W	10000	20000	C	9.0	55.6F	5.1F
5125		SR 56 E OF MORRIS BRIDGE RD	E	6200	W	5200	11400	C	9.0	55.6F	14.1F
5126		SR 52, EAST OF CURLEY RD	E	9100	W	8900	18000	C	9.0	55.6F	25.2A
5301		SR 45/US 41, SOUTH OF HERNANDO CO. LINE	N	5900	S	5800	11700	C	9.0	55.6F	14.6A
5303		SR 45/US 41/LAND O LAKES BLVD, NORTH OF SR 54	N	26500	S	28000	54500	C	9.0	55.6F	5.2A
5304		SR 55/US 19, NORTH OF SR 595/ALT 19		E		E	68500	E	9.0	55.6F	6.5F
5305		SR 35/SR 700/US 98/US 301, NORTH OF PAYNE RD	N	11000	S	10500	21500	C	9.0	55.6F	10.7F
5307		SR 700/US 98, S OF HERNANDO COUNTY	N	4400E	S	4200E	8600	F	9.5	55.6F	14.1F
5308		SR 39, S OF CHANCY RD	N	9700	S	9700	19400	C	9.0	55.6F	9.8F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST; V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

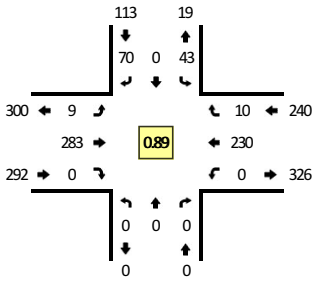
Type of peak hour being reported: Intersection Peak

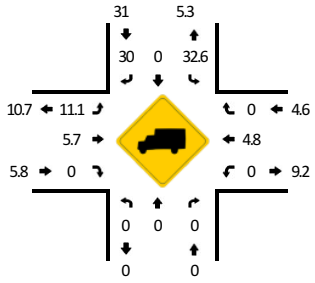
Method for determining peak hour: Total Entering Volume

LOCATION: Emmaus Cemetery Rd -- County Rd 52
CITY/STATE: San Antonio, FL

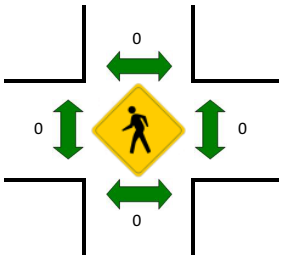
QC JOB #: 17284801
DATE: Thu, Oct 23 2025

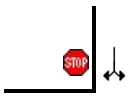
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

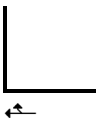


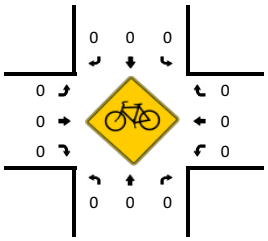


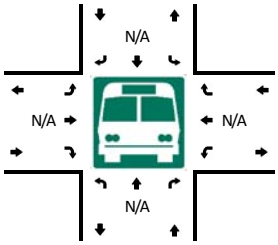
TRUE DATA TO IMPROVE MOBILITY

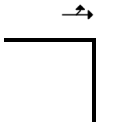


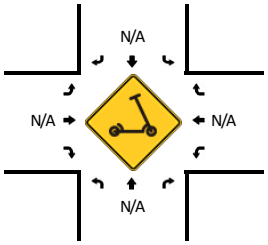












15-Min Count Period Beginning At	Emmaus Cemetery Rd (Northbound)				Emmaus Cemetery Rd (Southbound)				County Rd 52 (Eastbound)				County Rd 52 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	2	0	0	0	3	50	0	0	0	47	3	0	105	
7:15 AM	0	0	0	0	15	0	26	0	0	57	0	0	0	51	1	0	150	
7:30 AM	0	0	0	0	20	0	28	0	1	71	0	0	0	60	2	0	182	
7:45 AM	0	0	0	0	5	0	12	0	3	78	0	0	0	52	6	0	156	593
8:00 AM	0	0	0	0	3	0	4	0	5	77	0	0	0	67	1	0	157	645
8:15 AM	0	0	0	0	3	0	4	0	3	46	0	0	0	42	1	0	99	594
8:30 AM	0	0	0	0	4	0	7	0	4	61	0	0	0	47	0	0	123	535
8:45 AM	0	0	0	0	2	0	2	0	2	63	0	0	0	52	4	0	125	504

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	80	0	112	0	4	284	0	0	0	240	8	0	728
Heavy Trucks	0	0	0		32	0	56		0	12	0		0	16	0		116
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/27/2025 2:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

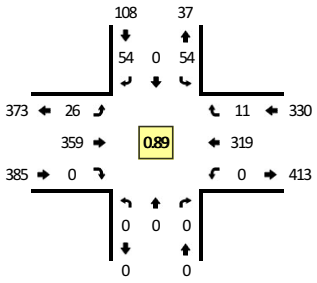
Type of peak hour being reported: Intersection Peak

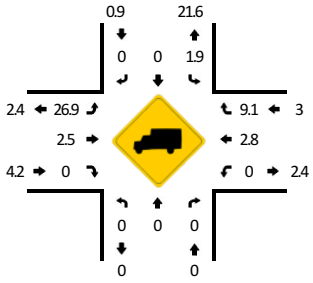
Method for determining peak hour: Total Entering Volume

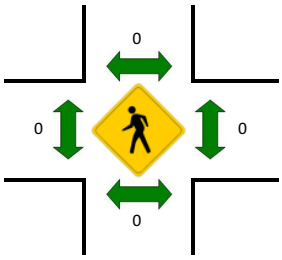
LOCATION: Emmaus Cemetery Rd -- County Rd 52
CITY/STATE: San Antonio, FL

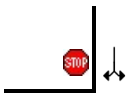
QC JOB #: 17284802
DATE: Thu, Oct 23 2025

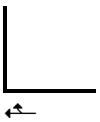
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

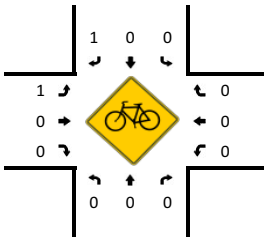


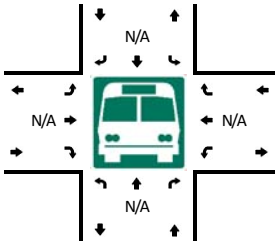


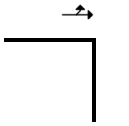


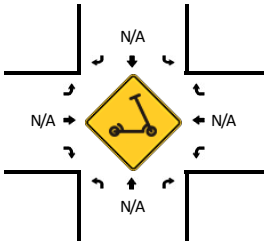












15-Min Count Period Beginning At	Emmaus Cemetery Rd (Northbound)				Emmaus Cemetery Rd (Southbound)				County Rd 52 (Eastbound)				County Rd 52 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	4	0	7	0	6	75	0	0	0	60	6	0	158	
4:15 PM	0	0	0	0	5	0	7	0	13	92	0	0	0	55	7	0	179	
4:30 PM	0	0	0	0	3	0	5	0	14	60	0	0	0	60	4	0	146	
4:45 PM	0	0	0	0	5	0	11	0	9	81	0	0	0	89	7	0	202	685
5:00 PM	0	0	0	0	1	0	12	0	9	98	0	0	0	79	3	0	202	729
5:15 PM	0	0	0	0	18	0	19	0	3	97	0	0	0	94	1	0	232	782
5:30 PM	0	0	0	0	30	0	12	0	5	83	0	0	0	57	0	0	187	823
5:45 PM	0	0	0	0	4	0	9	0	5	99	0	0	0	53	2	0	172	793

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	72	0	76	0	12	388	0	0	0	376	4	0	928
Heavy Trucks	0	0	0		0	0	0		4	12	0		0	16	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	4		4	0	0		0	0	0		8
Scooters																	

Comments:

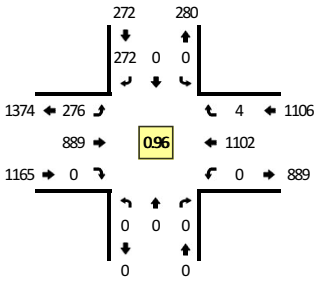
Report generated on 10/27/2025 2:05 PM

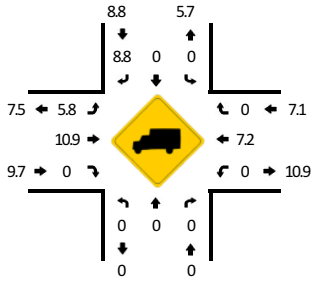
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

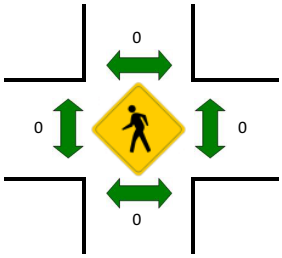
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

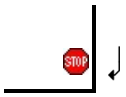
LOCATION: County Rd 52 -- State Rd 52 | **QC JOB #:** 17284803
CITY/STATE: San Antonio, FL | **DATE:** Thu, Oct 23 2025

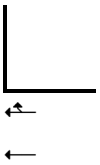
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

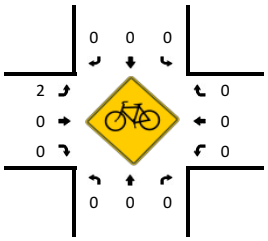


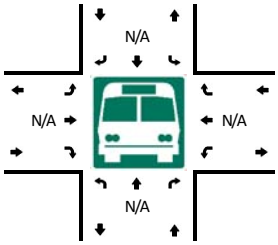


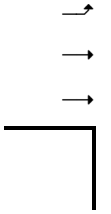


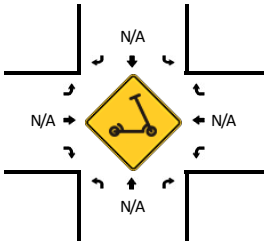












15-Min Count Period Beginning At	County Rd 52 (Northbound)				County Rd 52 (Southbound)				State Rd 52 (Eastbound)				State Rd 52 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	48	0	52	202	0	0	0	246	0	0	548	
7:15 AM	0	0	0	0	0	0	69	0	56	191	0	0	0	258	1	0	575	
7:30 AM	0	0	0	0	0	0	78	0	67	238	0	0	0	277	0	0	660	
7:45 AM	0	0	0	0	0	0	73	0	79	202	0	0	0	303	1	0	658	2441
8:00 AM	0	0	0	0	0	0	74	0	79	209	0	0	0	242	2	0	606	2499
8:15 AM	0	0	0	0	0	0	47	0	51	240	0	0	0	280	1	0	619	2543
8:30 AM	0	0	0	0	0	0	53	0	61	225	0	0	0	234	1	0	574	2457
8:45 AM	0	0	0	0	0	0	53	0	59	192	0	0	0	222	1	0	527	2326

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	312	0	268	952	0	0	0	1108	0	0	2640
Heavy Trucks	0	0	0		0	0	60		8	116	0		0	56	0		240
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		8	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 10/27/2025 2:05 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

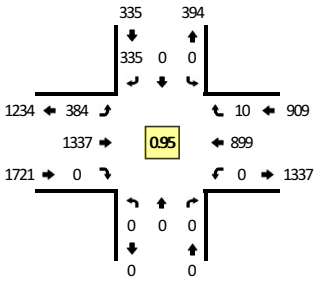
Type of peak hour being reported: Intersection Peak

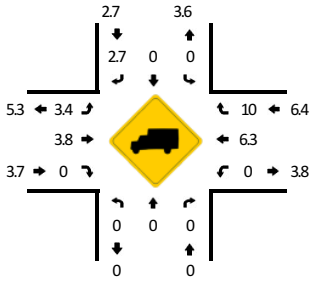
Method for determining peak hour: Total Entering Volume

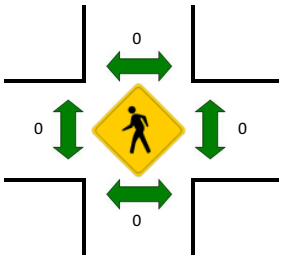
LOCATION: County Rd 52 -- State Rd 52
CITY/STATE: San Antonio, FL

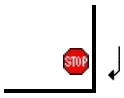
QC JOB #: 17284804
DATE: Thu, Oct 23 2025

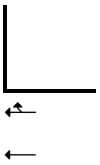
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

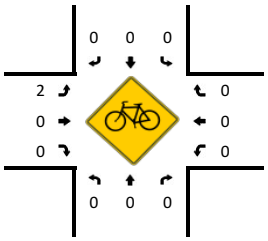


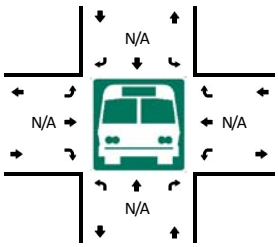


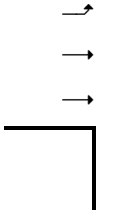


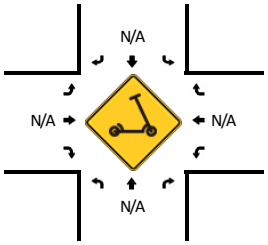












15-Min Count Period Beginning At	County Rd 52 (Northbound)				County Rd 52 (Southbound)				State Rd 52 (Eastbound)				State Rd 52 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	66	0	79	293	0	0	0	201	0	0	639	
4:15 PM	0	0	0	0	0	0	64	0	101	316	0	0	0	213	5	0	699	
4:30 PM	0	0	0	0	0	0	61	0	70	245	0	0	0	204	5	0	585	
4:45 PM	0	0	0	0	0	0	101	0	82	291	0	0	0	217	5	0	696	2619
5:00 PM	0	0	0	0	0	0	85	0	107	355	0	0	0	232	2	0	781	2761
5:15 PM	0	0	0	0	0	0	109	0	98	315	0	0	0	226	1	0	749	2811
5:30 PM	0	0	0	0	0	0	80	0	80	320	0	0	0	236	5	0	721	2947
5:45 PM	0	0	0	0	0	0	61	0	99	347	0	0	0	205	2	0	714	2965

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	340	0	428	1420	0	0	0	928	8	0	3124
Heavy Trucks	0	0	0		0	0	12		32	68	0		0	88	0		200
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

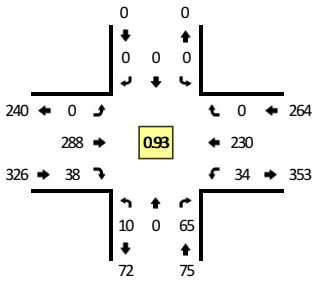
Report generated on 10/27/2025 2:05 PM

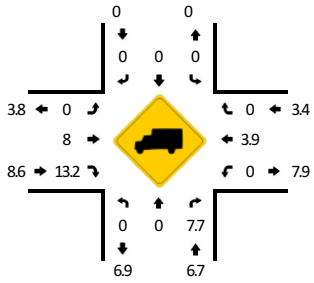
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

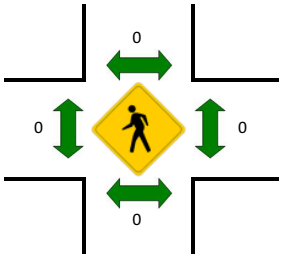
LOCATION: Mirada Blvd -- County Rd 52 | **QC JOB #:** 17284805
CITY/STATE: San Antonio, FL | **DATE:** Thu, Oct 23 2025

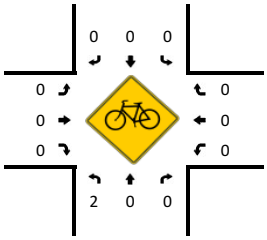
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

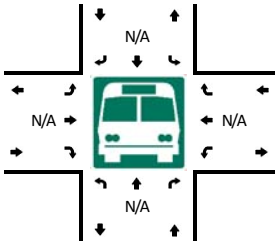


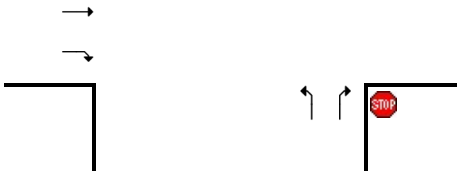


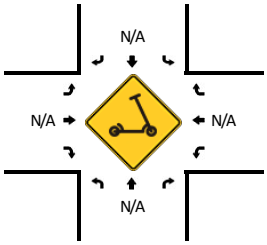
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Mirada Blvd (Northbound)				Mirada Blvd (Southbound)				County Rd 52 (Eastbound)				County Rd 52 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	13	0	0	0	0	0	0	49	1	0	6	50	0	0	121	
7:15 AM	4	0	13	0	0	0	0	0	0	59	16	0	7	49	0	0	148	
7:30 AM	2	0	13	0	0	0	0	0	0	77	13	0	3	62	0	0	170	
7:45 AM	4	0	23	0	0	0	0	0	0	76	5	0	8	52	0	0	168	607
8:00 AM	0	0	16	0	0	0	0	0	0	76	4	0	16	67	0	0	179	665
8:15 AM	1	0	14	0	0	0	0	0	0	43	6	0	11	43	0	0	118	635
8:30 AM	1	0	14	0	0	0	0	0	0	59	5	0	8	48	0	0	135	600
8:45 AM	2	0	18	0	0	0	0	0	0	57	6	0	8	50	0	0	141	573

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	64	0	0	0	0	0	0	304	16	0	64	268	0	0	716
Heavy Trucks	0	0	4		0	0	0		0	8	4		0	8	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

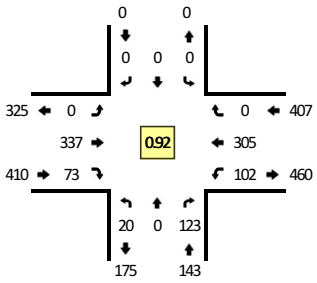
Comments:

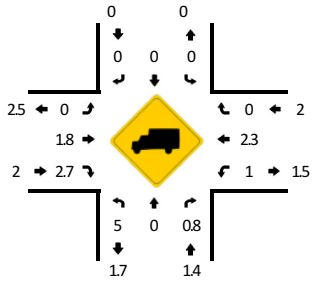
Report generated on 10/27/2025 2:05 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

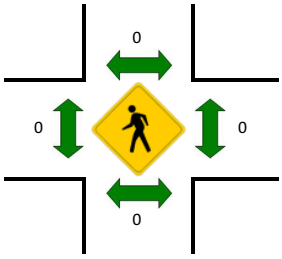
LOCATION: Mirada Blvd -- County Rd 52 | **QC JOB #:** 17284806
CITY/STATE: San Antonio, FL | **DATE:** Thu, Oct 23 2025

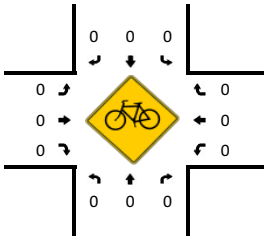
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

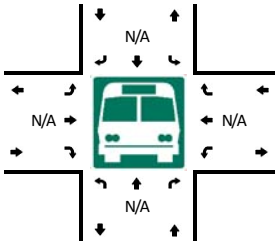


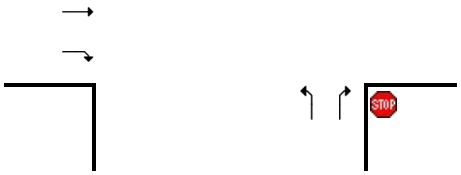


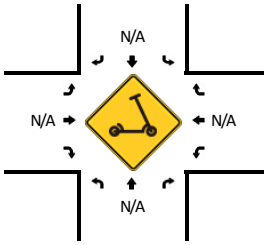
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Mirada Blvd (Northbound)				Mirada Blvd (Southbound)				County Rd 52 (Eastbound)				County Rd 52 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	10	0	48	0	0	0	0	0	0	64	10	0	17	52	0	0	201	
4:15 PM	3	0	37	0	0	0	0	0	0	84	14	0	22	58	0	0	218	
4:30 PM	3	0	31	0	0	0	0	0	0	56	8	0	36	61	0	0	195	
4:45 PM	8	0	34	0	0	0	0	0	0	74	12	0	31	89	0	0	248	862
5:00 PM	3	0	29	0	0	0	0	0	0	86	13	0	26	79	0	0	236	897
5:15 PM	5	0	35	0	0	0	0	0	0	90	22	0	24	84	0	0	260	939
5:30 PM	4	0	25	0	0	0	0	0	0	87	26	0	21	53	0	0	216	960
5:45 PM	5	0	44	0	0	0	0	0	0	80	20	0	19	51	0	0	219	931

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	0	140	0	0	0	0	0	0	360	88	0	96	336	0	0	1040
Heavy Trucks	0	0	4		0	0	0		0	4	8		0	8	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/27/2025 2:05 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

TRAFFIC VOLUME GENERATION WORKSHEET

N-S Road **Emmaus Cemetery Rd**
E-W Road **Site Access**

AM Peak Hour PHF: 0.92

CONDITION	Value	Time	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Peak Hour Existing (base) Volume			0	0	0	0	0	0	0	19	0	0	113	0
x Peak Season Adjustment Factor	1.05		0	0	0	0	0	0	0	20	0	0	119	0
Final Base Volume:			0	0	0	0	0	0	0	20	0	0	119	0
Background Traffic:														
Existing Base Volume:			0	0	0	0	0	0	0	20	0	0	119	0
Count Year	2025													
Annual Growth Rate (%) TO Build out Year	2027		3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Growth Factor			1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Vested Trips from Nearby Developments			0	0	0	0	0	0	0	0	0	0	0	0
Total Future Background Traffic:			0	0	0	0	0	0	0	21	0	0	126	0
Proposed Project Components:														
Primary Trips			0	0	6	0	0	0	8	0	0	0	0	0
Internal Capture Trips			0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips			0	0	2	0	0	0	3	0	0	0	0	0
Project Component Total			0	0	8	0	0	0	11	0	0	0	0	0
TOTAL VOLUME:			0	0	8	0	0	0	11	21	0	0	126	0

TRAFFIC VOLUME GENERATION WORKSHEET

N-S Road **Emmaus Cemetery Rd**
E-W Road **Site Access**

PM Peak Hour PHF: 0.92

CONDITION	Value	Time	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Peak Hour Existing (base) Volume			0	0	0	0	0	0	0	37	0	0	108	0
x Peak Season Adjustment Factor	1.05		0	0	0	0	0	0	0	39	0	0	114	0
Final Base Volume:			0	0	0	0	0	0	0	39	0	0	114	0
Background Traffic:														
Existing Base Volume:			0	0	0	0	0	0	0	39	0	0	114	0
Count Year	2025													
Annual Growth Rate (%) TO Build out Year	2027		3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Growth Factor			1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Vested Trips from Nearby Developments			0	0	0	0	0	0	0	0	0	0	0	0
Total Future Background Traffic:			0	0	0	0	0	0	0	41	0	0	120	0
Proposed Project Components:														
Primary Trips			0	0	23	0	0	0	23	0	0	0	0	0
Internal Capture Trips			0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips			0	0	10	0	0	0	10	0	0	0	0	0
Project Component Total			0	0	33	0	0	0	33	0	0	0	0	0
TOTAL VOLUME:			0	0	33	0	0	0	33	41	0	0	120	0

TRAFFIC VOLUME GENERATION WORKSHEET

N-S Road **Emmaus Cemetery Rd**
E-W Road **CR 52**

AM Peak Hour PHF: 0.89

CONDITION	Value	Time	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Peak Hour Existing (base) Volume			9	283	0	0	230	10	0	0	0	43	0	70
x Peak Season Adjustment Factor	1.05		9	297	0	0	242	11	0	0	0	45	0	74
Final Base Volume:			9	297	0	0	242	11	0	0	0	45	0	74
Background Traffic:														
Existing Base Volume:			9	297	0	0	242	11	0	0	0	45	0	74
Count Year	2025													
Annual Growth Rate (%) TO Build out Year	2027		3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Growth Factor			1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Vested Trips from Nearby Developments			0	0	0	0	0	0	0	0	0	0	0	0
Total Future Background Traffic:			10	316	0	0	257	11	0	0	0	48	0	78
Proposed Project Components:														
Primary Trips			4	0	0	0	0	4	0	0	0	3	0	3
Internal Capture Trips			0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips			2	0	0	0	0	1	0	0	0	1	0	1
Project Component Total			6	0	0	0	0	5	0	0	0	4	0	4
TOTAL VOLUME:			16	316	0	0	257	16	0	0	0	52	0	82

TRAFFIC VOLUME GENERATION WORKSHEET

N-S Road **Emmaus Cemetery Rd**
E-W Road **CR 52**

PM Peak Hour PHF: 0.89

CONDITION	Value	Time	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Peak Hour Existing (base) Volume			26	359	0	0	319	11	0	0	0	54	0	54
x Peak Season Adjustment Factor	1.05		27	377	0	0	335	12	0	0	0	57	0	57
Final Base Volume:			27	377	0	0	335	12	0	0	0	57	0	57
Background Traffic:														
Existing Base Volume:			27	377	0	0	335	12	0	0	0	57	0	57
	2025													
Annual Growth Rate (%) TO Build out Year	2027		3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Growth Factor			1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Vested Trips from Nearby Developments			0	0	0	0	0	0	0	0	0	0	0	0
Total Future Background Traffic:			29	401	0	0	356	12	0	0	0	60	0	60
Proposed Project Components:														
Primary Trips			12	0	0	0	0	11	0	0	0	11	0	12
Internal Capture Trips			0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips			5	0	0	0	0	5	0	0	0	5	0	5
Project Component Total			17	0	0	0	0	16	0	0	0	16	0	17
TOTAL VOLUME:			46	401	0	0	356	28	0	0	0	76	0	77

TRAFFIC VOLUME GENERATION WORKSHEET

N-S Road **Mirada Blvd**
E-W Road **CR 52**

AM Peak Hour PHF: 0.93

CONDITION	Value	Time	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Peak Hour Existing (base) Volume			0	288	38	34	230	0	10	0	65	0	0	0
x Peak Season Adjustment Factor	1.05		0	302	40	36	242	0	11	0	68	0	0	0
Final Base Volume:			0	302	40	36	242	0	11	0	68	0	0	0
Background Traffic:														
Existing Base Volume:			0	302	40	36	242	0	11	0	68	0	0	0
Count Year	2025													
Annual Growth Rate (%) TO Build out Year	2027		3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Growth Factor			1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Vested Trips from Nearby Developments			0	0	0	0	0	0	0	0	0	0	0	0
Total Future Background Traffic:			0	321	42	38	257	0	11	0	73	0	0	0
Proposed Project Components:														
Primary Trips			0	1	2	0	1	0	3	0	0	0	0	0
Internal Capture Trips			0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips			0	0	1	0	0	0	1	0	0	0	0	0
Project Component Total			0	1	3	0	1	0	4	0	0	0	0	0
TOTAL VOLUME:			0	322	45	38	258	0	15	0	73	0	0	0

TRAFFIC VOLUME GENERATION WORKSHEET

N-S Road **Mirada Blvd**
E-W Road **CR 52**

PM Peak Hour PHF: 0.92

CONDITION	Value	Time	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Peak Hour Existing (base) Volume			0	337	73	102	305	0	20	0	123	0	0	0
x Peak Season Adjustment Factor	1.05		0	354	77	107	320	0	21	0	129	0	0	0
Final Base Volume:			0	354	77	107	320	0	21	0	129	0	0	0
Background Traffic:														
Existing Base Volume:			0	354	77	107	320	0	21	0	129	0	0	0
	2025													
Annual Growth Rate (%) TO Build out Year	2027		3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Growth Factor			1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Vested Trips from Nearby Developments			0	0	0	0	0	0	0	0	0	0	0	0
Total Future Background Traffic:			0	376	81	114	340	0	22	0	137	0	0	0
Proposed Project Components:														
Primary Trips			0	2	9	0	2	0	9	0	0	0	0	0
Internal Capture Trips			0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips			0	1	4	0	1	0	4	0	0	0	0	0
Project Component Total			0	3	13	0	3	0	13	0	0	0	0	0
TOTAL VOLUME:			0	379	94	114	343	0	35	0	137	0	0	0

TRAFFIC VOLUME GENERATION WORKSHEET

N-S Road **CR 52**
E-W Road **SR 52**

AM Peak Hour PHF: 0.96

CONDITION	Value	Time	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Peak Hour Existing (base) Volume			276	889	0	0	1102	4	0	0	0	0	0	272
x Peak Season Adjustment Factor	1.05		290	933	0	0	1157	4	0	0	0	0	0	286
Final Base Volume:			290	933	0	0	1157	4	0	0	0	0	0	286
Background Traffic:														
Existing Base Volume:			290	933	0	0	1157	4	0	0	0	0	0	286
Count Year	2025													
Annual Growth Rate (%) TO Build out Year	2027		3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Growth Factor			1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Vested Trips from Nearby Developments			0	0	0	0	0	0	0	0	0	0	0	0
Total Future Background Traffic:			308	992	0	0	1230	4	0	0	0	0	0	304
Proposed Project Components:														
Primary Trips			4	0	0	0	0	0	0	0	0	0	0	3
Internal Capture Trips			0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips			2	0	0	0	0	0	0	0	0	0	0	1
Project Component Total			6	0	0	0	0	0	0	0	0	0	0	4
TOTAL VOLUME:			314	992	0	0	1230	4	0	0	0	0	0	308

TRAFFIC VOLUME GENERATION WORKSHEET

N-S Road **CR 52**
E-W Road **SR 52**

PM Peak Hour PHF: 0.95

CONDITION	Value	Time	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Peak Hour Existing (base) Volume			384	1337	0	0	899	10	0	0	0	0	0	335
x Peak Season Adjustment Factor	1.05		403	1404	0	0	944	11	0	0	0	0	0	352
Final Base Volume:			403	1404	0	0	944	11	0	0	0	0	0	352
Background Traffic:														
Existing Base Volume:			403	1404	0	0	944	11	0	0	0	0	0	352
	2025													
Annual Growth Rate (%) TO Build out Year	2027		3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Growth Factor			1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Vested Trips from Nearby Developments			0	0	0	0	0	0	0	0	0	0	0	0
Total Future Background Traffic:			429	1492	0	0	1003	11	0	0	0	0	0	374
Proposed Project Components:														
Primary Trips			12	0	0	0	0	0	0	0	0	0	0	12
Internal Capture Trips			0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips			5	0	0	0	0	0	0	0	0	0	0	5
Project Component Total			17	0	0	0	0	0	0	0	0	0	0	17
TOTAL VOLUME:			446	1492	0	0	1003	11	0	0	0	0	0	391

APPENDIX C

HCS Reports

HCS Two-Way Stop-Control Report

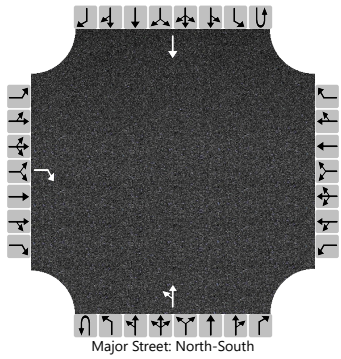
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	North-South
Project Description	AM Future Background + Project Traffic

Site Information

Intersection	Emmaus Cemetery Rd & Site Access
Jurisdiction	
East/West Street	Site Access
North/South Street	Emmaus Cemetery Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration				R						LT					T	
Volume (veh/h)				8						11	21				126	
Percent Heavy Vehicles (%)				0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				6.2						4.1						
Critical Headway (sec)				6.20						4.10						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				9						12						
Capacity, c (veh/h)				917						1459						
v/c Ratio				0.01						0.01						
95% Queue Length, Q_{95} (veh)				0.0						0.0						
95% Queue Length, Q_{95} (ft)				0.0						0.0						
Control Delay (s/veh)				9.0						7.5	0.1					
Level of Service (LOS)				A						A	A					
Approach Delay (s/veh)		9.0								2.6						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

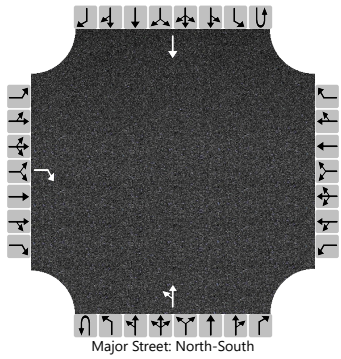
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	North-South
Project Description	PM Future Background + Project Traffic

Site Information

Intersection	Emmaus Cemetery Rd & Site Access
Jurisdiction	
East/West Street	Site Access
North/South Street	Emmaus Cemetery Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration				R						LT					T	
Volume (veh/h)				33						33	41				120	
Percent Heavy Vehicles (%)				0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				6.2						4.1						
Critical Headway (sec)				6.20						4.10						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				36						36						
Capacity, c (veh/h)				925						1467						
v/c Ratio				0.04						0.02						
95% Queue Length, Q_{95} (veh)				0.1						0.1						
95% Queue Length, Q_{95} (ft)				2.5						2.5						
Control Delay (s/veh)				9.1						7.5	0.2					
Level of Service (LOS)				A						A	A					
Approach Delay (s/veh)		9.1								3.5						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

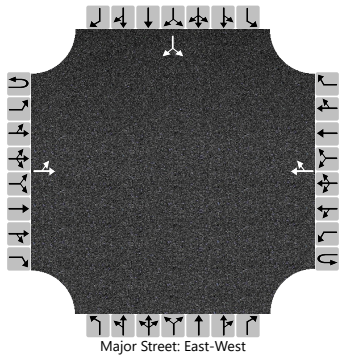
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	AM Existing Traffic

Site Information

Intersection	Emmaus Cemetery Rd & CR 52
Jurisdiction	
East/West Street	CR 52
North/South Street	Emmaus Cemetery Rd
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		9	297				242	11						45		74
Percent Heavy Vehicles (%)		11												33		30
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.21												6.73		6.50
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.30												3.80		3.57

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10													134	
Capacity, c (veh/h)		1228													541	
v/c Ratio		0.01													0.25	
95% Queue Length, Q_{95} (veh)		0.0													1.0	
95% Queue Length, Q_{95} (ft)		0.0													31.2	
Control Delay (s/veh)		8.0	0.1												13.8	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.3												13.8			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

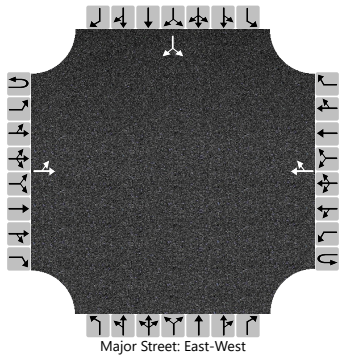
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	AM Future Background Traffic

Site Information

Intersection	Emmaus Cemetery Rd & CR 52
Jurisdiction	
East/West Street	CR 52
North/South Street	Emmaus Cemetery Rd
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		10	316				257	11						48		78
Percent Heavy Vehicles (%)		11												33		30
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.21												6.73		6.50
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.30												3.80		3.57

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11													142	
Capacity, c (veh/h)		1210													518	
v/c Ratio		0.01													0.27	
95% Queue Length, Q_{95} (veh)		0.0													1.1	
95% Queue Length, Q_{95} (ft)		0.0													34.4	
Control Delay (s/veh)		8.0	0.1												14.5	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.3												14.5			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

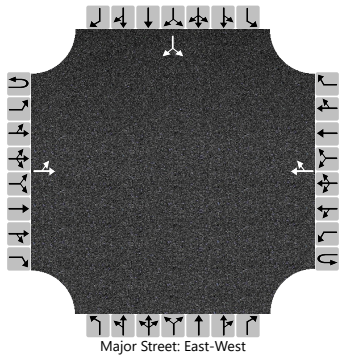
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	AM Future Background + Project Traffic

Site Information

Intersection	Emmaus Cemetery Rd & CR 52
Jurisdiction	
East/West Street	CR 52
North/South Street	Emmaus Cemetery Rd
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		16	316				257	16						52		82
Percent Heavy Vehicles (%)		11												33		30
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.21												6.73		6.50
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.30												3.80		3.57

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18													151	
Capacity, c (veh/h)		1205													507	
v/c Ratio		0.01													0.30	
95% Queue Length, Q_{95} (veh)		0.0													1.2	
95% Queue Length, Q_{95} (ft)		0.0													37.5	
Control Delay (s/veh)		8.0	0.1												15.1	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)	0.5												15.1			
Approach LOS	A												C			

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HCS Two-Way Stop-Control Report

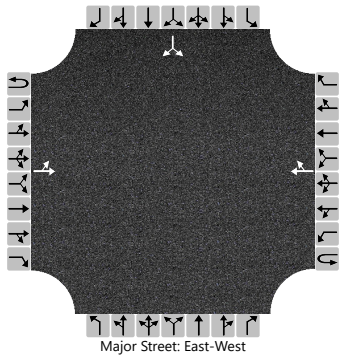
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	PM Existing Traffic

Site Information

Intersection	Emmaus Cemetery Rd & CR 52
Jurisdiction	
East/West Street	CR 52
North/South Street	Emmaus Cemetery Rd
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		27	377				335	12						57		57
Percent Heavy Vehicles (%)		27												2		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.37												6.42		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.44												3.52		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30													128	
Capacity, c (veh/h)		1045													424	
v/c Ratio		0.03													0.30	
95% Queue Length, Q_{95} (veh)		0.1													1.3	
95% Queue Length, Q_{95} (ft)		3.0													32.8	
Control Delay (s/veh)		8.5	0.3												17.1	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		0.9												17.1		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

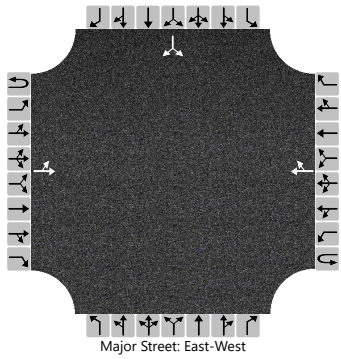
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	PM Future Background Traffic

Site Information

Intersection	Emmaus Cemetery Rd & CR 52
Jurisdiction	
East/West Street	CR 52
North/South Street	Emmaus Cemetery Rd
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		29	401				356	12						60		60
Percent Heavy Vehicles (%)		27												2		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.37												6.42		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.44												3.52		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33													135	
Capacity, c (veh/h)		1023													398	
v/c Ratio		0.03													0.34	
95% Queue Length, Q_{95} (veh)		0.1													1.5	
95% Queue Length, Q_{95} (ft)		3.0													37.8	
Control Delay (s/veh)		8.6	0.4												18.6	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		0.9												18.6		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

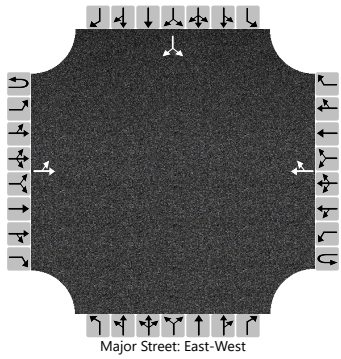
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	PM Future Background + Project Traffic

Site Information

Intersection	Emmaus Cemetery Rd & CR 52
Jurisdiction	
East/West Street	CR 52
North/South Street	Emmaus Cemetery Rd
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		46	401				356	28						76		77
Percent Heavy Vehicles (%)		27												2		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.37												6.42		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.44												3.52		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		52													172	
Capacity, c (veh/h)		1007													373	
v/c Ratio		0.05													0.46	
95% Queue Length, Q_{95} (veh)		0.2													2.3	
95% Queue Length, Q_{95} (ft)		6.1													58.0	
Control Delay (s/veh)		8.8	0.6												22.7	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		1.4												22.7		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

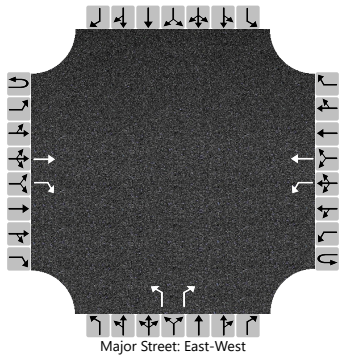
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	AM Existing Traffic

Site Information

Intersection	CR 52 & Mirada Blvd
Jurisdiction	
East/West Street	CR 52
North/South Street	Mirada Blvd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			302	40		36	242			11		68				
Percent Heavy Vehicles (%)						0				0		8				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.28				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.37				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						39				12		73				
Capacity, c (veh/h)						1202				518		703				
v/c Ratio						0.03				0.02		0.10				
95% Queue Length, Q_{95} (veh)						0.1				0.1		0.3				
95% Queue Length, Q_{95} (ft)						2.5				2.5		8.0				
Control Delay (s/veh)						8.1				12.1		10.7				
Level of Service (LOS)						A				B		B				
Approach Delay (s/veh)						1.0				10.9						
Approach LOS						A				B						

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HCS Two-Way Stop-Control Report

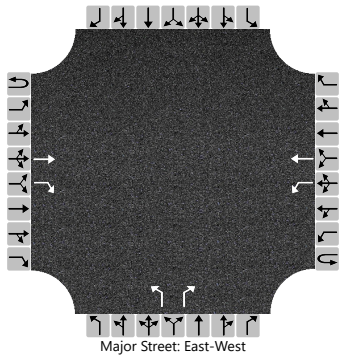
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	AM Future Background Traffic

Site Information

Intersection	CR 52 & Mirada Blvd
Jurisdiction	
East/West Street	CR 52
North/South Street	Mirada Blvd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			321	42		38	257			11		73				
Percent Heavy Vehicles (%)						0				0		8				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.28				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.37				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						41				12		78				
Capacity, c (veh/h)						1179				500		685				
v/c Ratio						0.03				0.02		0.11				
95% Queue Length, Q_{95} (veh)						0.1				0.1		0.4				
95% Queue Length, Q_{95} (ft)						2.5				2.5		10.6				
Control Delay (s/veh)						8.2				12.4		10.9				
Level of Service (LOS)						A				B		B				
Approach Delay (s/veh)						1.1				11.1						
Approach LOS						A				B						

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HCS Two-Way Stop-Control Report

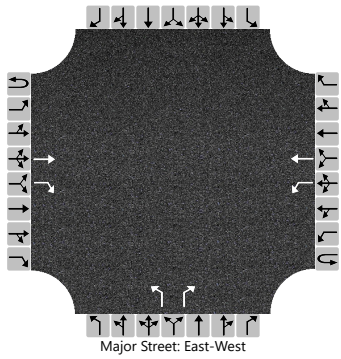
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	AM Future Background + Project Traffic

Site Information

Intersection	CR 52 & Mirada Blvd
Jurisdiction	
East/West Street	CR 52
North/South Street	Mirada Blvd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			322	45		38	258			15		73				
Percent Heavy Vehicles (%)						0				0		8				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.28				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.37				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						41				16		78				
Capacity, c (veh/h)						1175				499		684				
v/c Ratio						0.03				0.03		0.11				
95% Queue Length, Q_{95} (veh)						0.1				0.1		0.4				
95% Queue Length, Q_{95} (ft)						2.5				2.5		10.6				
Control Delay (s/veh)						8.2				12.5		10.9				
Level of Service (LOS)						A				B		B				
Approach Delay (s/veh)						1.0				11.2						
Approach LOS						A				B						

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HCS Two-Way Stop-Control Report

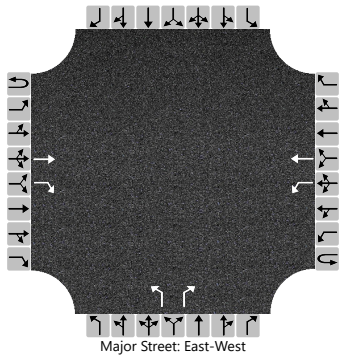
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	PM Existing Traffic

Site Information

Intersection	CR 52 & Mirada Blvd
Jurisdiction	
East/West Street	CR 52
North/South Street	Mirada Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			354	77		107	320			21		129				
Percent Heavy Vehicles (%)						1				5		1				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.45		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.55		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						116				23		140				
Capacity, c (veh/h)						1098				371		666				
v/c Ratio						0.11				0.06		0.21				
95% Queue Length, Q_{95} (veh)						0.4				0.2		0.8				
95% Queue Length, Q_{95} (ft)						10.1				5.2		20.1				
Control Delay (s/veh)						8.7				15.3		11.8				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)						2.2				12.3						
Approach LOS						A				B						

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HCS Two-Way Stop-Control Report

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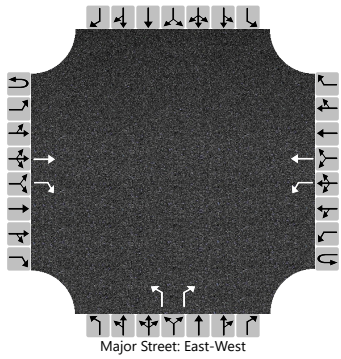
Time Analyzed	
Intersection Orientation	East-West
Project Description	PM Future Background Traffic

Site Information

Intersection	CR 52 & Mirada Blvd
Jurisdiction	
East/West Street	CR 52
North/South Street	Mirada Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			376	81		114	340			22		137				
Percent Heavy Vehicles (%)						1				5		1				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.45		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.55		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						124				24		149				
Capacity, c (veh/h)						1072				350		645				
v/c Ratio						0.12				0.07		0.23				
95% Queue Length, Q_{95} (veh)						0.4				0.2		0.9				
95% Queue Length, Q_{95} (ft)						10.1				5.2		22.6				
Control Delay (s/veh)						8.8				16.0		12.2				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)						2.2				12.8						
Approach LOS						A				B						

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HCS Two-Way Stop-Control Report

General Information

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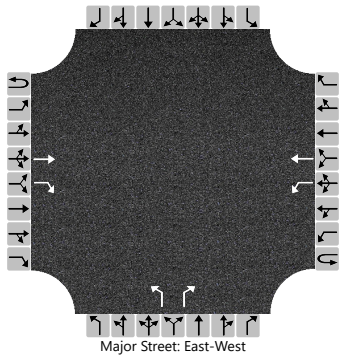
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	PM Future Background + Project Traffic

Site Information

Intersection	CR 52 & Mirada Blvd
Jurisdiction	
East/West Street	CR 52
North/South Street	Mirada Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			379	94		114	343			35		137				
Percent Heavy Vehicles (%)						1				5		1				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.45		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.55		3.31				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						124				38		149				
Capacity, c (veh/h)						1057				348		643				
v/c Ratio						0.12				0.11		0.23				
95% Queue Length, Q_{95} (veh)						0.4				0.4		0.9				
95% Queue Length, Q_{95} (ft)						10.1				10.4		22.6				
Control Delay (s/veh)						8.9				16.6		12.3				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)						2.2				13.2						
Approach LOS						A				B						

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HCS Two-Way Stop-Control Report

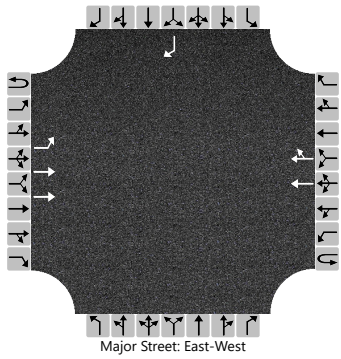
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	AM Existing Traffic

Site Information

Intersection	SR 52 & CR 52
Jurisdiction	
East/West Street	SR 52
North/South Street	CR 52
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	0	1
Configuration		L	T				T	TR								R
Volume (veh/h)	0	290	933				1157	4								286
Percent Heavy Vehicles (%)	0	6														9
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.22														7.08
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.26														3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		302														298
Capacity, c (veh/h)		552														425
v/c Ratio		0.55														0.70
95% Queue Length, Q_{95} (veh)		3.3														5.3
95% Queue Length, Q_{95} (ft)		86.3														141.8
Control Delay (s/veh)		19.1														31.1
Level of Service (LOS)		C														D
Approach Delay (s/veh)	4.5												31.1			
Approach LOS	A												D			

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HCS Two-Way Stop-Control Report

General Information

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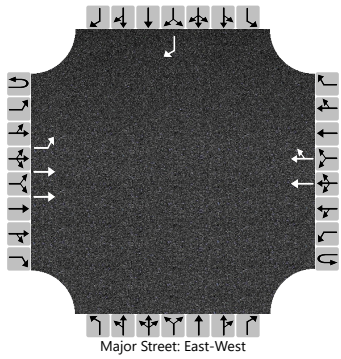
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	AM Future Background Traffic

Site Information

Intersection	SR 52 & CR 52
Jurisdiction	
East/West Street	SR 52
North/South Street	CR 52
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	0	1
Configuration		L	T				T	TR								R
Volume (veh/h)	0	308	992				1230	4								304
Percent Heavy Vehicles (%)	0	6														9
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.22														7.08
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.26														3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		321														317
Capacity, c (veh/h)		515														400
v/c Ratio		0.62														0.79
95% Queue Length, Q_{95} (veh)		4.2														6.9
95% Queue Length, Q_{95} (ft)		109.9														184.6
Control Delay (s/veh)		22.8														40.5
Level of Service (LOS)		C														E
Approach Delay (s/veh)	5.4												40.5			
Approach LOS	A												E			

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HCS Two-Way Stop-Control Report

General Information

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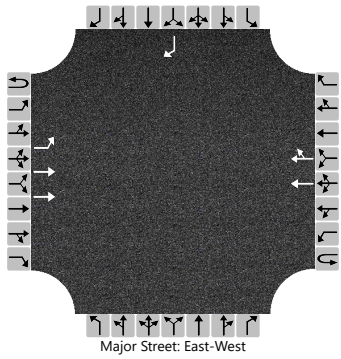
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	AM Future Background + Project Traffic

Site Information

Intersection	SR 52 & CR 52
Jurisdiction	
East/West Street	SR 52
North/South Street	CR 52
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	0	1
Configuration		L	T				T	TR								R
Volume (veh/h)	0	314	992				1230	4								308
Percent Heavy Vehicles (%)	0	6														9
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.22														7.08
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.26														3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		327														321
Capacity, c (veh/h)		515														400
v/c Ratio		0.63														0.80
95% Queue Length, Q_{95} (veh)		4.4														7.1
95% Queue Length, Q_{95} (ft)		115.1														190.0
Control Delay (s/veh)		23.3														41.7
Level of Service (LOS)		C														E
Approach Delay (s/veh)	5.6												41.7			
Approach LOS	A												E			

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HCS Two-Way Stop-Control Report

General Information

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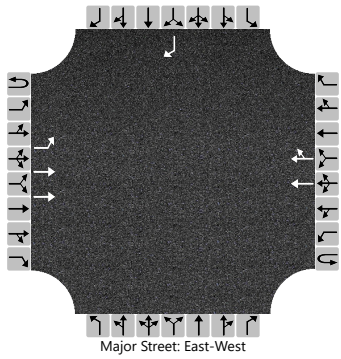
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	PM Existing Traffic

Site Information

Intersection	SR 52 & CR 52
Jurisdiction	
East/West Street	SR 52
North/South Street	CR 52
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	0	1
Configuration		L	T				T	TR								R
Volume (veh/h)	0	403	1404				944	11								352
Percent Heavy Vehicles (%)	0	3														3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.17														6.95
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.23														3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		424														371
Capacity, c (veh/h)		676														512
v/c Ratio		0.63														0.72
95% Queue Length, Q_{95} (veh)		4.4														5.9
95% Queue Length, Q_{95} (ft)		113.0														150.7
Control Delay (s/veh)		18.8														28.3
Level of Service (LOS)		C														D
Approach Delay (s/veh)	4.2												28.3			
Approach LOS	A												D			

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HCS Two-Way Stop-Control Report

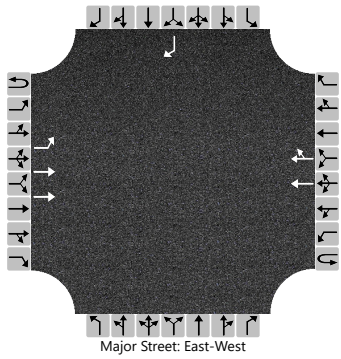
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	PM Future Background Traffic

Site Information

Intersection	SR 52 & CR 52
Jurisdiction	
East/West Street	SR 52
North/South Street	CR 52
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	0	1
Configuration		L	T				T	TR								R
Volume (veh/h)	0	429	1492				1003	11								374
Percent Heavy Vehicles (%)	0	3														3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.17														6.95
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.23														3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		452														394
Capacity, c (veh/h)		640														489
v/c Ratio		0.71														0.81
95% Queue Length, Q_{95} (veh)		5.8														7.6
95% Queue Length, Q_{95} (ft)		148.9														194.1
Control Delay (s/veh)		22.9														36.3
Level of Service (LOS)		C														E
Approach Delay (s/veh)	5.1												36.3			
Approach LOS	A												E			

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HCS Two-Way Stop-Control Report

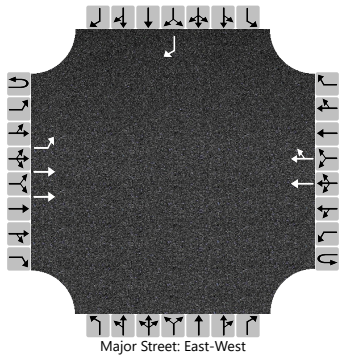
General Information

Analyst	Tung Vo
Agency/Co.	Landis Evans & Partners
Date Performed	10/30/2025
Analysis Year	2027
Time Analyzed	
Intersection Orientation	East-West
Project Description	PM Future Background + Project Traffic

Site Information

Intersection	SR 52 & CR 52
Jurisdiction	
East/West Street	SR 52
North/South Street	CR 52
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	0	1
Configuration		L	T				T	TR								R
Volume (veh/h)	0	446	1492				1003	11								391
Percent Heavy Vehicles (%)	0	3														3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.17														6.95
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.23														3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		469														412
Capacity, c (veh/h)		640														489
v/c Ratio		0.73														0.84
95% Queue Length, Q_{95} (veh)		6.4														8.5
95% Queue Length, Q_{95} (ft)		164.4														217.1
Control Delay (s/veh)		24.5														40.5
Level of Service (LOS)		C														E
Approach Delay (s/veh)	5.6												40.5			
Approach LOS	A												E			

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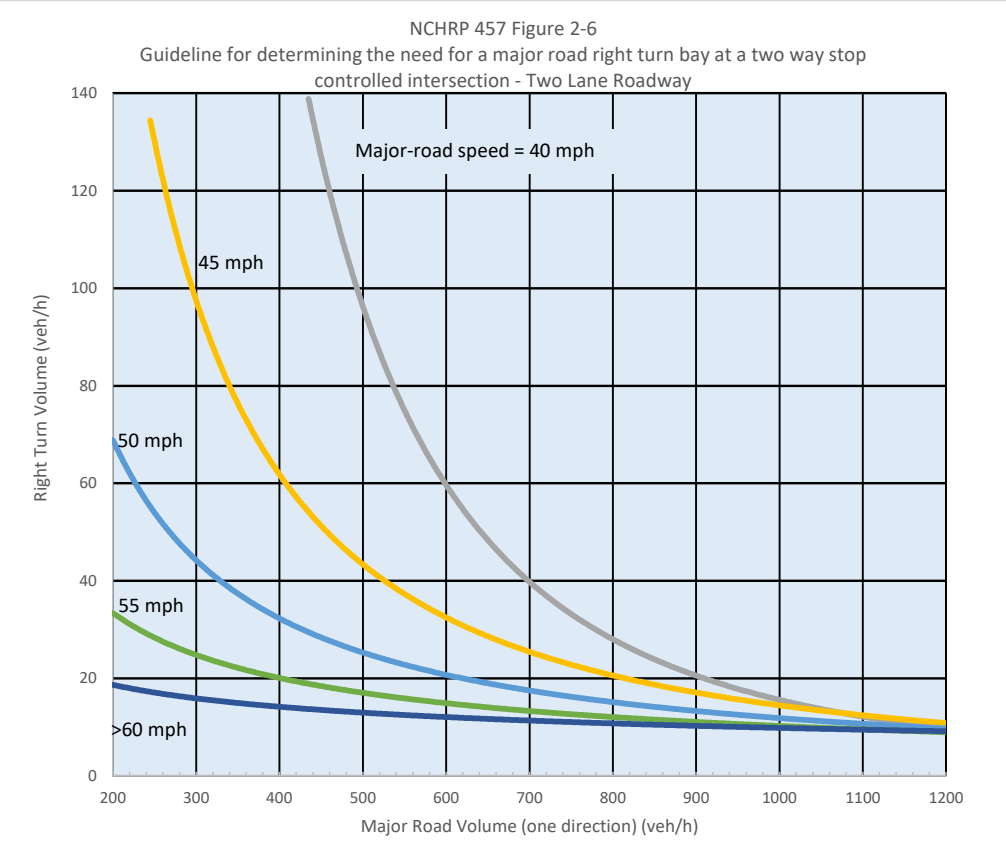
APPENDIX D

Turn Lane Warrants

Location:	Emmaus Cemetery Rd & Site Access	
Direction:	Eastbound	Right Turn Lane
Speed Limit:	20	mph



Right Turn Lane Warrant

Eastbound Right Turn Lane

AM Peak Hour

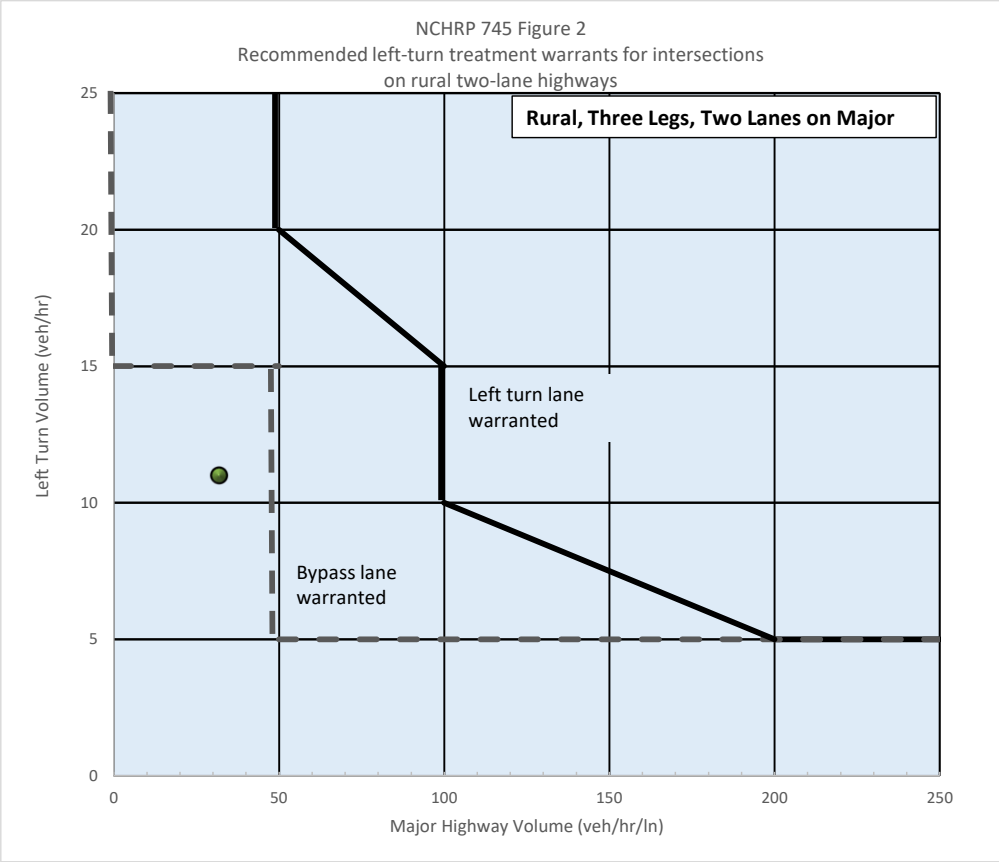
Major Road Volume	8	vph
Right Turn Volume	8	vph

PM Peak Hour

Major Road Volume	33	vph
Right Turn Volume	33	vph

NOT WARRANTED

Location:	Emmaus Cemetery Rd & Site Access	
Direction:	Northbound	Left Turn Lane



Left Turn Lane Warrant

Northbound Left Turn Lane

AM Peak Hour

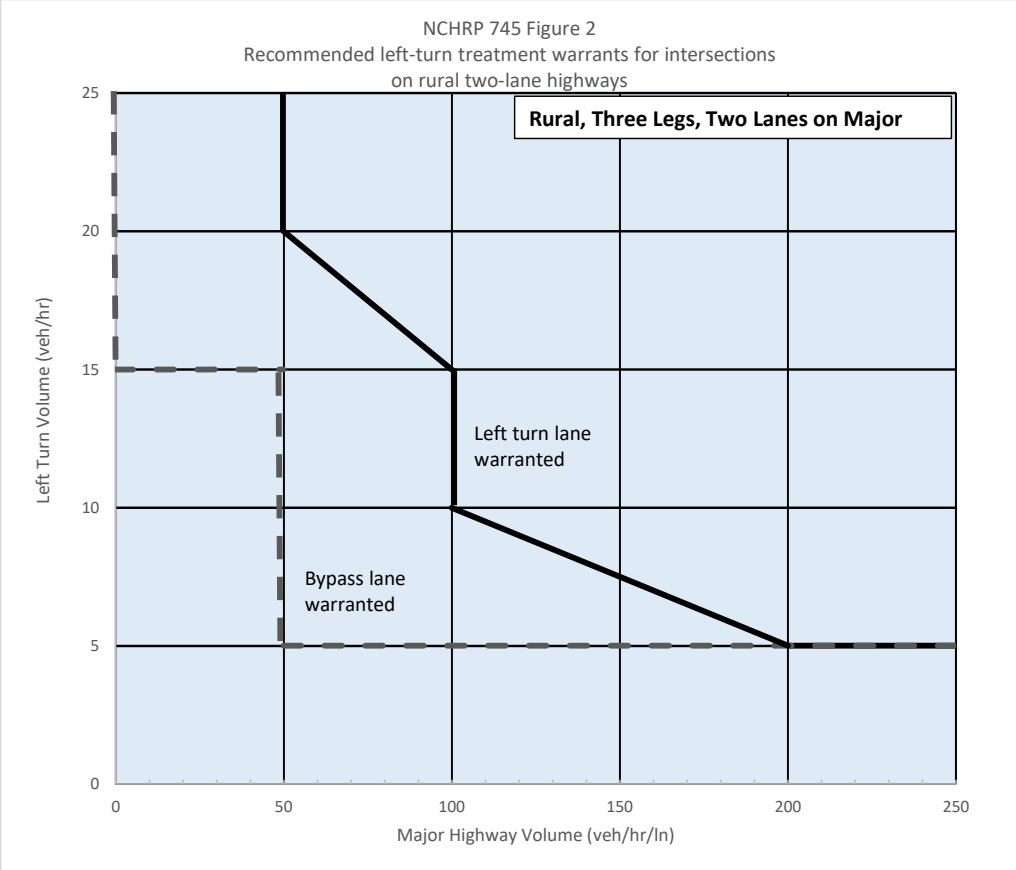
Major Road Volume	32	vph
Left Turn Volume	11	vph

PM Peak Hour

Major Road Volume	74	vph
Left Turn Volume	33	vph

LEFT TURN LANE WARRANTED

Location:	CR 52 & Emmaus Cemetery Rd	
Direction:	Eastbound	Left Turn Lane



Left Turn Lane Warrant

Eastbound Left Turn Lane

AM Peak Hour

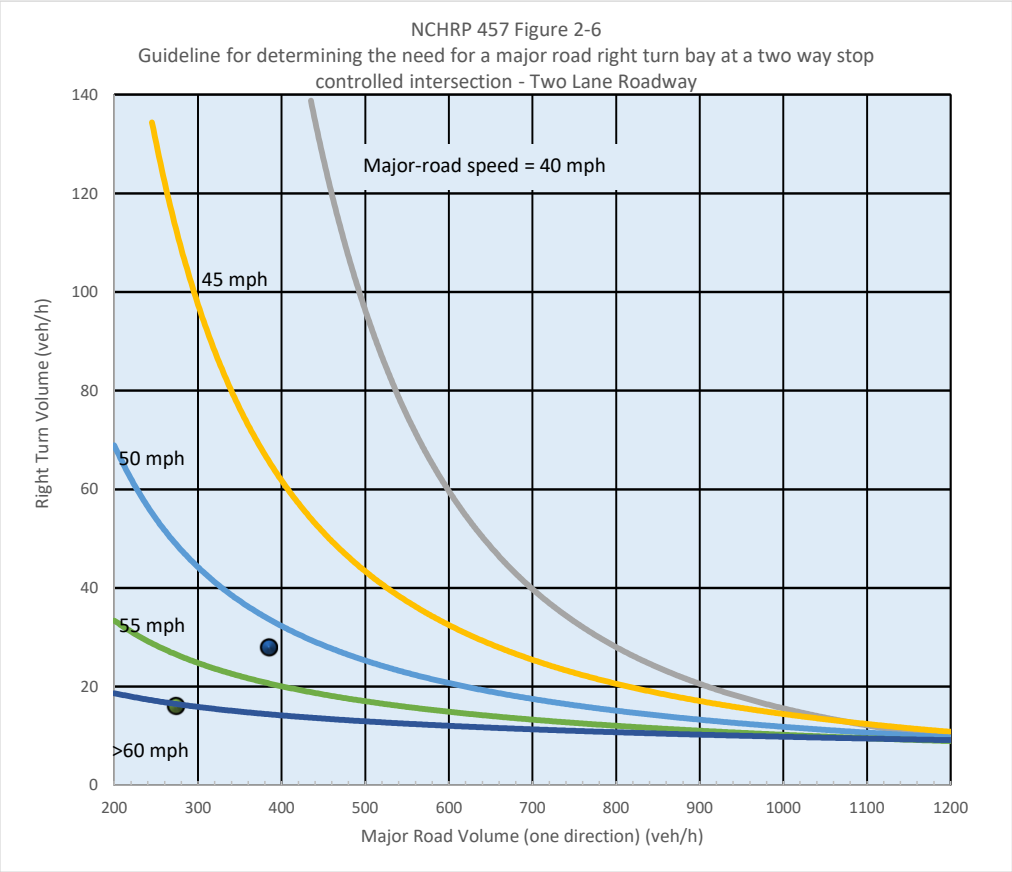
Major Road Volume	332	vph
Left Turn Volume	16	vph

PM Peak Hour

Major Road Volume	447	vph
Left Turn Volume	46	vph

LEFT TURN LANE WARRANTED

Location:	CR 52 & Emmaus Cemetery Rd	
Direction:	Westbound	Right Turn Lane
Speed Limit:	55	mph



Right Turn Lane Warrant

Westbound Right Turn Lane

AM Peak Hour

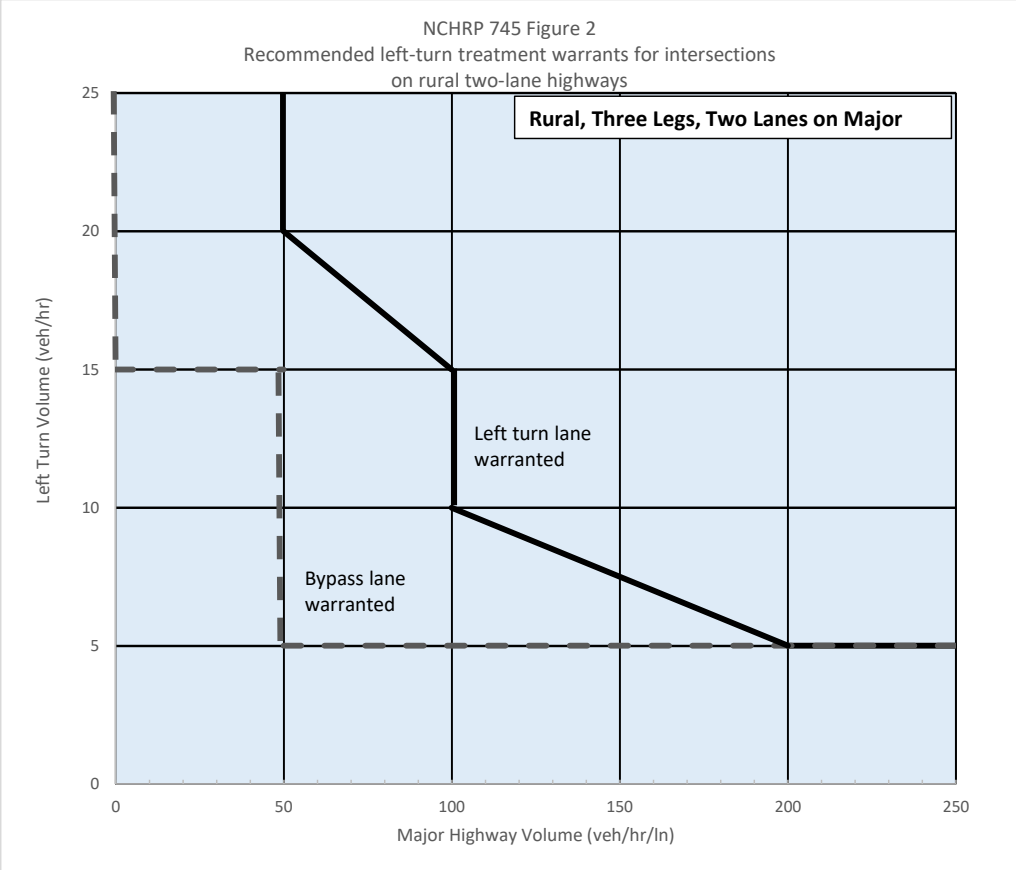
Major Road Volume	273	vph
Right Turn Volume	16	vph

PM Peak Hour

Major Road Volume	384	vph
Right Turn Volume	28	vph

WARRANTED

Location:	CR 52 & Emmaus Cemetery Rd	
Direction:	Southbound	Left Turn Lane



Left Turn Lane Warrant

Southbound Left Turn Lane

AM Peak Hour

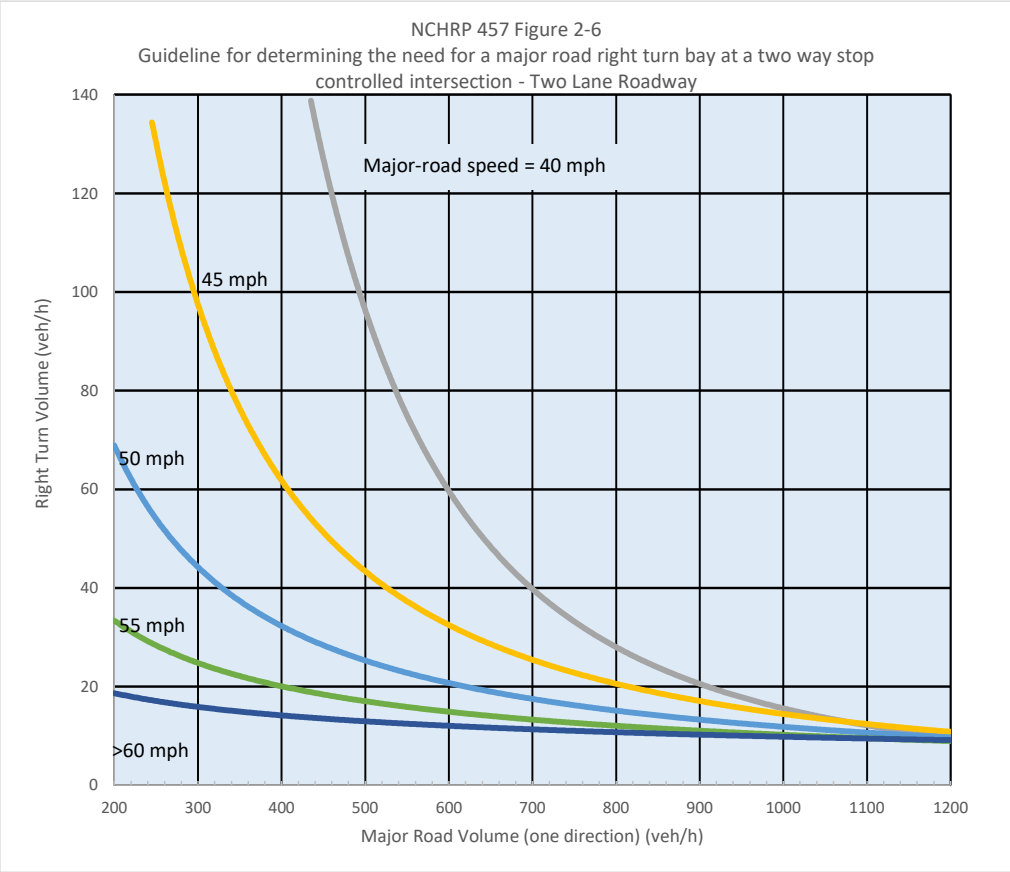
Major Road Volume	134	vph
Left Turn Volume	52	vph

PM Peak Hour

Major Road Volume	153	vph
Left Turn Volume	76	vph

LEFT TURN LANE WARRANTED

Location:	CR 52 & Emmaus Cemetery Rd	
Direction:	Southbound	Right Turn Lane
Speed Limit:	30	mph



Right Turn Lane Warrant

Southbound Right Turn Lane

AM Peak Hour

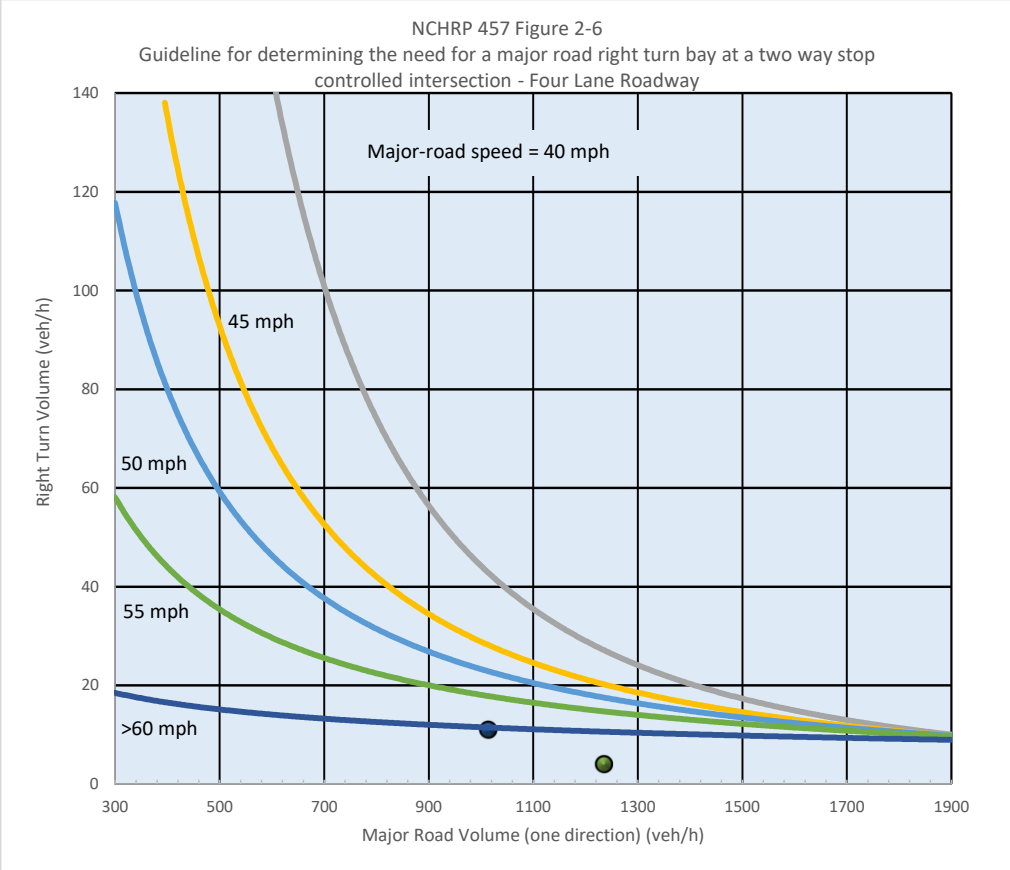
Major Road Volume	134	vph
Right Turn Volume	82	vph

PM Peak Hour

Major Road Volume	153	vph
Right Turn Volume	77	vph

NOT WARRANTED

Location:	SR 52 & CR 52	
Direction:	Westbound	Right Turn Lane
Speed Limit:	45	mph



Right Turn Lane Warrant

Westbound Right Turn Lane

AM Peak Hour

Major Road Volume	1234	vph
Right Turn Volume	4	vph

PM Peak Hour

Major Road Volume	1014	vph
Right Turn Volume	11	vph

NOT WARRANTED

APPENDIX E

Others

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	820	
Land Use	Shopping Center (> 150k)	
Setting	General Urban/Suburban	
Time Period	Weekday PM Peak Period	
# Data Sites	8 Sites with GLA between 150 and 300k	16 Sites with GLA between 300 and 900k
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k	19% for Sites with GLA between 300 and 900k

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

compares it to the amount of time it would take the same vehicles to travel through the intersection under free-flow conditions. A discussion of delay and gap acceptance studies for two-way and all-way stop-controlled intersections, as well as the recommended procedure and equations to use, can be found in the *Highway Capacity Manual* (*3*).

It is important to review delay in the context of crashes. Sites with a left-turn crash problem may have high delay, but sites without a crash problem may also have delay because increasing delay can be a precursor to an increasing crash rate. As drivers wait longer to turn, they can become impatient and attempt turns when it is not actually safe to do so.

Establish and Apply Decision Criteria

While the practitioner is still early in the planning and design process, the criteria for making decisions about left-turn lane installation need to be defined. In other words, what factors are important for determining the characteristics that the lane needs to have? Some of these factors depend on the issues identified in the previous section; whether some combination of these factors is an influence on the site will partially determine what other factors need to be considered when planning and designing the new lane.

In addition to the basic contributors, other factors might be:

- Access to adjacent development, in conjunction with access management considerations and requirements;
- Available right-of-way;
- Existing roadway width;
- Safety or crash history;
- Consistency with nearby intersections;
- Sight distance restrictions;
- Speed differential concerns;
- Pedestrian traffic;
- Existing or proposed medians; and
- Available budget.

Decisions relating to left-turn installation, particularly for a left-turn lane into a new development, may be governed by access management provisions of the agencies with jurisdiction. In order to preserve mobility and provide safety for the traveling public, many transportation agencies have established regulations and programs to manage access to their roadway network. For access to a new development, state and local agencies typically use access permitting to apply access management standards to guide decisions regarding where and what access would be allowed as well as any restrictions to this access. In general, the regulations are more restrictive for major arterials, the roadways intended to accommodate higher volumes and speeds.

These factors must then be considered in conjunction with the corresponding geometric design criteria and applicable policies on planning and access management to make appropriate decisions about specific characteristics of that particular left-turn lane. For example, on an intersection approach under consideration for a left-turn lane, there is a driveway upstream of the intersection where left turns also commonly occur. Vehicles turning into that driveway may also queue in the same through lane and cause confusion both to through drivers and to drivers intending to turn left at the intersection. In order to improve operations for through vehicles and reduce the likelihood of delay or rear-end crashes as through vehicles approach queued vehicles turning into the driveway, it may be desirable or preferable to provide a left-turn lane at this location as well. The spacing between the intersection and driveway will be a major consideration in establishing the appropriate treatment. An option may be to extend the left-turn lane upstream from the intersection to the driveway to provide storage for all left-turning vehicles. However, it may also be prudent to completely restrict left-turn access to that driveway through the use of a raised median, where possible, in order to reduce confusion among left-turning drivers; prohibiting turns into the driveway would prevent the formation of two intermingled queues (one for the driveway and one for the intersection) within the same lane, and it would eliminate the subsequent potential for "jockeying for position" within the left-turn lane and the adjacent through lane as drivers turning at the intersection try to avoid the queue for the driveway.

The practitioner should identify and list all such influencing factors and document them as decisions are made throughout the planning and design phases of the installation. The decision flowchart shown in Figure 1 is an example

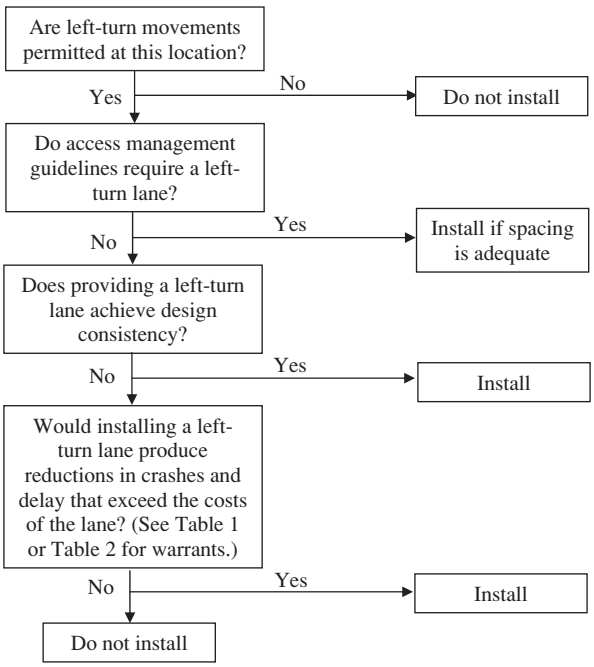


Figure 1. Example decision flowchart for installation of left-turn lane.

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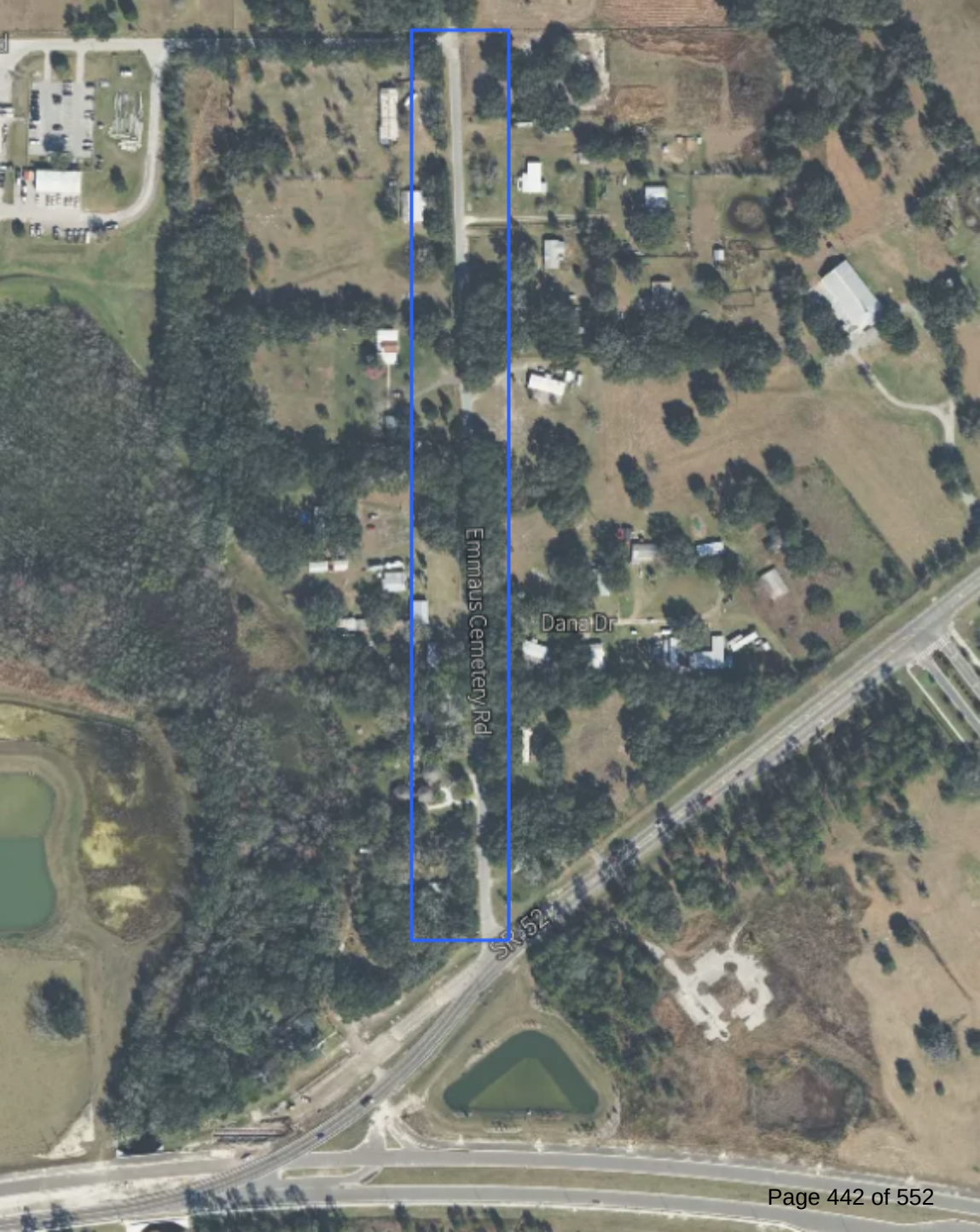
Emmaus Cemetery Rd
Dana Dr
SR 52

Substandard Roadway Analysis

Emmaus Commercial Rezoning

Pasco County, Florida

For

Drift 11939 Emmaus LLC
50 Abington Court NW
Atlanta, Georgia 30327

Analysis Report

September 2025

Prepared by:

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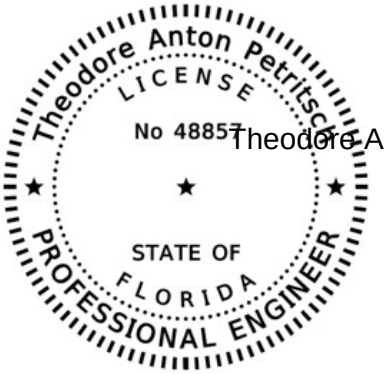

Theodore A Petritsch

Digitally signed by Theodore A Petritsch
DN: CN=Theodore A Petritsch, dnQualifier=A01410C0000018DE60F74D500080D1F, O=LANDIS EVANS AND PARTNERS, C=US
Date: 2025.09.22 15:20:08-04'00'

Theodore A. Petritsch, P.E.

Florida License # 48857

This item has been digitally signed and sealed by Theodore A. Petritsch, P.E. on 9/22/2025.

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Table 1 AM Proposed Trip Generation 5
Table 2 PM Proposed Trip Generation 5

Introduction

This report summarizes the results of the Substandard Road Analysis performed for Pasco County for the purpose of considering the mitigation for any substandard roads being accessed by the potential development on the property which is being rezoned. The methodology was based upon Pasco County LDC 901.4 guidelines (see Appendix A). The site is located at the northwest corner of County Road 52 (CR 52) and Emmaus Cemetery Road, as shown in **Figure 1**. The potential development is on a 1.50 AC property which is being requested to be rezoned from agricultural (AR) to commercial (C2). It is anticipated that up to 8,000 square feet of the parcel will be used for commercial purposes. As this is a rezoning, the analysis will apply the highest and best use appropriate to the anticipated 8,000-square-foot commercial area. The primary access point for the property will be via Emmaus Cemetery Road.

Figure 1 Proposed Development Location

The following sections outline the estimation of background traffic and the project's anticipated trip generation, distribution, and assignment.

Trip Generation

This development was analyzed based on the highest retail use applicable to 8,000 square feet for C2 zoning, as defined by the *ITE Trip Generation Manual,* 11th Edition, Land Use Code 822 (< 40,000 SF). **Table 1** and **Table 2** summarize the proposed peak hour trip generation.

The pass-by rates were taken from the ITE Trip Generation Handbook, 3rd Edition. Where pass-by capture exceeded 10% of the total background traffic on the adjacent roadways (assumed peak hour trips as 9% of 18,500 ADT = 1,665 trips), pass-by rates were adjusted accordingly.

Table 1 AM Proposed Trip Generation

Development (Trip Type)	Size Calculation	Size		Land Use Code	ADT	AM Peak Hour Trip Ends		ITE AM Pass-by Trip Ends		New External AM Peak Hour Trip	
						enter	exit	enter	exit	enter	exit
		no.	unit			60%	40%	29%	29%		
Strip Retail Plaza	8,000	8,000	SF	822	436	11	8	3	2	8	6
Total				-	436	11	8	3	2	8	6

Table 2 PM Proposed Trip Generation

Development (Trip Type)	Size Calculation	Size		Land Use Code	ADT	PM Peak Hour Trip Ends		ITE PM Pass-by Trip Ends		New External PM Peak Hour Trip	
						enter	exit	enter	exit	enter	exit
		no.	unit			50%	50%	29%	29%		
Strip Retail Plaza	8,000	8,000	SF	822	436	33	33	10	10	23	23
Total				-	436	33	33	10	10	23	23

Trip Distribution and Assignment

The project trips were distributed using engineering judgement based upon the surrounding land development patterns, existing traffic splits, and knowledge of the project's general market area. Percentage distributions are presented in **Figure 2**.

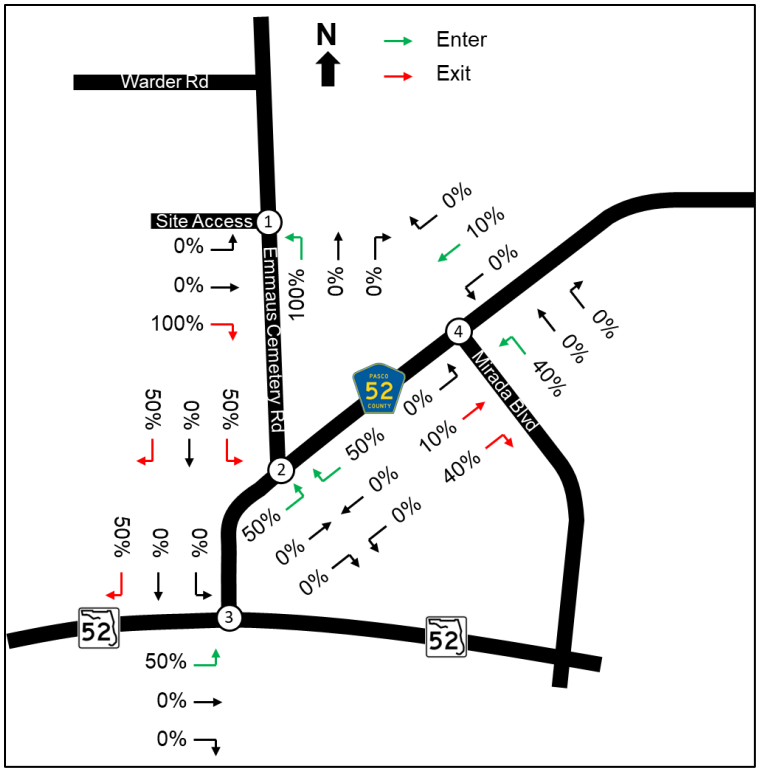


Figure 2 Traffic Distribution

Substandard Roadway Analysis

The purpose of this section is to provide a substandard road assessment of Emmaus Cemetery Road from County Road 52 to Warder Road to determine if the roadway meets the minimum standards as contained in the Pasco County Land Development Code (LDC) Section 901.4 and documented in Appendix A. The assessment was based on an on-site field review, including walking the corridor to make observations, taking photographs for documentation, and conducting direct measurements of roadway features required for the substandard roadway analysis, in accordance with Pasco County LDC criteria.

The project frontage along Emmaus Cemetery Road is about 185 feet, but for analysis purposes a 300-foot segment from County Road 52 was identified for measurements. Roadway features included in the LDC minimum standards were measured along this segment, and average values were used for the analysis. Detailed measurements are provided in Appendix B.

The following paragraphs provide an evaluation of specific parameters required by Pasco County guidelines:

a) Lane Width – The trip generation analysis (see **Table 1** and **Table 2**) indicates the average daily traffic on Emmaus Cemetery Road is approximately 436 vehicles per day, as traffic count data for this segment is not available. Additionally, due to the nature of the collector and the substandard condition of the roadway along this corridor, heavy vehicles are assumed to account for less than 10% of the average daily traffic. However, according to LDC Table 901.4B, the minimum lane width for a two-lane rural or urban roadway without curb and gutter is 11 feet regardless of traffic volume. The average pavement width along the investigated segment is 20.03 feet, with both the southbound and northbound lane widths averaging 10.02 feet. Hence, the existing lane widths do not meet the minimum 11-foot standard required by Pasco County LDC.

b) Shoulders – According to Pasco County LDC, the shoulder width requirement is 6 feet. This standard is met and there are no paved shoulders along the investigated segment. The unpaved shoulder was measured in the area where a grade break between the front side slope and the ditch existed, otherwise, the unpaved shoulder was assumed to follow the clear-zone width nominally. At least 6 feet of shoulder area exists along the investigated segment.

c) Pavement Condition – The asphalt pavement condition was fair along the investigated segment. This segment exhibited patching and surface raveling, which indicate pavement fatigue and degradation.

d) Flooding – According to the Pasco County, “Observed Flooding” map, there has been no flooding along the investigate corridor. The relevant flood maps are provided in Appendix C.

e) Pavement Cross Slopes – The existing cross slopes on both sides of the road exceed the recommended maximum specified in the Pasco County LDC. According to LDC Table 901.4F, the acceptable range for roadway cross slopes

is between 2.00% and 4.00%. In the field, the cross slopes were 4.40% on the southbound side and 4.60% on the northbound side.

f) Side Slopes – The existing side slopes along the investigated segment meet the allowable slope specified in the Pasco County LDC. According to the Pasco County LDC, the maximum allowable front slope within the clear zone is 1:4, and outside the clear zone is 1:3. The maximum back slope is 1:3 within the clear zone and 1:2 outside the clear zone without shielding.

   Based on field measurements, the front slope was flatter than 1:4, indicating relatively flat side slopes throughout the segment. The back slopes, which were located beyond the minimum clear-zone width, were assumed to match the front slopes. Due to safety concerns, direct measurement of back slopes within ditch areas was not conducted.

g) Clear Zone – The existing clear zone widths along the corridor generally meet the minimum requirement specified in the Pasco County LDC. According to LDC Table 901.4G, the minimum required clear zone width for travel lanes with a design speed of less than 45 mph is 6 feet. The investigated segment consisted primarily of open space with clear-zone widths greater than 6 feet. Several locations along the segment had adjacent properties with fences or a line of trees. In these areas, the clear-zone width was measured from the edge of pavement to the fence or tree line. Overall, the clear-zone width throughout the segment is greater than or equal to 6 feet.

h) Horizontal Clearance – Along the investigated corridor, several types of roadside obstacles were observed, including traffic control signs, trees, utility poles, and mailboxes. Horizontal clearance was measured from the edge of the pavement to each object. The average horizontal clearance for each obstacle category is calculated and presented as follows:

   - Utility poles: The average horizontal clearances of the utility poles are within the minimum clear-zone width, but the right of way width prevents

them from being constructed elsewhere. According to LDC Table 901.4J, utility installations should not be located within the clear zone of a flush shoulder and as close to the right of way line as possible without aerial encroachment. In the field, they were 3.50 feet on the southbound side and 5.50 feet on the northbound side.

- Mailboxes: The average horizontal clearances of the mailboxes along the investigated corridor meets the Pasco County LDC requirements. According to Table 901.4O, other roadside obstacles should be placed outside the clear zone. In the field, they averaged 6.00 feet on the southbound side and 5.75 feet on the northbound side.

Substandard Roadway Mitigation

Based on the substandard roadway analysis, the following improvements are recommended for Emmaus Cemetery Road to meet the Pasco County LDC requirements for pavement condition and lane width:

- Milling and resurfacing (to include cross slope correction)
- Lane widening

Based on FDOT statewide historical costs, adjusted by an 82% factor for County roads (using the average ratio of Innovate Pasco 2050 LRTP costs to FDOT costs), this is estimated to cost **$33,296** for the 185-foot segment of project frontage along Emmaus Cemetery Road (see Appendix D for the cost estimate calculations). This cost estimate assumes saw cutting the road by one foot on each side and widening 2 feet of pavement and 6 feet of unpaved shoulder on each side. The pay items were selected based on FDOT FDM 913-1 Typical Section for a 2-lane flush shoulder road in combination with the Pasco County LDC guidelines and engineering judgement. This estimate does not include utility relocation, ditch regrading, or right of way associated with the project.

This cost estimate is applicable to the highest and best use provided for this analysis and if this, or an equivalent trip generating use, goes to site plan, the applicant will be expected to design and construct applicable improvements outlined in the analysis. However, should the site plan propose a use that generates less than 100 trips or

generates trips below the maximum entitlements of the zoning district outlined herein, the requirements of Section 901.4.F.2.a and c will be used and a proportionate fair share will be calculated per the equation in Pasco County LDC 901.4.F.2.c:

$$Developer\ Share = \frac{\text{Daily Development Trips}}{\text{Existing AADT} + \text{Daily Development Trips}}$$

APPENDIX A: PASCO COUNTY LDC

constraints that may prevent upgrading the substandard condition to a standard condition and a proposal of alternative standards, if necessary; and a detailed description of the proposed improvements and associated costs.

2. Lane Width and Shoulders

   a. Data Collection: The lane and shoulder widths that represent a typical lane and shoulder width of the impacted roadways shall be field measured and reported. Extreme variations from the existing typical widths shall also be reported.

   b. Standards: The minimum lane and shoulder widths allowed are provided below. The design year and speed as stated in the below referenced tables shall mean the build-out year of the project and posted speed limit, respectively.

TABLE 901.4 A
Lane and Shoulder Widths—Rural Multilane

Design Year AADT	Design Speed (mph)	Minimum Lane Width (Feet)	Minimum Shoulder Width (Feet)
ALL	ALL	12	6

TABLE 901.4 B
Lane and Shoulder Widths, Two Lane Rural and Urban—Without Curb and Gutter

Design Year AADT	Design Speed (mph)	Minimum Lane Width (Feet)	Minimum Shoulder Width (Feet)
1—750	ALL	10[1]	6[3]
751—2000	<50	11[1-2]	6[3]
	≥50	12[2]	6[3]
>2,000	ALL	12[2]	6[3]

[1] For rural and urban projects without curb or gutter (regardless of traffic volume), when widening is required, a minimum lane width of 11 feet is required. A minimum lane width of 12 feet is required if heavy vehicles are ten percent or more of the total daily driveway trips.

[2] May be reduced by one foot if heavy vehicles are less than ten percent of design year traffic and are less than ten percent of the total daily driveway trips.

[3] The required width is eight feet if heavy vehicles are ten percent or more of the total daily driveway trips.

should be based on the surface appearance of the asphalt pavement (cracking, patching, rutting, etc.) and may be supplemented by additional testing. Structural coefficients are not reduced for existing rock base, subbase, or subgrade.

Recommended Criteria:

Good: No cracking, minor rutting/distortion.

Fair: Crack Rating = eight or higher, minor rutting/distortion.

Poor: Crack Rating = less than eight, rutting = ⅜ inch or greater.

NOTE: Quarter-panel failures and wheel rutting are considered to be substandard conditions.

Roadway cross slopes shall conform to Table 901.4 F below:

TABLE 901.4 F
Roadway Cross Slopes

Feature	Standard	Range
Travel Lanes	0.02	0.02—0.04[1]
Shoulders	0.06	0.03—0.08[2]
Parking Lanes	0.05	0.03—0.05
[1] Existing multilane curb and gutter sections originally constructed with a parabolic crown section may be resurfaced using a series of tangents with a cross slope range from 0.015—0.05.		
[2] When existing shoulders are to remain, the algebraic difference between the shoulder slope and adjoining roadway pavement slope shall be ≤ 0.07.		

4. Flooding

   a. Data Collection: Data collection shall include the compilation of historical flooding locations readily available from the Development Services Branch. The flooding location Geographic Information System map layer titled "Observed Flooding" shall be used to identify flooding areas.

   b. Standards: The standard is no surface ponding upon roadway.

   c. Assessment: The assessment shall include a statement as to whether impacted roadways are within the flood area, a general description of physical constraints that may prevent upgrading the substandard condition to a standard condition, and proposed alternative standards, and a detailed description of the proposed improvements and associated costs.

5. Side Slope

   a. Data Collection: The front and back slopes that represent a typical front and back slope of the impacted roads shall be field measured and reported. Extreme variations from the existing typical conditions shall also be reported.

   b. Standards: The maximum front slope shall be one to four (1:4) within the clear zone and one to three (1:3) outside the clear zone. However, front slopes of one to three (1:3) or flatter may remain within the clear zone, but shielding may be required. Front slopes steeper than one to three (1:3) shall be shielded per FDOT Design Standards, Index 400, General Notes, as may be

amended. Consideration should be given to flattening slopes of one to three (1:3) or steeper at locations where run off the road type crashes are likely to occur; e.g., on the outside of horizontal curves.

The maximum back slope shall be one to three (1:3) in the clear zone. The maximum back slope shall be one to two (1:2) outside the clear zone without shielding.

c. Assessment: The assessment shall include a statement as to whether the existing conditions meet the standards, a general description of physical constraints that may prevent upgrading the substandard condition to standard and proposed alternative standards, and a detailed description of the proposed improvements and associated costs.

6. Clear-Zone Widths

a. Data Collection: The clear-zone widths that represent a typical clear-zone width of the impacted roads shall be field-measured and reported. Extreme variations from the existing typical conditions shall also be reported.

b. Standards: Minimum clear-zone widths shall be as listed below on Table 901.4 G. The design speed shall mean the posted speed limit.

TABLE 901.4 G
Clear-Zone Width (Feet)

Design Speed (mph)	Travel Lanes and Multilane Ramps	Auxiliary Lanes and Single-Lane Ramps
<45	6	6
45*	14	8
>45	18	8

General Notes for Table 901.4 G

When relocation is required to meet minimum clear-zone requirements, consideration should be given to providing new construction widths.

Clear-zone widths are for side slopes one to four (1:4) and flatter. For steeper slopes, provide a clear, run-out area at the toe of the fill.

When crash history indicates the need, or where specific site investigation shows definitive crash potential, clear-zone widths shall be adjusted on the outside of horizontal curves with flush shoulders.

Clear-zone width is measured from the edge of the traveled way.

*May be reduced to < 45 mph widths if conditions more nearly approach those for low speed (40 mph or less).

TABLE 901.4 H
Horizontal Clearance for Traffic Control Signs

Placement	Placement shall be in accordance with the FDOT Design Standards. Placement within sidewalks shall be such that an unobstructed sidewalk width of four feet or more (not including the width of the curb) is provided.

Supports	Supports, except overhead sign supports, shall be frangible or breakaway. When practicable, sign supports should be located behind barriers that are justified for other reasons. Overhead sign supports shall be located outside the clear zone unless shielded.

TABLE 901.4 I
Horizontal Clearance for Light Poles

Conventional Lighting	Not in the median, except in conjunction with barriers that are justified for other reasons.
	Rural (Flush Shoulders): Twenty feet from the travel lane and 14 feet from the auxiliary lane (may be clear-zone width when the clear zone is less than 20 feet).
	Urban (Curb and Gutter): From the right-of-way line to four feet back from the face of the curb (may be one and one-half feet back from the face of the curb when all other alternatives are deemed impractical). Placement within sidewalks shall be such that an unobstructed sidewalk width of four feet or more (not including the width of the curb) is provided.
High Mast Lighting	Outside the clear-zone unless shielded.

TABLE 901.4 J
Horizontal Clearance for Utility Installations

Shall not be located within the limited access right-of-way, except as permitted by the Telecommunications Facilities on Limited Access Rights-of-Way Policy (Topic No. 000-625-025). Shall not be located in the median. Flush Shoulders: Not within the clear zone. Install as close as practical to the right-of-way without aerial encroachments onto private property. Curb or Curb and Gutter: At the right-of-way line or as close to the right-of-way line as practical. Must maintain one and one-half feet clear from the face of the curb. Placement within sidewalks shall be such that an unobstructed sidewalk width of four feet or more (not including the width of the curb) is provided. See the *Utility Accommodation Manual*, Topic No. 710-020-001, for additional information.

TABLE 901.4 K
Horizontal Clearance to Signal Poles and Controller Cabinets for Signals

Shall not be located in medians. Flush Shoulders: Outside the clear zone. Curb or Curb and Gutter: Four feet from the face of outside curbs and outside the sidewalk. However, when necessary, the signal poles may be located within sidewalks such that an unobstructed sidewalk width of four feet or more (not including the width of the curb) is provided. Also, when site conditions make the four-foot clearance impractical, clearance may be reduced to 1.5 feet.

TABLE 901.4 L
Horizontal Clearance to Trees

Minimum horizontal clearance for new plantings shall meet new construction criteria. Minimum horizontal clearance to existing trees where the diameter is or is expected to be greater than four inches when measured six inches above the ground shall be: Flush Shoulders: Outside the clear zone. Curb or Curb and Gutter: One and one-half feet from the face of outside curbs. Three and one-half feet from the edge of the inside traffic lane where a median curb is present.

TABLE 901.4 M
Horizontal Clearance to Bridge Piers and Abutments

Minimum horizontal clearance to bridge piers and abutments:
Flush Shoulders: Outside the clear zone.
Curb or Curb and Gutter: Sixteen feet from the edge of the travel lane.

TABLE 901.4 N
Horizontal Clearance to Railroad Grade Crossing Traffic Control Devices

Placement shall be in accordance with the design standards.

TABLE 901.4 O
Horizontal Clearance to Other Roadside Obstacles

Minimum horizontal clearance to other roadside obstacles:
Flush Shoulders: Outside the clear zone.
Curb or Curb and Gutter: Four feet back from the face of the curb. May be 1.5 feet back from the face of the curb when all other alternatives are deemed impractical.

c. Assessment: The assessment shall include a statement as to whether the existing conditions meet the standards, a general description of physical constraints that may prevent upgrading the substandard condition to standard and propose alternative standards, and a detailed description of the proposed Improvements and associated costs.

7. Railroad Crossing Traffic Control

a. Data Collection: Document/inventory existing control devices and other data needed to assess conditions relative to the following issues:

(1) Traffic control (presence and advance visibility of signing and markings; need for beacons and gates);

(2) Minimum crossing sight distance requirements;

(3) Road surface smoothness (vertical alignment); and

(4) Road surface width through crossing.

b. Standards: As required by the following:

(1) Traffic Control: Manual on Uniform Traffic Control Devices (MUTCD), Chapter 8; Federal Highway Administration (FHWA) Report FHWA-TS-86-215 or current edition; and Florida Department of Transportation (FDOT) Design Standards, Indices 17881 and 17882, as may be amended.

(2) Sight Distance at Passive Crossing: AASHTO Green Book, Case 1, latest edition; and FDOT Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways, latest edition.

(3) Road Surface Smoothness and Width Through Crossing: FDOT Plans Preparation Manual, Volume 1, Chapter 6, as amended; and FDOT Design Standards, Indices 560, 17881, and 17882, as may be amended.

c. Assessment: Compare existing conditions with the requirements of the MUTCD and FDOT standards, and undertake analysis to determine the need for improvements. If improvements are needed, consult with the FDOT and CSX Railroad Company for agreement or disagreement and recommend appropriate improvements.

8. Cost Estimate: The applicant shall prepare an estimate of the cost to cure the substandard conditions, and the County's Development Services Branch shall be the agency to review and accept the cost estimate. The Development Services Branch may develop and maintain average unit costs for estimating the costs of upgrading substandard roads.

F. *Mitigation.* If applicable under Section 901.4.B and not otherwise exempt under Section 901.4.C, the following mitigation requirements shall apply:

1. For Projects that have impact to collector roadways

a. The required mitigation for substandard roads shall be the payment of the development's fair share of the cost of designing, constructing, and acquiring right-of-way for all the improvements needed to achieve the applicable minimum roadway design and maintenance standards. The fair share shall be calculated in accordance with the following equation:

Developer Share = Daily Development Trips/(Existing AADT + Daily Development Trips).

2. For Projects that have an impact to local roadways:

a. Developments impacting less than or equal to 100 daily trips (Substandard Road Subthreshold Developments) shall be required to pay a substandard road fair-share payment, calculated by the County, or, at the applicant's option, calculated by the applicant and approved by County. Any Substandard Road Subthreshold Development that disagrees with the cost estimate for correcting substandard conditions prepared by the County, or the calculation of the fair-share payment as determined by the County, shall have the right to prepare a cost estimate in accordance with the requirements set forth in this section, which shall be approved by the County. For the purposes of this subsection, the term "development" shall be defined as a "project" pursuant to the definition in Appendix "A".

b. The required mitigation for substandard County-maintained roads, where the proposed development has an impact of more than 100 daily trips and exceeds the maximum entitlements of

the existing zoning or land use (whichever is more restrictive), shall be the design, construction, and right-of-way donation/acquisition for all the improvements needed to achieve the applicable minimum roadway design and maintenance standards.

c. The required mitigation for substandard County-maintained roads, where the proposed development has an impact of more than 100 daily trips and does not exceed the maximum entitlements of the existing zoning or land use (whichever is more restrictive), shall be the payment of the development's fair share of the cost of designing, constructing, and acquiring right-of-way for all the improvements needed to achieve the applicable minimum roadway design and maintenance standards. The fair share shall be calculated in accordance with the following equation:

Developer Share = Daily Development Trips/(Existing AADT + Daily Development Trips).

3. For projects impacting more than 100 daily trips to a non-County maintained roadway segment, the mitigation shall be the design, construction, and right-of-way donation/acquisition for all the improvements needed to achieve the applicable minimum roadway design and maintenance standards.

Any substandard road fair-share payment collected by the County shall be budgeted separately and shall be utilized only to correct substandard conditions on one or more of the roads which formed the basis of the fair-share calculation or on other substandard roads which will benefit the fee payer. Such payment shall be credited against any future paving assessment that includes the project and the substandard road(s) which were the basis of the fair-share payment. If the payment has not been budgeted for one of the foregoing substandard roads within 15 years of the date the payment was made, a refund may be requested in accordance with Section 1302.1.H.

G. *Relief.* The County Administrator or Designee, is authorized to grant deviations from the requirements of Section 901.4.D, 901.4.E, or 901.4.F pursuant to Section 303.6.C or 407.5, as applicable. Relief from the remaining provisions of this section may only be granted by the Board of County Commissioners in accordance with Section 407.4 or the Planning Commission in accordance with Section 407.5.

EXHIBIT 901-4

EXHIBIT A
SIZE OF DEVELOPMENT THAT GENERATES OVER 20, 100, and 500 DAILY TRIPS

LAND USE	Daily Trip Rate	Size of Development Generating over 20 Daily Trips	Size of Development Generating over 100 Daily Trips	Size of Development Generating over 500 Daily Trips	UNIT
RESIDENTIAL:					
Single-Family (Detached)	9.44	3	11	53	DU
Multifamily Housing (Low-Rise)	7.32	3	14	69	DU
Mobile Home Park	5.00	4	20	100	DU
Age-Restricted Single-Family	3.71	6	27	135	DU
Congregate-Care Facility (Attached)	2.25	9	45	223	DU

APPENDIX B: FIELD REVIEW MEASUREMENTS

Figure B.1 Field measurement segment along Emmaus Cemetery Road

Table B.1. Field Review Measurements

Segment Length	Pavement Width (ft)	Lane Width (ft)		Shoulder Width (ft)		Clear-Zone Width (ft)		Pavement Cross Slope (%)		Side Slopes (%)		Pavement Condition
		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	
300ft	20.00	10.00	10.00	> 6.00	> 6.00	9.50	13.00	-4.40	4.60	-2.00	2.00	Fair
	20.00	10.00	10.00	7.00	6.00	6.00	> 6.00			-14.00	15.00	
	20.10	10.05	10.05	6.00	6.00	6.00	> 6.00			-9.50	18.00	
	(20.03)	(10.02)	(10.02)	-	-	-	-	-	-	-	-	-
Note: Average pavement widths are shown in parentheses.												

Table B.2. Horizontal Clearance Measurements (ft)

From the edge of travel lane to	SB	NB
Utility Poles	3.50	5.50
Mailboxes		4.00
	6.00	7.50
	(6)	(5.75)
Note: Average horizontal clearances are shown in parentheses		

300 ft Segment from CR 52:

SB Clear Zone to the Fence

NB Clear Zone

SB Clear Zone to the Tree Line

SB Utility Pole

Pavement Condition: Poor

Pavement Condition: Fair

APPENDIX C: FLOOD MAP

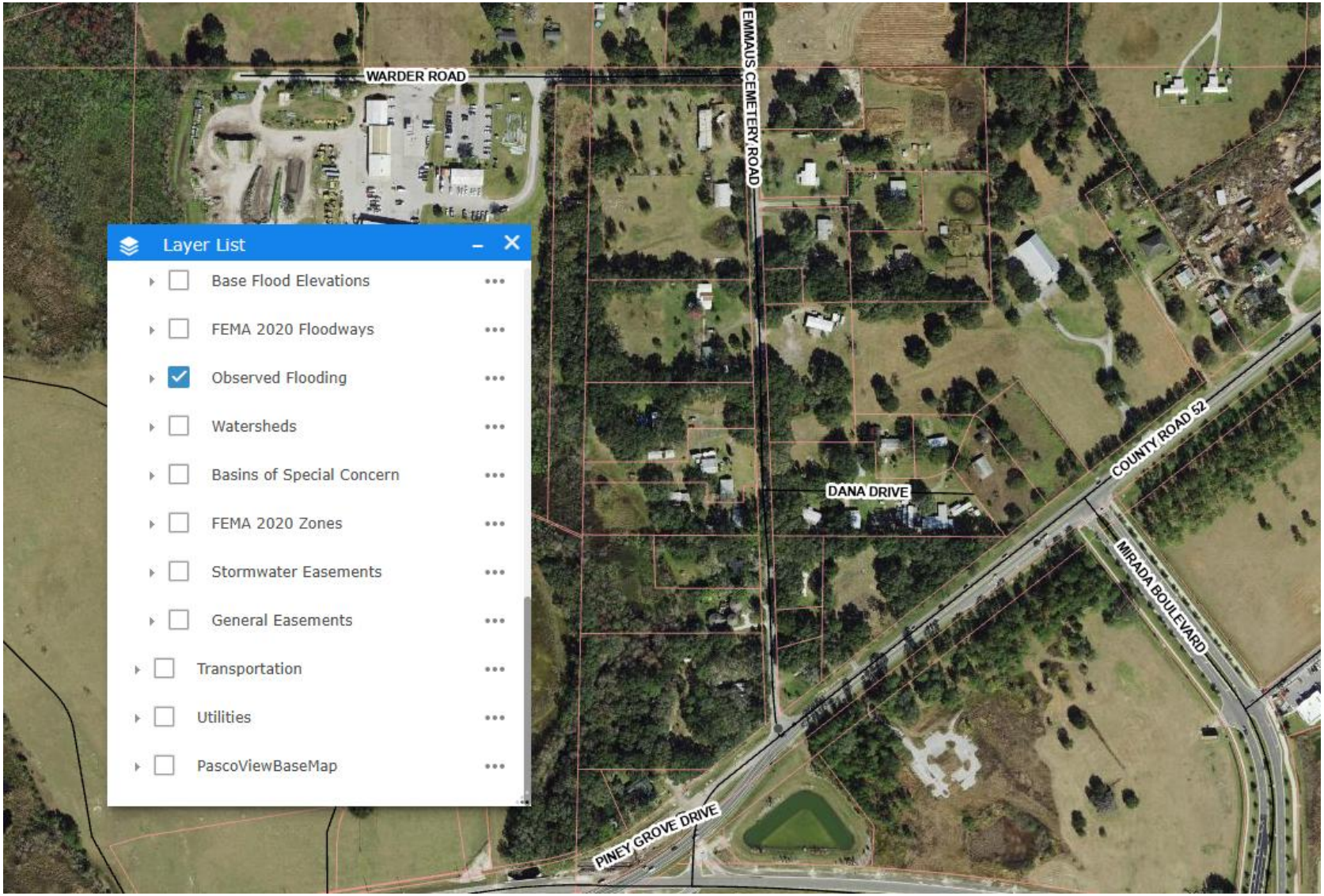


Figure C.1. Pasco County Flood Map at Investigated Corridor

APPENDIX D: COST ESTIMATE

EMMAUS CEMETERY ROAD IMPROVEMENTS COST ESTIMATE TO MEET PASCO COUNTY LDC REQUIREMENTS
PASCO COUNTY, FL

Pay Item	Quantity	Unit	Description	Avg. Unit Price	Total Amount
101-1	1	LS	MOBILIZATION (10%)		$3,234.00
102-1	1	LS	MAINTENANCE OF TRAFFIC (10%)		$2,940.00
104-10-3	370	LF	SEDIMENT BARRIER	$6.05	$2,238.50
110-1-1	0.08	AC	CLEARING & GRUBBING	$45,067.00	$3,605.36
110-7-1	3	EA	MAILBOX, F&I SINGLE	$451.52	$1,354.56
120-1	30	CY	REGULAR EXCAVATION	$6.26	$185.92
120-2-2	27	CY	BORROW EXCAVATION, TRUCK MEASURE	$67.09	$1,841.62
160-4	329	SY	TYPE B STABILIZATION	$3.88	$1,276.09
285-708	96	SY	OPTIONAL BASE, BASE GROUP 08	$29.50	$2,825.77
327-70-4	370	SY	MILLING EXISTING ASPHALT PAVEMENT, 3" AVG DEPTH	$2.68	$991.60
334-1-13	49.7	TN	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG76-22	$133.69	$6,644.39
337-7-81	37.3	TN	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-12.5, PG 76-22	$193.90	$7,232.47
570-1-2	329	SY	PERFORMANCE TURF, SOD	$3.67	$1,207.02
999-25	1	LS	INITIAL CONTINGENCY AMOUNT, DO NOT BID	$3,557.73	$3,557.73
	5%		Project Unknowns		$1,470.17
				TOTAL	**$40,605.20**
	82%		State to County Road Conversion Factor (Innovate Pasco 2050 LRTP)	**ADJ. TOTAL**	**$33,296.26**

NOTES:

1. QUANTITIES PROVIDED FOR REFERENCE PURPOSES ONLY.
2. CONTRACTOR TO VERIFY ALL QUANTITIES PRIOR TO BID.
3. AVERAGE UNIT PRICE IS BASED ON FDOT ITEM AVERAGE UNIT COST LIST
4. THIS ESTIMATE DOES NOT INCLUDE UTILITY RELOCATION, DITCH REGRADING, OR RIGHT OF WAY COSTS POTENTIALLY ASSOCIATED WITH THE PROJECT.

Rural Cost Per Mile Models	FDOT	2050 LRTP	% of FDOT
New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders: R01	$5,549,319.13	$4,054,799.93	73%
New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R02	$6,662,892.60	$4,864,537.52	73%
New Construction Undivided 4 Lane Rural Road with 5' Paved Shoulders: R03	$7,688,490.95	$5,706,368.51	74%
New Construction Divided 4 Lane Rural Road with 2' Paved Shoulders Inside and 5' Paved Shoulders Outside: R04	$10,836,671.74	$7,951,226.49	73%
New Construction Divided 4 Lane Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R05	$13,614,948.15	$10,097,170.21	74%
New Construction Undivided 5 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R06	$9,173,014.74	$6,767,484.45	74%
New Construction Divided 6 Lane Rural Road with 5' Paved Shoulders Inside and Out: R07	$12,962,811.19	$9,608,322.81	74%
New Construction Divided 6 Lane Rural Interstate with 10' Paved Shoulders Inside and Out: R08	$15,613,376.17	$11,768,829.26	75%
New Construction Extra Cost for 1 Single Additional Lane on Rural Arterial: R09	$1,168,629.05	$869,856.58	74%
New Construction Extra Cost for 1 Single Additional Lane on a Rural Interstate: R10	$1,324,153.50	$1,017,259.79	77%
Mill and Resurface 2 Lane Rural Road with 5' Paved Shoulders: R11	$799,143.09	$725,185.30	91%
Mill and Resurface 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R12	$1,108,282.20	$1,006,207.20	91%
Mill and Resurface 4 Lane Rural Road with 5' Paved Shoulders: R13	$1,718,857.28	$1,564,875.63	91%
Mill and Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside: R14	$1,810,288.74	$1,650,420.86	91%
Mill and Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R15	$2,168,129.73	$1,900,930.32	88%
Mill and Resurface 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R16	$2,076,827.91	$1,888,819.25	91%
Mill and Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out: R17	$2,592,985.71	$2,353,319.54	91%
Mill and Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out: R18	$3,102,601.84	$2,712,032.04	87%
Mill and Resurface 1 Additional Lane Rural Interstate: R19	$511,792.17	$446,396.49	87%
Mill and Resurface 1 Additional Lane Rural Arterial: R20	$410,713.87	$373,714.37	91%
Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders: R21	$5,265,909.31	$4,225,423.96	80%
Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders Inside and Out: R22	$6,735,486.04	$5,088,776.22	76%
Widen Existing 4 Lane Divided Arterial to 6 Lane Divided; Resurface Existing 4 Lanes; 5' Paved Shoulders Inside and Out: R23	$5,577,759.20	$4,836,960.89	87%
Widen 4 Lane Interstate to 6 Lanes (In Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R24	$8,887,313.04	$7,113,435.51	80%
Widen 4 Lane Interstate to 6 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside; Widen Existing 4' Inside Shoulders to 10': R25	$8,380,928.04	$6,668,747.14	80%
Widen Existing 6 Lane Divided Arterial to 8 Lane Divided; Resurface Existing 6 Lanes; 5' Paved Shoulders Inside and Out: R26	$6,053,110.88	$5,295,850.61	87%
Widen 6 Lane Interstate to 8 Lanes (in Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R27	$9,724,875.61	$7,831,556.14	81%
Widen Divided Rural 4-Lane to Allow for Left Turn Lane, 300': R28	$313,430.61	$270,409.62	86%
Widen Divided Rural 4-Lane for Right Turn Lane, 300': R29	$295,786.21	$266,903.26	90%
		Average	82%

Application Review Form
Timing & Phasing–Substandard Roadway Analysis

Planning, Development and Economic Growth Department
West Pasco Government Center
New Port Richey, FL

Application Information

Application Number: T&P-2025-00060

Applicant: THUNDER DEVELOPMENTS LLC

Consultant Name: Landis Evans & Partners and its employees

Parcel ID(s): 10 25 20 0000 01500 0000

Application Status

Application Status: **Accepted**

Date: August 8, 2025

Rejection Reason: N/A

Contact Person: S. Hamed Haghshenas

Email: hamedhagh@pascocountyfl.net

Timing and Phasing Analysis

Existing Zoning: AR

Existing Development Size: A mobile home whose living area totals 840 SF

Proposed Zoning: C-2

Proposed Development Size: 8,000 SF of commercial.

Land Area: 1.52 Acre

Condition	Zoning	Max Coverage	Best Use (Code)	Density Allowed	Peak Hr. Trip Rate
Existing	AR	25%	Residential (210)	1 DU/Acre	0.94 Trip per DU
No. Trips (A)	$1.52 \times 1 \times 0.94 \sim 2$ *Trips*				
Proposed	C-2	50%	Retail (822)	NA	6.59 Trip per 1000 SF GLA
No. Trips (B)	$1.52 \times 43.56 \times 0.5 \times 6.59 \sim 219$ *Trips*				
Trip Delta $\Delta = (B - A)$	$\Delta = 219 - 2 = 217$ *Trips*				

Comment: On August 8, 2025, the subject request was found to be **Not Exempt** from a Timing and Phasing analysis as the highest and best use of the proposed zoning district would result in a gross trip difference (Δ) of **more than 50 peak trips, a.m. or p.m.**, whichever is higher. Access Management Analysis shall be performed at the time of the Preliminary Site Plan, or Preliminary Development Plan, if applicable.

Substandard Roadway Analysis

Adjacent Roadway(s) Name: CR 52 - County Collector

Emmaus Cemetery Rd - County Residential

Adjacent Roadway(s) Condition: CR 52 - Standard

Emmaus Cemetery Rd - Substandard

Number of Daily Trips: **8000** $SF \times \frac{1}{1000} \times$ **54.45** *ITE Rate* ~ **436** *Avg. daily trips*

SSRRA-2025-00167: **Not Exempt**

Comments: A substandard roadway methodology and analysis must be submitted to the Pasco County Development Review Services (DRS) for the Emmaus Cemetery Rd. per LDC.901.4.C; "Any project having an impact of more than 100 daily trips to a County-maintained local or subdivision collector roadway is NOT EXEMPT from analysis for that roadway segment."

DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS

THIS DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS (this "Declaration") is made, dedicated, and declared on this_____day of ____, 2026, by Thunder Developments, LLC, whose post office address is 770 Canopy Estates Drive, Winter Garden FL 34787 ("Declarant").

RECITALS

1. Declarant is the fee owner of that certain real property more particularly described on Exhibit A attached hereto (the "Property").

2. Declarant requested Pasco County, a political subdivision of the State of Florida, ("County") for a change of the zoning designation of the Property by Petition No. RZ-7922 Emmaus Commons, from A-R Agricultural-Residential District to a C-2 General Commercial District, (the "Rezoning").

3. As a condition of the Rezoning, Declarant is willing to impose certain Restrictions (as defined herein) on the Property as hereinafter set forth in this Declaration in connection with the Rezoning for the benefit of the County.

W I T N E S E T H:

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements contained herein, Declarant hereby create, establish, promulgate and declare that the Property shall be held, sold, leased, developed, and conveyed expressly subject to the following covenants, conditions and restrictions:

ARTICLE I
RESTRICTIONS ON THE PROPERTY

Section 1.1 Restrictions. The following restrictions are hereby imposed upon the Property and shall continue as restrictions thereon for the benefit of the County unless otherwise approved by the County in connection with any subsequent rezoning of the Property or a portion thereof.

a. The Property will be zoned C-2 General Commercial District ("Commercial") upon approval by the Pasco County Board of County Commissioners of the Rezoning and execution and recording of these Restrictions, and the Property has been specifically reserved for those Commercial uses set forth in the Pasco County Land Development Code ("LDC") to ensure the Property provides the benefits of Commercial development, including, but not limited to, adequate employment generation. In addition, the Rezoning will not have an expiration date, so Commercial uses will be permitted to be developed on the Property beyond the expiration date of Section 125.01055(7), Florida Statutes (October 1, 2033). Accordingly, the Declarant has committed to, and is hereby requiring, that the permitted uses for the Property will remain Commercial uses, notwithstanding any potential contrary requirements in Section 125.01055(7), Florida Statutes. This Restriction is being imposed by the

Declarant, and is not a requirement of Pasco County, to the extent it prevents any use allowed or preempted by Section 125.01055(7), Florida Statutes.

b. Declarant limits the use of this parcel to an 8000 sq ft retail building pursuant to Land Development Code (LDC) Section 526.2 – Permitted Uses. Any future change in use will need to submit a Timing and Phasing Analysis in accordance with the Land Development Code.

ARTICLE II
MISCELLANEOUS PROVISIONS

Section 2.1 Enforcement. Declarant, for so long as it owns any portion of the Property, the fee simple owners of the Property (each an "Owner" and collectively, the "Owners") and the County shall have the right to enforce, by any proceedings at law or in equity, the Restrictions imposed by this Amended and Restated Declaration. Failure by Declarant, an Owner or the County to enforce any Restrictions contained herein shall in no event be deemed a waiver of the right to do so thereafter, nor shall Declarant, an Owner, or the County have any responsibility to ensure the compliance with the Restrictions by any other party.

Section 2.2 Duration. The covenants, conditions, and Restrictions contained herein shall inure to the benefit of and shall be binding upon the Property for a period of sixty (60) years from the Effective Date hereof. Thereafter, they shall be automatically extended for additional successive periods of ten (10) years unless otherwise agreed to in writing by Declarant (for so long as it owns any portion of the Property), the Owners of the Property and the County.

Section 2.3 Notice. Whenever any notice, demand, or request is required or permitted hereunder, such notice, demand, or request shall be sent by U.S. Mail, certified, postage prepaid to the addresses last given to or known by the party giving such notice or by Federal Express or other nationally recognized overnight delivery service. Such notice is deemed to have been delivered upon the earlier of: (1) actual receipt or (2) within three (3) days from the date sent by U.S. Mail, certified, postage prepaid or by Federal Express. Declarant, the County, and the Owners of the Property shall have the right and election to designate to the other from time to time, by written notice in accordance with the notice provisions hereof to such other person or persons, at such other places in the United States as it may desire for the delivery or mailing of written notices in accordance herewith. The present parties and addresses to receive written notice hereunder are as follows:

Declarant: Thunder Developments, LLC
770 Canopy Estates Drive
Winter Garden FL 34787

County: Zoning Administrator
West Pasco Government Center
8731 Citizens Drive
New Port Richey, FL 34654

Section 2.4 Captions. The captions, section numbers, and article numbers appearing in this Amended and Restated Declaration are inserted only as a matter of convenience and in no way limit, construe, or describe the scope or the intent of such portions or articles of this

Amended and Restated Declaration, nor in any way modify or affect this Amended and Restated Declaration.

Section 2.5 Covenants Running with the Land. The Restrictions, conditions, covenants, and obligations as specifically set forth herein shall be benefits and burdens respectively, on the Property, running with the land and shall inure to the benefit of the successors, heirs and assigns of the Property as applicable.

Section 2.6 Amendments. This Declaration shall not be modified, amended, or rescinded except in writing by an instrument executed by Declarant (or its successor in title), the Owners and the County.

Section 2.7 Equitable Remedies. To the extent allowed by law, in the event of a breach by any Owner of any obligation of this Declaration, Declarant (for so long as it owns any portion of the Property), the other Owners or the County shall be entitled to obtain an order specifically enforcing the performance of such obligation or an injunction prohibiting any such breach; Declarant and the Owners hereby acknowledge the inadequacy of legal remedies and the irreparable harm which would be caused by any such breach, and/or to relief by other available legal and equitable remedies from the consequences of such breach. Except as otherwise specifically provided in this Declaration, (i) no remedy provided in this Declaration shall be exclusive, but each shall be cumulative with all other remedies provided in this Declaration and (ii) all remedies at law or in equity shall be available.

Section 2.8 No Breach. No breach of the provisions of this Declaration shall entitle Declarant or any Owner or party to cancel, rescind or otherwise terminate this Declaration, but such limitation shall not affect, in any manner, any other rights or remedies which any party may have hereunder by reason of any breach of the provisions of this Declaration.

Section 2.9 Force Majeure. In the event Declarant or any Owner or any other party shall be delayed or hindered in or prevented from the performance of any act required to be performed by such party by reason of Acts of God, strikes, lockouts, unavailability of materials, failure of power, prohibitive governmental laws or regulations, riots, insurrections, the act or failure to act of any other party, adverse weather conditions preventing the performance of work as certified to by an architect, war or other reason beyond such party's control, then the time for performance of such act shall be extended for a period equivalent to the period of such delay. Lack of adequate funds or financial inability to perform shall not be deemed to be a cause beyond the control of such party.

Section 2.10 Priority to Mortgages. Any mortgage or deed of trust affecting any portion of the Property shall at all times be subject and subordinate to the terms of this Declaration. Any party foreclosing any such mortgage or deed of trust or acquiring title by deed in lieu of foreclosure or trustee's sale shall acquire title subject to all of the terms and provisions of this Declaration.

Section 2.11 No Dedication. Nothing contained in this Declaration shall be deemed to be a gift or dedication of any portion of Property to the general public or for any public use or purpose whatsoever.

Section 2.12 Third Party Beneficiaries. Nothing contained in this Declaration shall be deemed or construed to benefit any person or entity other than Declarant, Owner(s) and County.

Section 2.13 Governing Law and Venue. This Declaration shall be construed in accordance

with the laws of the State of Florida. Venue for any litigation arising from this Declaration shall be in Pasco County, Florida.

Section 2.14 No Joint Venture. Nothing in this Declaration shall be construed to make Declarant, the Owners or the County partners or joint venturers or render any of said parties liable for the debts or obligations of the other.

Section 2.15 Effective Date. This Declaration shall become effective upon recording of this Declaration in the Public Records of the County (such date being the "Effective Date").

[EXECUTION PAGE TO FOLLOW]

DECLARANT:

_____
Signature

_____
Printed Name

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2026 by _____, an authorized representative of _____. He/she is personally known to me or has produced _____ as identification.

_____
Signature of Notary

_____
Printed Name of Notary
My Commission Expires:

Exhibit A
Legal Description

Attached hereto and incorporated herein by reference.

BY THE BOARD OF COUNTY COMMISSIONERS **RESOLUTION NO. 26-32RZ**

RESOLUTION CHANGING ZONING CLASSIFICATION OF PROPERTY DESCRIBED IN APPLICATION NO. 7922 FROM AN A-R AGRICULTURAL RESIDENTIAL DISTRICT TO A C-2 COMMERCIAL DISTRICT.

WHEREAS, the Board of County Commissioners of Pasco County, after due public notice, held a public hearing on September 9th, 2026, on Rezoning Application No. 7922; and

WHEREAS, the Board of County Commissioners has heard the presentation and evidence of the applicant and individuals in opposition to and in favor of the application; and

WHEREAS, the Board of County Commissioners has taken into consideration other factors relevant to the decision as to whether the zoning classification should be approved for the subject property; and

WHEREAS, the Board of County Commissioners has reviewed the report and recommendations of the Planning Commission and the recommendation of the County staff and does hereby adopt the following findings fact:

FINDINGS OF FACT:

1. The subject site contains a single-family residential home on approximately 1.52 acres. The applicant proposes to develop the property in conformance with the Land Development Code (LDC), Section 526, C-2 General Commercial District standards for development.
2. The applicant has volunteered to record a deed restriction to the property providing the following use restrictions:
   a. The Property will be zoned C-2 General Commercial District ("Commercial") upon approval by the Pasco County Board of County Commissioners of the Rezoning and execution and recording of these Restrictions, and the Property has been specifically reserved for those uses set forth in the Pasco County Land Development Code ("LDC"). In addition, the Rezoning will not have an expiration date, so such uses will be permitted to be developed on the Property beyond the expiration date of Section 125.01055(7), Florida Statutes (October 1, 2033). Accordingly, the Declarant has committed to, and is hereby requiring, that the permitted uses for the Property will remain Commercial uses, notwithstanding

any potential contrary requirements in Section 125.01055(7), Florida Statutes. This Restriction is being imposed by the Declarant, and is not a requirement of Pasco County, to the extent it prevents any use allowed or preempted by Section 125.01055(7), Florida Statutes.

b. Declarant limits the use of this parcel to an 8000 sq ft retail building pursuant to Land Development Code (LDC) Section 526.2 – Permitted Uses. Any future change in use will need to submit a Timing and Phasing Analysis in accordance with the Land Development Code.

3. Pursuant to the Project Overview, Findings of Fact (FOF), and Planning Discussion set forth in memorandum PDE26-7922, the zoning amendment is found to be consistent with the Pasco County Comprehensive Plan and applicable provisions of the Land Development Code (LDC).

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Pasco County, Florida, with a quorum present and voting, this 9th of September, 2026, that the zoning classification of the following described real property is hereby changed from an A-R Agricultural Residential District to C-2 General Commercial District effective upon the recordation and delivery to the County of the deed restrictions to the property referenced in finding of fact two.

See Description on Exhibit A Attached

DONE AND RESOLVED this 9th day of September 2026.

(SEAL)

ATTEST:

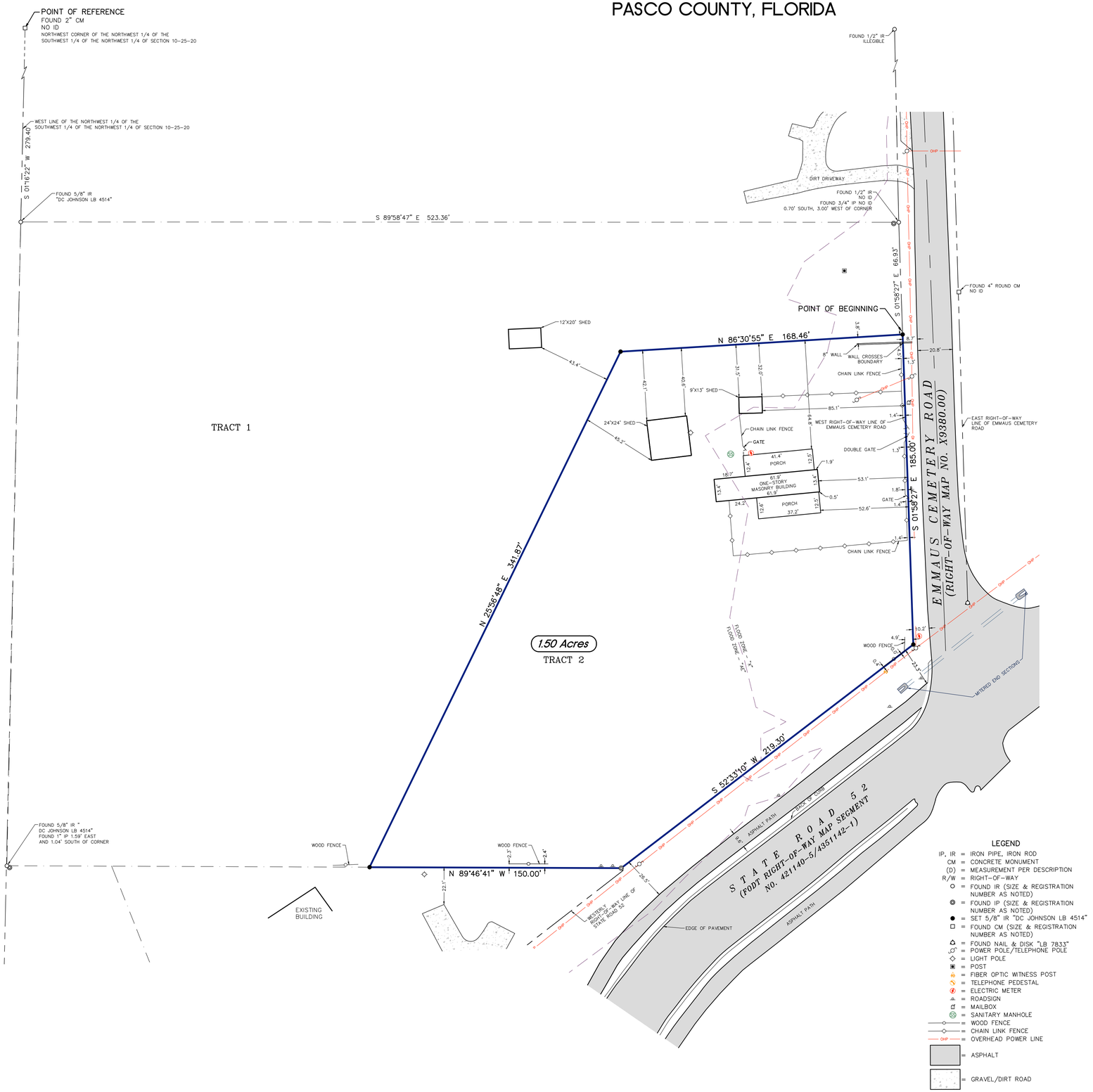
BOARD OF COUNTY COMMISSIONERS
OF PASCO COUNTY, FLORIDA

NIKKI ALVAREZ-SOWLES, ESQ
PASCO COUNTY CLERK & COMPTROLLER

JACK MARIANO, CHAIRMAN

A PORTION OF

SECTION 10, TOWNSHIP 25 SOUTH, RANGE 20 EAST
PASCO COUNTY, FLORIDA


POINT OF REFERENCE
FOUND 2" CM
NO ID
NORTHWEST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 10-25-20
WEST LINE OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 10-25-20
S 01°16'22" W 279.40'
FOUND 5/8" IR
"DC JOHNSON LB 4514"
S 89°58'47" E 523.36'
FOUND 1/2" IR
ILLEGIBLE
DIRT DRIVEWAY
FOUND 1/2" IR
NO ID
FOUND 3/4" IP NO ID
0.70' SOUTH, 3.00' WEST OF CORNER
FOUND 4" ROUND CM
NO ID
POINT OF BEGINNING
S 01°58'27" E 66.93'
N 86°30'55" E 168.46'
12'X20' SHED
4.3'
42.1'
9.0'
9'X13' SHED
24'X24' SHED
45.2'
8" WALL
WALL CROSSES BOUNDARY
CHAIN LINK FENCE
20.8'
1.3'
85.1'
1.4'
WEST RIGHT-OF-WAY LINE OF EMMAUS CEMETERY ROAD
EAST RIGHT-OF-WAY LINE OF EMMAUS CEMETERY ROAD
CHAIN LINK FENCE
GATE
DOUBLE GATE
41.4'
PORCH
ONE-STORY MASONRY BUILDING
61.9'
53.1'
1.8'
0.5'
24.2'
37.2'
52.6'
GATE
CHAIN LINK FENCE
S 01°58'27" E 185.00'
EMMAUS CEMETERY ROAD
(RIGHT-OF-WAY MAP NO. X9380.00)
N 25°56'48" E 341.87'
1.50 Acres
TRACT 2
TRACT 1
FLOOD ZONE - "X"
FLOOD ZONE - "AE"
WOOD FENCE
4.9'
10.2'
0.7'
23.5'
MITERED END SECTIONS
S 52°33'10" W 219.30'
FOUND 5/8" IR "
DC JOHNSON LB 4514"
FOUND 1" IP 1.59' EAST
AND 1.04' SOUTH OF CORNER
WOOD FENCE
WOOD FENCE
2.3'
2.4'
N 89°46'41" W 150.00'
22.1'
26.5'
EXISTING BUILDING
WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD 52
EDGE OF PAVEMENT
STATE ROAD 52
(FDOT RIGHT-OF-WAY MAP SEGMENT NO. 421140-5/4351142-1)
BACK OF CURB
ASPHALT PATH
ASPHALT PATH
OHP
OHP
OHP

97165

Tampa Bay Times

Published Daily

STATE OF FLORIDA} ss
COUNTY OF PASCO County

Before the undersigned authority personally appeared Deirdre Bonett who on oath says that he/she is a Legal Advertising Representative of the Tampa Bay Times a daily newspaper printed in St. Petersburg, in Pasco County, Florida that the attached copy of advertisement being a Legal Notice in the matter PDE26-050 was published in said newspaper by print in the issues of 07/22/26 or by publication on the newspaper's website, if authorized.

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes. Affiant further says the said Tampa Bay Times is a newspaper published in Pasco County, Florida and that the said newspaper has heretofore been continuously published in said Pasco County, Florida each day and has been entered as a second class mail matter at the post office in said Pasco County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he/she neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Signature of Affiant _____
Sworn to and subscribed before me this **07/22/2026**

Signature of Notary of Public
Personally known **X** or produced identification.
Type of identification produced _____

JEAN M MITOTES
Notary Public - State of FLORIDA
Commission # HH 577686
My Commission Expires July 31, 2028

NOTICE OF PUBLIC HEARING ON REZONINGS FOR PROPERTIES LOCATED IN PASCO COUNTY

PUBLIC NOTICE is hereby given that the Pasco County Planning Commission will hold a public hearing **on Thursday, August 6, 2026, at the Historic Pasco County Courthouse, Board Room, 2nd Floor, 37918 Meridian Avenue, Dade City, Florida, at 1:30 p.m.**, and that the Pasco County Board of County Commissioners will hold a public hearing **on Wednesday, September 9, 2026, at the Historic Pasco County Courthouse, Board Room, 2nd Floor, 37918 Meridian Avenue, Dade City, at 1:30 p.m.**, to consider applications for rezoning and/or conditional use pursuant to the provisions of the Pasco County Land Development Code, Chapter 400. All hearings will be conducted at the stated time or as soon thereafter as is practical on the following application(s):

1. Thunder Developments LLC/Emmaus Commons (RZ-7922) petition for a rezoning from an A-R Agricultural-Residential District to a C-2 General Commercial District for a parcel located on the northwest corner of intersection of Emmaus Cemetery Road and County Road 52, (aka 10-25-20-0000-01500-0000).

2. CA Properties Inc/US-41 Townhomes MPUD (RZ-7933) a petition for a rezoning from a MPUD Master Planned Unit Development District to a MPUD Master Planned Unit Development District for a parcel located east of Land O Lakes Boulevard, approximately 450 feet southeast of the Land O Lakes Boulevard and Wisteria Loop intersection, (aka 02-26-18-0050-00000-0130 and 02-26-18-0050-00000-0060).

3. Jacob P Steel & Malia Ingrao/Steel Residential Helicopter Pad (CU26-15) petition for a conditional use for a helicopter landing pad in an A-C Agricultural District. The parcel of land is located on the east side of Bower Road, approximately .3 miles southof the intersection of Main Line Road and Bower Road (aka 35-23-21-0000-00200-0010).

Information concerning these matters will be on file and available for examination by appointment only in the office of the Pasco County Planning, Development and Economic Growth Department, West Pasco Government Center, 8731 Citizens Drive, Suite 200, New Port Richey, Florida 34654, or anytime on our website: www.pascocountyfl.net. To make an appointment or for further information, you may call 727-847-8140. All interested parties may participate in the public hearing and be heard. To learn how to participate in this hearing virtually, which requires advance registration, please visit http://mypasco.net/meetingagendas.

Any person desiring to appeal any decision made by the Planning Commission or the Pasco County Board of County Commissioners with respect to any matter considered at any hearing will need a record of the proceedings and may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based. Persons may obtain a verbatim record of the proceeding by contacting the Clerk and Comptroller's Office, East Pasco Government Center, 14236 6th Street, Suite 201, Dade City, Florida 33523-3414; or at (727) 847-2411 ext. 4345.

For questions or inquiries about this meeting, members of the public can reach out to the County's Customer Service Center (727) 847-2411 or County Administration (727) 847-8115 or visit www.mypasco.net. To view the Local Planning Agency and Board of County Commissioners Agendas, please visit http://mypasco.net/meetingagendas.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact the County's Human Resources Department, Internal Services Building, 7536 State Street, New Port Richey, Florida 34654, (727) 847-8030 (V) at least 7 days before the public hearing, or immediately upon receiving this notification if the time before the public hearing is less than 7 days; if you are hearing or voice impaired, call 711.

PASCO COUNTY PLANNING COMMISSION
PASCO COUNTY BOARD OF COUNTY COMMISSIONERS

July 22, 2026 97165

AFFIDAVIT ATTESTING TO PROVIDING PUBLIC NOTICE

Margaret (Tassone) Perez (Landis Evans + Partners, Inc.)

Owner and Record Title Holder(s) or Authorized Representative Name(s)

That I am (we are) the owner(s) and record title holder(s) or the authorized representative for same of the following described property:

Parcel Identification Number(s) (List All): 10 25 20 0000 01500 0000

That this property constitutes the property for which an approval is requested according to project name (or owner name) and project number (if associated with a site plan) and variance(s) if listed below:

Project Name: Emmaus Commons

Project Number: RZ-7922

Request: Proposing a change in zoning from A-R Agricultural-Residential to C-2 General Commercial

That attached is the following:

_____Proof of publication from the_____(newspaper name, if applicable).

x Certificate of mailing for the notices which were mailed on 2026-07-14 (Date)

x Photos showing the placement of and language on the signage, which was posted on 2026-07-14 (Date).

FURTHER AFFIANT SAYETH NOT

Margaret (Tassone) Perez Name

2026-07-14 (Date)

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me me by means of [✓] physical presence or [ ] online notarization, this July 14, 2026 (date) by Margaret Perez (name of person acknowledging), who is personally known to me or who has produced _____ (type of identification) as identification.

Jessica Jeannette-Williams
NOTARY PUBLIC

Seal:

JESSICA JEANNETTE WILLIAMS
MY COMMISSION # HH 571698
EXPIRES: November 15, 2028

Landis Evans + Partners, Inc.
8910 Northdale Blvd, Suite 100
Tampa, FC 33624

09 25 20 0000 29900 115B
FL DEPT OF TRANSPORTATION BUREAU OF RIGHT OF WAY
11201 MCKINLEY DR
TAMPA, FL 33612-6456

10 25 20 0000 01500 0000
HEUSTED NANCY A
11637 EMMAUS CEMETERY RD
SAN ANTONIO, FL 33576-8026

09 25 20 0000 49900 0000
PASCO COUNTY FACILITIES MANAGEMENT DEPT
7220 OSTEEN RD
NEW PORT RICHEY, FL 34653-2359

10 25 20 0000 01500 0010
FREEDOM THREE LLC
3314 N PERRY AVE
TAMPA, FL 33603-5238

10 25 20 0000 00300 0100
ADVENTHEALTH WEST FLORIDA AMBULATORY SERVICES INC
12602 TELECOM DR
TAMPA, FL 33637

10 25 20 0000 01500 0020
BRIGHTWELL CODY & MITCHELL SAMANTHA
11717 EMMAUS CEMETERY ROAD
SAN ANTONIO, FL 33576

10 25 20 0000 00400 0000
PINEY GROVE MISSIONARY BAPTIST CHURCH
PO BOX 708
SAN ANTONIO, FL 33576-0708

10 25 20 0000 01500 0030
EDWARDS JEREMY
4855 MILL RUN DR
NEW PORT RICHEY, FL 34653

10 25 20 0000 00400 0010
SHEPPARD GLADYS
1625 CROSS POINT WAY
TALLAHASSEE, FL 32308

10 25 20 0000 01500 0040
BAVIS EDWARD F REVOCABLE TRUST GROSSER THEODORE D TRUSTEE
C/O KATZ TELLER BRANT & HILD255 EAST 5TH ST SUITE 2400
CINCINNATI, OH 45202

10 25 20 0000 00600 0000
BAVIS EDWARD F REVOCABLE TRUST GROSSER THEODORE D TRUSTEE
C/O KATZ TELLER BRANT & HILD255 EAST 5TH ST SUITE 2400
CINCINNATI, OH 45202

10 25 20 0000 01500 0050
HEUSTED NANCY
11705 EMMAUS CEMETERY RD
SAN ANTONIO, FL 33576-8026

10 25 20 0000 01200 0020
RHODEN JASON & BROOKINS CIARA
11735 EMMAUS CEMETERY RD
SAN ANTONIO, FL 33576

10 25 20 0000 29900 0000
FL DEPT OF TRANSPORTATION BUREAU OF RIGHT OF WAY
11201 MCKINLEY DR
TAMPA, FL 33612-6456

UNITED STATES POSTAL SERVICE

0000

U.S. POSTAGE PAID
TAMPA, FL
33618
JUL 14, 26
AMOUNT
$10.50
S2324K503488-14

USPS CARROLLWOOD JUL 13 2026 TAMPA FL 33618

10 25 20 0000 49900 0000
PASCO COUNTY FACILITIES MANAGEMENT DEPT
7220 OSTEEN RD
NEW PORT RICHEY, FL 34653-2359

10 25 20 0000 49900 00C1
PASCO COUNTY FACILITIES MANAGEMENT DEPT
7220 OSTEEN RD
NEW PORT RICHEY, FL 34653-2359

10 25 20 0000 49900 00S0
PASCO COUNTY FACILITIES MANAGEMENT DEPT
7220 OSTEEN RD
NEW PORT RICHEY, FL 34653-2359

10 25 20 0000 49900 116A
PASCO COUNTY
FACILITIES MANAGEMENT DEPT7220 OSTEEN RD
NEW PORT RICHEY, FL 34653-2359

10 25 20 0000 49900 116B
PASCO COUNTY
FACILITIES MANAGEMENT DEPT7220 OSTEEN RD
NEW PORT RICHEY, FL 34653-2359

UNITED STATES POSTAL SERVICE

0000

U.S. POSTAGE PAID
TAMPA, FL
33618
JUL 14, 26
AMOUNT
$3.75
S2324K503488-14

USPS CARROLLWOOD JUL 13 2026 TAMPA FL 33618

Landis Evans & Partners, Inc.
3810 Northdale Blvd, Suite 100
Tampa FL 33624

Dear Property Owner:

This is to notify you that Petition No. RZ-7922 has been filed in the name of THUNDER DEVELOPMENTS, LLC for a change in zoning from a A-R Agricultural-Residential District to a C-2 General Commercial District.

The parcel of land is located 11637 EMMAUS CEMETERY ROAD SAN ANTONIO, FL 33576 (Parcel I.D. No.: 10 25 20 0000 01500 0000), containing approximately 1.5 acres.

Public hearings for the consideration of this application will be held:

Planning Commission	**08/06/26***	**Historic Pasco County Courthouse* 2nd Floor, Board Room 37918 Meridian Avenue Dade City, FL 33525**	**1:30 p.m.**
Board of County Commissioners	**09/09/26***	**Historic Pasco County Courthouse* 2nd Floor, Board Room 37918 Meridian Avenue Dade City, FL 33525**	**1:30 p.m.**

Dates and locations are subject to change based on continuances, please contact the Planning, Development and Economic Growth Department, at 727-847-8142.

If you are in opposition to the above-stated application, you will need competent, substantial evidence presented to support your opposition.

Any person desiring to appeal any decision made by the Planning Commission or Board of County Commissioners with respect to any matter considered at any meeting or hearing will need a record of the proceedings and may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is based.

On occasion, applications may be continued. It is your responsibility to contact this office to confirm the above-scheduled public hearing dates. If you desire any additional information concerning this application, please contact the Pasco County Planning and Economic Growth Development.

Please contact Jenny De Granda if you wish to review the application.
Jenny De Granda, Planner II
Planning, Development and Economic Growth Department
Pasco County, FL
Phone: 727-380-3509
Email: jdegranda@mypascocountyfl.net

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact either the Pasco County Customer Service Center, 8731 Citizens Drive, New Port Richey, FL 34654, (727) 847-2411 (V) or the Pasco County Risk Management Office, 7536 State Street, New Port Richey, FL 34654, (727) 847-8028 (V) at least 7 days before the public hearing, or immediately upon receiving this notification if the time before the public hearing is less than 7 days; if you are hearing or voice impaired, call 711.

NO MOTOR VEHICLES

AVAILABLE NYE COMMERCIAL ADVISORS

813-973-0214

www.nyecommercial.com

PUBLIC HEARING

PUBLIC HEARINGS

PASCO
COUNTY FLORIDA
OPEN SPACES. *VIBRANT* PLACES.

App. No. RZ-7922

Project Type: REZONING

Proposing a change in zoning from A-R Agricultural-Residential to C-2 General Commercial

Planning Commission

08/06/26 **1:30 p.m.**

Historic Courthouse, 37918 Meridian Avenue, Dade City

Board of County Commissioners

09/09/26 **1:30 p.m.**

Historic Courthouse, 37918 Meridian Avenue, Dade City

Planning@MyPasco.net / 727-847-8140

Hearing/Voice Impaired Call 711

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Hearing/Voice Impaired Call 711

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LOCAL PLANNING AGENCY
AGENDA MEMORANDUM

COMMISSION DISTRICT: All **FILE NO.:** PDE26-0949 **DATE:** 8/6/2026

SUBJECT: An Ordinance By The Pasco County Board Of County Commissioners Amending The Pasco County Land Development Code; Amending Section 403.5 Construction Plans; Section 403.7 Mass Grading; Section 901.6 Street Design and Dedication Requirements; Section 905.2 Landscaping and Buffering; And Other Sections, As Necessary, For Internal Consistency; Providing For Applicability; Repealer; Providing For Severability; Inclusion Into The Land Development Code, And An Effective Date.

REFERENCES: All Local Planning Agency (LPA) and Board of County Commissioners (BCC) public hearings at 1:30 p.m. in New Port Richey (NPR) or Dade City (DC): LPA at DC 08/06/26 – BCC 1st Reading at DC 09/09/26 – BCC Adoption at NPR 10/20/26

THRU: David Allen, Assistant County Administrator

FROM: David Engel, Director Planning, Development and Economic Growth

RECOMMENDED AGENCY ACTION:
Accept public comment. Find the proposed amendments consistent with the Comprehensive Plan.

BACKGROUND:
The intent of this ordinance is to limit construction routes and provide regulations for the same; prohibit wooden bridges within roadways in unincorporated Pasco County; revise various tables and subsections regarding landscaping and buffering for clarity, and create a requirement for street trees in residential subdivisions, a modification that has been requested by the BCC previously.

The BCC adopted the restated Pasco County Land Development Code (LDC) on October 18, 2011, by Ordinance No. 11-15. As of August 6, 2026 there have been 86 adopted amendments to the Code.

The Ordinance Development Team (ODT) leads the drafting and review of all potential Land Development Code Amendments. After any necessary research is completed, potential amendments are drafted by members of ODT. The draft amendments are then taken to the LDC Interested Parties and Horizontal Roundtable (HRT) group for review and comment. Pursuant to Section 203, Local Planning Agency, of the LDC, the Planning Commission is designated by the Board of County Commissioners as the Local Planning Agency (LPA) and shall have all the functions, powers, and duties as set forth in Section 163.3174, Florida Statutes. For the purposes of LDC amendments, the LPA shall review proposed amendments as to their consistency with the adopted Pasco County Comprehensive Plan.

On June 17, 2026, and July 15, 2026, the proposed amendments were presented to and discussed with the LDC Interested Parties and the HRT.

The following Sections are amended as shown in the attachments:

Section 403.5 Construction Plans
- Adding Section 403.5.B.1.s “Construction Traffic Plan.”
- Adding new standards for construction haul routes and construction traffic plans:

- To require construction traffic to use arterial and collector roads.
- If construction traffic must use local roads to access arterial/collector roads, they must:
  - Avoid school zones
  - Clean/sweep the route daily
  - Record the condition of the roadway prior to any construction activities, and repair any issues indicated post-construction
- If construction traffic must pass through any school zones, they shall first coordinate with the School Board/affected school to avoid drop off/pick up times.

Section 403.7 Mass Grading

- Adding Section 403.7.B.6.e “Construction Traffic Plan.”
  - Including all language/requirements as proposed in Section 403.5.B.1.s above.

Section 901.6 Street Design and Dedication Requirements

- Revising Section 901.6.D to include language that prohibits wooden bridges within all roadways in unincorporated Pasco County (does not affect existing wooden bridges) unless special approval is obtained from the County Administrator or designee.

Section 905.2 Landscaping and Buffering

- Revising various tables and subsections for clarity, closing identified loopholes, and giving “Street Trees” a separate subsection and making them a requirement rather than an option.

Planning, Development, and Economic Growth, and the County Attorney’s Office provided input on these proposed amendments.

Comprehensive Plan Consistency Analysis:
GOAL PRE 1: - PROVIDE FOR PREDICTABILITY AND RELIABILITY TO PROPERTY RIGHTS THROUGHOUT PASCO COUNTY

POLICY PRE 1.2: - USE AND DEVELOPMENT
Pasco County will consider in its decision-making the right of a property owner to use, maintain, develop, and improve its property for personal use or for the use of any other person, subject to state law and local ordinances.

The amendment provides regulatory clarity regarding various sections of the Code and establishes performance standards to ensure compatibility within neighborhoods and protection of the public right-of-way and safety. As such, the amendment is consistent with the Comprehensive Plan's intent to allow reasonable use of residential property.

FISCAL IMPACT/COST/REVENUE STATEMENT:
No Funding Required. A Business Impact Estimate (BIE) was completed for this project in accordance with Section 125.66(3)(a), Florida Statutes, and published on the Pasco County website on July 10, 2026.

ATTACHMENT(S):
1. PDE26-0949 LDCA 403.5 403.7 901.6 905.2 Draft Ordinance
2. PDE26-0949 LDC Amendment 403.5 Proposed Ordinance Redline
3. PDE26-0949 LDC Amendment 403.7 Proposed Ordinance Redline
4. PDE26-0949 LDC Amendment 901.6 Proposed Ordinance Redline
5. PDE26-0949 LDC Amendment 905.2 Proposed Ordinance Redline

6. PDE26-0949 Ad LDCA 905.2 901.6 403.5 403.7
7. Amended PDE26-0949 - BIE - LDC Revs. 905.2 Const Haul Rt Wood Bridges - 7-21-2026

BOARD OF COUNTY COMMISSIONERS **ORDINANCE NO. _____**

AN ORDINANCE BY THE PASCO COUNTY BOARD OF COUNTY COMMISSIONERS AMENDING THE PASCO COUNTY LAND DEVELOPMENT CODE; AMENDING SECTION 403.5 CONSTRUCTION PLANS; SECTION 403.7 MASS GRADING; SECTION 901.6 STREET DESIGN AND DEDICATION REQUIREMENTS; SECTION 905.2 LANDSCAPING AND BUFFERING; AND OTHER SECTIONS, AS NECESSARY, FOR INTERNAL CONSISTENCY; PROVIDING FOR APPLICABILITY; REPEALER; PROVIDING FOR SEVERABILITY; INCLUSION INTO THE LAND DEVELOPMENT CODE, AND AN EFFECTIVE DATE.

WHEREAS, the Board of County Commissioners of Pasco County, Florida, is authorized under Chapters 125, 162, 163, 177, and 380 Florida Statutes, to enact zoning and other land development regulations to protect the health, safety and welfare of the citizens of Pasco County; and

WHEREAS, Sections 163.3201, 163.3202, 163.3211 and 163.3213, Florida Statutes, empowers and requires the Board of County Commissioners of Pasco County, Florida, to implement adopted Comprehensive Plans by the adoption of appropriate land development regulations and specifies the scope, content and administrative review procedures for said regulations; and

WHEREAS, Section 163.3202, Florida Statutes, provides that certain specified and mandated regulations are to be combined and compiled into a single land development code for the jurisdiction; and

WHEREAS, the Board of Commissioners adopted the restated Pasco County Land Development Code on October 18, 2011, by Ord. No. 11-15; and

WHEREAS, at the time of the adoption of the restated Land Development Code, the Board of County Commissioners contemplated the need to make amendments addressing issues of implementation and internal consistency; and

WHEREAS, the Local Planning Agency conducted a public hearing on August 6, 2026 and found the proposed amendments consistent with the Pasco County Comprehensive Plan; and

WHEREAS, the Board of County Commissioners conducted duly noticed public hearings on September 9, 2026 and October 20, 2026, where the Board of County Commissioners considered all oral and written comments received at public hearings, including staff reports and information received during said public hearings and found the proposed amendments consistent with the Pasco County Comprehensive Plan; and

WHEREAS, the citizens of Pasco County were provided with ample opportunity for comment and participation in this amendment process through Horizontal Roundtable and Interested Parties meeting, public meetings and public hearings; and

WHEREAS, in exercise of said authority the Board of County Commissioners of Pasco County, Florida, has determined that it is necessary and desirable to amend the restated Pasco County Land Development Code to implement policy direction and to correct internal inconsistencies.

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Pasco County, Florida, as follows:

SECTION 1. Authority.

This ordinance is enacted pursuant to Chapter 125 and 163, Florida Statutes, as amended and under the home rule powers of the County.

SECTION 2. Legislative Findings of Fact.

The foregoing Whereas clauses, incorporated herein, are true and correct.

SECTION 3. Applicability and Effect on Existing Development Approvals.

The applicability and effect of this amendment shall be as provided for in Sections 103.1 and 103.2 of the restated Land Development Code.

SECTION 4. Repealer.

Any and all ordinances in conflict herewith are hereby repealed to the extent of any conflict.

SECTION 5. Amendment.

The Pasco County Land Development Code is hereby amended as shown and described in Attachment A, Attached hereto and made part hereof.

SECTION 6. Severability.

It is declared to be the intent of the Board of County Commissioners of Pasco County, Florida, that if any section, subsection, sentence, clause, or provision of this Ordinance shall be declared invalid, the remainder of this Ordinance shall be construed as not having contained said section, subsection, sentence, clause, or provisions and shall not be affected by such holding.

SECTION 7. Effective Date.

A certified copy of this ordinance shall be filed with the Florida Department of State by the Clerk to the Board by electronic mail within ten (10) days after adoption and shall take effect upon such filing.

ADOPTED with a quorum present and voting this 20th day of October, 2026.

(SEAL)

BOARD OF COUNTY COMMISSIONERS
OF PASCO COUNTY, FLORIDA

ATTEST:

NIKKI ALVAREZ-SOWLES, ESQ
PASCO COUNTY CLERK & COMPTROLLER

JACK MARIANO, CHAIRMAN

ATTACHMENT A

403.5. Construction Plans

A. Intent and Purpose

Construction plans are used to ensure that all infrastructure and improvements are installed in accordance with the requirements of this Code. A construction plan shall not be required for those projects that qualify for a No-Improvement Plat (Plat-NI) in accordance with Section 700.2.D.

B. Submittal Requirements

Prior to installing improvements, the developer shall submit construction plans. All sheets shall be signed and sealed by a Florida registered engineer. An applicant shall submit the required information on the form as specified by the County Administrator or designee.

The construction plans for any portion of a proposed development shall substantially conform to the preliminary development plans or preliminary site plans and Stormwater Management Plan and Report, as approved.

Construction plans shall, at a minimum, conform to the following requirements:

1. The construction plans shall be drawn to a scale of 1":50' or larger (or other scale, if approved by the County Administrator or designee) and shall be submitted with the engineering specifications for the following improvements:

    a. Water: Existing and proposed water supply and/or distribution system.

    b. Sanitary sewerage system: Horizontal and vertical alignments, shall be shown graphically, in the plan profile, of existing and proposed sanitary sewage collection and/or treatment system. If septic is being proposed, the location of tank and drainfield.

    c. Drainage facilities, showing horizontal and vertical alignments, shall be shown graphically, in the plan profile, of both natural and man-made systems; i.e., storm sewer systems and retention/detention ponds. The cover sheet of the construction plan shall provide a statement indicating whether the drainage plan provided was based on the existing field conditions of the abutting property or was based on the proposed development design of the abutting property.

d. Streets and Circulation: Proposed design speed, vertical and horizontal alignment, pavement cross section, structural components, design calculations, and, where applicable, proposed street names pursuant to Section 901.9.

e. Flood zone delineation, base flood elevation, when available, and the Federal Emergency Management Agency's current Florida Insurance Rate Map Panel Reference.

f. Pedestrian and bicycle facilities, where applicable.

g. Parks, where applicable.

h. Existing contours at maximum two (2) foot intervals and proposed lot grades.

i. Proposed landscaping, open space and required buffers.

j. Easements, existing and proposed.

k. Traffic control device plan showing all required signs and pavement markings and informational signs; i.e., street signs.

l. The plans shall certify that the roadway system is in substantial conformance with the *Manual of Uniform Minimum Standards for Design, Construction*, *and Maintenance of Streets and Highways,* State of Florida, in effect at the time the plans are prepared.

m. Fire protection system.

n. For subdivisions, a plan showing lot lines, minimum lot sizes, lot numbers and phasing, designating each phase by number or letter with a heavy line border and a lot type typical showing minimum lot sizes, at a scale appropriate with the size of the tract.

o. Any other items required by the County Administrator or designee that are necessary for review prior to a final decision of the construction plans for the subject development.

p. Geotechnical/geological engineering report meeting the requirements of this Code, Section 807.

q. Erosion and Sedimentation Control Plan.

r. Tree plan prepared or certified by a Registered Landscape Architect as authorized by Chapter 481, Florida Statutes, as amended, or other type of professional as approved by the County Administrator or designee, demonstrating compliance

with this Code, Sections 802 and 905, and a landscape plan showing locations, widths, and buffer type dedicated to landscaping as required by this Code, Section 905. This plan shall be for perimeter landscaping and buffering. Individual site landscaping shall be reviewed with the PSP. Common plan of development subdivisions shall identify locations for internal landscaping.

s. Construction Traffic Plan

(1) If a project abuts a collector or arterial roadway, construction access shall be from that roadway.

(2) In all other instances, an applicant shall submit a Construction Traffic Plan for review and approval by the County Administrator or designee. The Construction Traffic plan shall depict the construction traffic route from the project site to the closest arterial or collector roadway.

(a) The proposed construction traffic route shall minimize the use of local roadways and avoid school zones. If use of a school zone is unavoidable, the applicant shall work with school leadership to avoid drop-off and pick-up times.

(b) Construction traffic shall not impede through traffic, nor park within any rights-of-way along the construction traffic route.

(c) Use, repair, and restoration of local roads.

(i) Photo and/or video documentation of the construction traffic route shall be provided prior to work commencing on site. Prior to the site passing Final Inspections for infrastructure improvements, the construction access route shall be restored to the existing condition or better.

(ii) Local roads used for the construction traffic route shall be kept in good condition and shall be swept daily to ensure construction-related dirt and debris is removed. Dirt/limestone roads shall be watered daily instead of swept.

(d) The County Administrator or designee may require signage to be erected at unpermitted

routes if non-compliance is observed. If disruptive activities continue to occur through these unpermitted routes, the County Administrator or designee shall issue a stop work order and/or require an applicant to employ an off-duty law enforcement officer to ensure adherence to the Construction Traffic Plan.

2. When deemed necessary, the County Administrator or designee may require the submission of engineering calculations in support of any of the proposed construction plans and specifications submitted under this Code.

C. Standards for Approval

The County Administrator or designee shall not approve any construction plans unless the said plans, specifications, or proposed alternative standard meets the technical requirements of this Code are consistent with the Comprehensive Plan and substantially conform to the preliminary development plans or preliminary site plans.

Construction plans may be approved only after the preliminary development plans or preliminary site plans and the Stormwater Management Plan and Report have been formally approved.

D. Form of Decision

The approval or denial shall be made in writing. The approval shall specify provisions, standards, conditions, or design specifications, which must be met in order to ensure compliance with the standards for approval.

In disapproving any construction plans, the County Administrator or designee shall provide reasons for such action, making reference to specific sections of this Code.

E. Effect of Approval

The written approval authorizes:

1. The installation of improvements in accordance with the approved construction plans upon the posting of the hard copy Site Development Placard on the construction site. The hard copy Site Development Placard will be issued upon satisfactorily resolving any conditions of approval. The hard copy Site Development Placard must be posted on-site during construction in a location easily visible from the street. In no case may construction requiring other governmental approvals or permits commence until such approvals or permit have been obtained.

2. The issuance of Building Permits for construction of buildings or structures in the area for which preliminary site plan construction plans have been approved. No final inspection or Certificate of Occupancy (CO) shall be issued until after completion of all approved improvements and compliance with Section 309.

3. In the case of subdivisions, no Building Permit shall be issued prior to record plat approval except:

   For model homes and noncommercial clubhouse structures as specified in this Code, and community features (such as, model home office, neighborhood amenity center, clubhouse, or similar structure) and entry features (such as, decorative columns, gates, walls, fountains, gazebos, guardhouses, sign structures, etc. to be placed at the entrance of a newly approved subdivision), provided; however, the requirements of concurrency in accordance with this Code have been met. A CO for such uses may be issued provided all those approved improvements necessary to service the structures are complete, or ensured as otherwise provided in this Code.

4. The developer to apply for final plat review.

F. Consideration of Adjacent Development

Prior to construction of any development where the construction plans were designed and engineered based on the proposed construction of an abutting development, the developer shall provide one of the following to the County Administrator or designee:

1. A statement that the site has been reviewed and the construction plan, as approved, needs no modifications to accommodate the existing field conditions.

2. Revised construction plans to accommodate the existing field conditions.

G. Waiver of Construction Plan for Limited Family-Lot Divisions (LFLD) and Minor Rural Subdivisions (MRS)

For LFLD and MRS construction plan requirements may be waived by the County Administrator or designee provided that no improvements are proposed or required.

H. Simultaneous Submissions

Pursuant to Section 403.8, the developer may submit simultaneous submissions.

403.7. **Mass Grading**

A. Intent and Purpose

The mass grading plan is used when an applicant wishes to clear land and perform grading activities on a site and when only stormwater pipes or retention/detention devices are proposed. The mass grading plan will be reviewed to ensure that the work will be constructed in accordance with the standards of this Code, Section 902.

B. Submittal Requirements

An applicant shall submit required information in the form as specified by the County Administrator or designee.

Plans shall be drawn at a readable scale, signed, and sealed by a Florida Registered Engineer. The application package shall include:

1. Applicant Information

    a. Proof of Ownership; i.e., copy of deed.

    b. Agent of Record Letter, if applicable.

    c. Application fee.

2. General Information to be Shown on Plan

    a. Pictorially show parcel.

    b. A legend, title, and number of revision(s); date of preliminary site plan and revision(s); scale of plan; north arrow; acreage in the parcel; and names, mailing addresses, e-mail addresses, and telephone numbers of the developer, owner, surveyor, and engineer.

    c. Phasing plan, if applicable, designating each phase by number or letter and heavy line border at an appropriate scale. The phasing plan shall be accompanied by a narrative addressing at a minimum:

        (1) Maximum area or the site to be exposed at any one time;

        (2) Provisions for the preservation of natural land and water features, vegetation, drainage, and other natural features of the site;

(3) Provisions for actions to be taken to create or contribute to flooding, erosion, increased turbidity, siltation, or other forms of pollution in a watercourse; and

(4) Provisions for installation of stabilization/vegetation of the site.

3. Map Information

a. A location map showing the relationship between the site proposed for development and surrounding developments or lots, including a current aerial photograph, which in no case shall be older than that available from the Property Appraiser's Office, with boundaries of development and roadway layout delineated. The location map shall show all Major County Roads within one (1) mile of the development project.

b. All existing and planned arterials and collectors (transportation corridors) within the proposed development and within one (1) mile of the proposed development.

c. Wellhead Protection Areas and Special Protection Areas for all Community Water System supply wells within the proposed development and within 1,000 feet of the proposed development.

4. Existing Site Information to be Shown on Plan

a. A legal description sufficient to describe the size and location of the parcel.

b. Existing Streets: The name, location, right-of-way width, and pavement status; i.e., dirt, limerock, concrete, asphalt, etc., of all existing streets, platted or recorded easements, other rights-of-way, and platted streets within 200 feet of the proposed development.

c. Existing platted or recorded easements or rights-of-way for drainage, pedestrian ways, bridle paths, or bicycle paths, etc., including location, width, design criteria, and purpose within 200 feet of the proposed development.

d. Configuration of that portion of abutting developments within 200 feet with preliminary site plan approval, preliminary plan, or if platted, with Plat Book and page number shown.

e. Existing storm sewers, potable water facilities, and sewerage facilities on or abutting the tract within 200 feet.

f. Other existing structures or uses on site and a statement as to the intended future use.

g. Existing contours at a maximum of two (2) foot intervals, based on the National Geodetic Vertical Datum of 1929, identifying the tract to be developed and, where practicable, extending a minimum of 100 feet beyond the tract boundary. A note stating the basis of the vertical datum shall be shown on the drawing. After October 1, 2011, the submittal shall be based on the North American Vertical Datum of 1988.

h. Present use of the property proposed for development.

i. Future Land Use Classification and zoning district of the parcel proposed for development and that of abutting land.

j. Dates and reference numbers of rezonings, special exceptions, variances, conditional uses, vested rights, or preliminary plans that have been granted, if applicable.

k. Approximate location and acreage of natural features, including lakes, marshes or swamps, watercourses, and other jurisdictional areas.

l. List any historic or cultural resources on site.

m. Wetland Delineation/Identification

Provide documentation in the form of a survey, sketch, or aerial that delineates the location of the Categories I, II, or III wetland areas, as defined in the Comprehensive Plan, Chapter 3, Conservation Element, Wetlands, Policy Nos. 1.3.1, 1.3.2, 1.3.3, 1.3.4, and 1.3.5, and provide the acreage for each wetland classification type.

n. All land within the proposed development which is located in a transportation corridor.

o. The Base Flood Elevation, where available, and delineation of flood zone(s) shall be superimposed on the preliminary plan in accordance with the latest Flood Insurance Rate Map published by the Federal Emergency Management Agency (FEMA) or latest study as accepted by the FEMA. All development proposals greater than five (5) acres shall include within such proposals Base Flood Elevation data.

p. Tree data sufficient to enable evaluation in accordance with this Code, Section 802.

q. The predevelopment, environmental, and hydrological conditions of the site and/or receiving waters and wetlands shall be described in detail, including the following:

(1) The direction; peak-flow rate; and for closed basins, the volume of predevelopment stormwater runoff.

(2) The location of areas on the site where predevelopment stormwater collects or percolates into the ground.

(3) A description of all water courses, water bodies, and wetlands on or adjacent to the site or into which stormwater flows.

(4) Seasonal high water table elevations.

(5) Location of 100-year flood plain or best available information.

(6) Description of vegetation.

(7) Topography.

(8) Soils.

(9) Location of drainage basins and subbasins.

(10) Rainfall data for the appropriate design storm.

(11) Natural Resources Conservation Service (NRCS) curve numbers.

5. Proposed Development

a. Proposed post-development conditions of the site shall be described in detail, including:

(1) Areas to be filled, graded, and/or excavated.

(2) Areas where vegetation will be cleared or otherwise removed.

(3) The size and location of nonresidential buildings or other structures. The typical lot layout shall be used to compute the coefficient of runoff.

(4) Location of drainage basis and subbasins.

(5) NRCS curve numbers.

(6) Effect of any proposed open space irrigation systems.

b. All components of the drainage system and any measures for the detention, retention, or infiltration of water or for the protection of water quality shall be described in detail, including:

(1) The direction; flow rate; and for closed basins and drainage basins of special concern, the volume of stormwater that will be conveyed from the site, if any, with a comparison to the predevelopment conditions.

(2) Detention and retention areas, including plans for the discharge of waters.

(3) Areas of the site, if any, to be used or reserved for percolation.

(4) A plan for the control of erosion, which describes in detail the type and location of control measures.

(5) Any other information which the developer or the County Administrator or designee believes is reasonably necessary for an evaluation of the stormwater management plan.

c. Tree plan prepared or approved by a Registered Landscape Architect as authorized by Chapter 481, Florida Statutes, as amended, or other type of professional as approved by the County Administrator or designee, demonstrating compliance with this Code, Sections 802 and 905.

d. Easements (show all proposed; note if none).

e. Requests for alternative standards or variances shall be filed with the application.

6. Studies and Other Required Submittals

The following submittals may be required based on location within the County and/or development type proposed:

a. Listed Species Site Survey. If the site is shown on Maps 3-1 in the Comprehensive Plan, as a location for known listed species habitat.

b. A narrative meeting the requirements of Section 809, Cultural Resources.

c. Substandard Roadway Analysis pursuant to Section 901.2.

d. Access Management Application pursuant to Section 901.3.

e. Construction Traffic Plan

(1) If a project abuts a collector or arterial roadway, construction access shall be from that roadway.

(2) In all other instances, an applicant shall submit a Construction Traffic Plan for review and approval by the County Administrator or designee. The Construction Traffic plan shall depict the construction traffic route from the project site to the closest arterial or collector roadway.

(a) The proposed construction traffic route shall minimize the use of local roadways and avoid school zones. If use of a school zone is unavoidable, the applicant shall work with school leadership to avoid drop-off and pick-up times.

(b) Construction traffic shall not impede through traffic, nor park within any rights-of-way along the construction traffic route.

(c) Use, repair, and restoration of local roads.

(i) Photo and/or video documentation of the construction traffic route shall be provided prior to work commencing on site. Prior to the site passing Final Inspections for infrastructure improvements, the construction access route shall be restored to the existing condition or better.

(ii) Local roads used for the construction traffic route shall be kept in good

condition and shall be swept daily to ensure construction-related dirt and debris is removed. Dirt/limestone roads shall be watered daily instead of swept.

~~d.~~ (d) The County Administrator or designee may require signage to be erected at unpermitted routes if non-compliance is observed. If disruptive activities continue to occur through these unpermitted routes, the County Administrator or designee shall issue a stop work order and/or require an applicant to employ an off-duty law enforcement officer to ensure adherence to the Construction Traffic Plan.

7. Re-submittal Requirements

Upon the re-submittal of response to comments, the following shall be provided:

a. Cover-letter addressing each comment

b. Re-submittal application

c. Plan(s) revised in accordance with review comments to the extent practicable or provide explanation as to why compliance with review comments is not appropriate.

(1) Plans shall be bubbled or clouded showing any revisions, or a detailed description as to the location of the change, or a combination thereof.

C. Standards for Approval

The County Administrator or designee shall not approve any mass grading plans unless the said plans and reports meet the technical requirements of this Code and are consistent with the Comprehensive Plan.

D. Form of Decision

The approval or denial shall be made in writing. The approval shall specify provisions, standards, conditions, or design specifications, which must be met in order to ensure compliance with the standards for approval.

In disapproving a mass grading plan, the County Administrator or designee shall provide reasons for such action, making reference to specific sections of this Code.

E. Effect of Approval

Approval of a mass grading plan shall constitute authority solely for clearing, grading, cut and fill, and the installation of stormwater pipes and retention/detention devices in accordance with the approved plans upon the posting of the hard copy Site Development Placard on the construction site. The hard copy Site Development Placard will be issued upon satisfactorily resolving any conditions of approval. The hard copy Site Development Placard must be posted on site during construction in a location easily visible from the street. In no case may construction requiring other governmental approvals or permits commence until such approvals or permits have been obtained.

F. Time Limit on Approval

Except where project development schedules are established for Developments of Regional Impact and Florida Quality Developments, the following time limits on approvals shall apply:

1. The improvements must commence within two (2) years of the issuance of the approval, and activity shall not lapse for a period exceeding thirty (30) days. The improvements shall be completely installed within one (1) year.

2. An applicant may request a six (6) month extension. Such extension shall be for good cause and must be submitted to the County Administrator or designee at least sixty (60) days prior to expiration of the above time limit.

3. In the event that the developer does not comply with these provisions, all plans for the project shall be deemed void.

CHAPTER 900. DEVELOPMENT STANDARDS

SECTION 901. TRANSPORTATION

901.6. **Street Design and Dedication Requirements**

A. Intent and Purpose

The intent and purpose of this section is to provide for the classification and design standards of subdivision collector and local streets and for the safety of vehicular and pedestrian traffic.

B. Applicability

This section applies to all development where a street is proposed in the unincorporated County. All development proposals containing new streets or utilizing access from existing streets shall conform to the standards and criteria contained in this section.

C. Classification

All streets functionally classified as arterial and major collector are shown as a collector, arterial, controlled access, or freeway roadways on the Comprehensive Plan Future Traffic Circulation Map Series (presently Maps 7-22, 7-24, 7-35, and 7-36); or classified as a collector, arterial, controlled access, or freeway roadway pursuant to the functional classification or reclassification procedures and criteria established pursuant to the Comprehensive Plan (also known as Major County Roads). Streets shall be classified at the time of rezoning or preliminary plan approval if the streets have not been previously classified by the County. All other streets are classified as local streets or subdivision collector (Types 1B and 1A) in accordance with Table 901.6.A, Street Classification.

The Pasco County street classification system is established as illustrated in Table 901.6.A. The Equivalent Residential Units (ERU) Served in Table 901.6.A shall be based on the maximum number of potential lots required or allowed to access the roadway (inside or outside of the development) based on a reasonable traffic distribution using:

- The maximum density/intensity permitted by the land use classification as designated by the Comprehensive Plan and assuming compliance with Section 901.6.D.11; or
- If platted, the number of units platted.

Each single-family detached residential unit, including mobile homes on individual lots, will be considered one ERU. All other residential shall be considered three-fifths of an ERU.

D. Design and Construction

With the exception of Minor Rural Subdivisions (MRS) and Limited Family-Lot Division (LFLD) developments, all streets and/or accessways shall be designed and constructed in accordance with the applicable portion of the following:

Florida Department of Transportation (FDOT), *Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways*, latest edition (Greenbook).

FDOT, *Standard Specifications for Road and Bridge Construction, Divisions II and III*, latest edition, including:

- Soil Cement as detailed in Section 270 of the FDOT, *Standard Specification for Road & Bridge Construction*, 1991 edition.
- Crushed concrete as detailed by the Engineering Services Department.

FDOT, *Flexible Pavement Design Manual*, latest edition.

However, in no instance shall the roadway standards be less than those required by this Code.

Furthermore, as the County follows the FDOT guidelines for maintenance, design, and safety for vehicular facilities, wooden bridges within roadways are prohibited in the unincorporated area of Pasco County. However, for those roadways privately owned and maintained by an entity other than Pasco County, and where consistent with FDOT guidelines, a wooden bridge may be authorized by the County Administrator or designee.

Commented [EB1]: Does FDOT have any guidelines pertaining to wooden bridges?

Commented [TS2R1]: They do have guidelines relating to materials such as the type of wood to be used should a wooden bridge be proposed, however, they discourage the use of wooden bridges and routinely tear down older wooden bridges, substituting them with concrete/steel, rather than repairing them.

1. Right-of-Way. The right-of-way provided for streets not functionally classified as Major County Roads shall be sufficient to:

   a. Allow development of the full cross section, including travel lanes, parking lanes, medians, and roadside clear zones.

   b. Provide for the layout of intersections and access points.

   c. Allow for sight distances in accordance with the Greenbook, latest edition, at all points, particularly on horizontal curves, at intersections, and other access points.

   d. Provide space for placement of pedestrian and bicycle facilities.

   Unless otherwise approved at the time of preliminary plan approval, the minimum right-of-way required shall be as follows:

Street Type	Urban	Rural
1A without parking	100'	120'
1B without parking	60'	80'
1B with parking on one side	72'	92'
1B with parking on both sides	84'	104'
2 without parking	50'	70'

Street Type	Urban	Rural
2 with parking on one side	58'	78'
2 with parking on both sides	66'	86'
3 without parking	50'	70'
3 with parking on one side	58'	78'
3 with parking on both sides	66'	86'
4 without parking	50'	70'
4 with parking on one side	58'	78'
4 with parking on both sides	66'	86'
5 without parking	20'	N/A

MRS accessways and LFLD accessways shall be within a thirty (30) foot easement. All other access easements shall be a minimum of thirty-five (35) feet. Lot lines may extend into the easement. The accessways are not required to be publicly dedicated.

Where a proposed development includes a previously platted or dedicated street which does not conform to the minimum right-of-way requirements or other requirements determined at the time of preliminary plan approval, additional right-of-way shall be dedicated along either one or both sides of the street so that the minimum required right-of-way can be established and improved if required.

2. Pavement Width. The minimum pavement widths required shall be as follows:

Street Type	Urban Pavement Width/Lanes	Rural Pavement Width/Lanes
1A	48/4	50/4
1B without parking	24/2	26/2
1B with parking on one side	32/2	34/2
1B with bike lane and parking on one side	36/2	38/2
1B with parking on both sides	40/2	42/2
1B with bike lane and parking on both sides	48/2	50/2
2 without parking	24/2	25/2
2 with parking on one side	31/2	32/2

Street Type	Urban Pavement Width/Lanes	Rural Pavement Width/Lanes
2 with parking on both sides	38/2	39/2
3 without parking	22/2	23/2
3 with parking on one side	29/2	30/2
3 with parking on both sides	36/2	37/2
4 without parking	20/2	21/2
4 with parking on one side	27/2	28/2
4 with parking on both sides	34/2	36/2
5 without parking	14/1	N/A

In general, pavement widths for rural streets shall be one (1) foot wider to allow for edge protection.

MRS accessways shall consist of a twelve (12) foot paved cross section with 1.5 feet of stabilized shoulders. This exception only applies where interconnection is not required. LFLD accessways shall consist of twelve (12) foot paved or unpaved stabilized sections with 1.5 feet of stabilized shoulders.

All accessways in excess of 500 feet shall provide a 10' X 38' turnout. The exact location of the turnout shall be determined by the county fire marshal or designee. Additional turnouts may be required by the county fire marshal or designee. (Figure 901.6.A: Accessway with Turnout)

Parking lanes shall be a minimum of eight (8) feet in width on Type 1B streets and a minimum of seven (7) feet in width on Types 2, 3, and 4 streets. On-street parking is not allowed on a Type 1A street, unless an alternative standard is approved in accordance with this Code, Section 407.5.

3. Pavement Cross-Slope. If approved by the County Engineer, the selection of pavement cross-slope may be a compromise between meeting the drainage requirements and providing for smooth vehicle operation.

   The recommended pavement cross-slope for a crowned pavement is 0.02 feet per foot. The pavement cross-slope shall not be less than 0.015 foot per foot or greater than 0.04 feet per foot. The change in cross-slope between adjacent through-travel lanes shall not exceed 0.04 feet per foot.

   Inverted crown may only be used for Type 5 streets.

Where inverted crown is used, the centerline of the invert shall contain a minimum two (2) foot modified valley gutter.

4. Pavement Structure and Road Design. The pavement structure required shall be based on the street classification and the number of lots proposed, cumulative with the number of lots that can reasonably be anticipated to use the street.

The pavement structure required shall be based on a structural number obtained by multiplying the structural layer coefficient by the thickness of each type of material, then adding the resultant in accordance with the FDOT, *Flexible Pavement Design Manual*, latest edition. Each layer shall adhere to the minimum thickness required by the FDOT.

The minimum pavement structure required for residential subdivisions (Note: this does not include Limited Family Lot Divisions) and for subdivision collectors, shall be as follows:

Land Use Classification	**Number of Proposed Lots**	**Structural Number**
AG (Agricultural)	Less than 16	2.04
AG (Agricultural)	16 or greater	2.34
AG/R (Agricultural/Rural)	Less than 16	2.04
AG/R (Agricultural/Rural)	16 or greater	2.34
RES-1 (Residential - 1 du/ga)	Less than or equal to 10	2.04
RES-1 (Residential - 1 du/ga)	Greater than 10	2.34
RES-3 (Residential - 3 du/ga)	N/A	2.34

Where minimum structural numbers of 2.04 or 2.34 are required, the pavement structure shall contain a minimum of one and one-half (1½) inch of Type SP asphaltic-concrete surface course.

Where a subdivision collector is required, a pavement design shall be submitted with the construction plans to determine the minimum pavement structure required. However, in no case, shall a structural number less than 3.5 with a minimum of three (3) inches of Type SP asphaltic-concrete surface course be provided.

Construction of a subdivision collector may be completed in stages with 2¼ inches of SP 12.5 or S-I asphaltic-concrete surface course along with the required pavement markings installed at the time of the initial construction and ¾ inches of SP 9.5 or S-III asphaltic-concrete surface course installed along with any required thermoplastic stripes, prior to release of the assurance of maintenance of improvements surety.

Where a connection is made to a street functionally classified as a Major County Road, then the minimum structural number required within the right-of-way of the functionally classified street shall be based on a minimum pavement design, but in no case less than:

a. Major Collector: 3.70 with a minimum of three (3) inches of Type FC or Type SP asphaltic-concrete surface course.

b. Arterial: 4.00 with a minimum of three (3) inches of Type FC or Type SP asphaltic-concrete surface course.

A minimum structural number of 4.00 is required on local, major collector, and subdivision collector roadways if heavy vehicles are ten (10) percent or more of the total daily driveway trips.

For commercial and industrial subdivisions, a pavement design shall be submitted with the construction plans to determine the minimum pavement structure required. However, in no case shall a structural number less than 3.5 (with a minimum of three [3] inches of Type FC or Type SP asphaltic-concrete surface course) be allowed.

For all roads below the stabilized subgrade, a minimum of two (2) feet of select material consisting of A-3 (SP) soil and/or A-2-4 with a maximum fifteen (15) percent passing number 200 sieve, shall be provided. The project engineer responsible for the project shall certify to the County Engineer that the select material meets these standards prior to installation of the base. Certification shall strictly comply with the subgrade certification form available in the Engineering Services Department's *A Procedural Guide for the Preparation of Assurances of Completion and Maintenance*.

For major collector, arterial, and subdivision collector roads, a minimum of twelve (12) inch stabilized subgrade (Type B) LBR 40 minimum shall be provided under all bases except for soil cement, which shall be constructed on a stable, nonyielding subgrade of LBR 20, unless otherwise approved by the County Engineer in accordance with the FDOT, *Flexible Pavement Design Manual,* latest edition. The layer coefficient for LBR 20 shall be 0.04 and shall be limited to a maximum depth of twelve (12) inches.

The minimum separation between the bottom of the base to the design seasonal high water table (SHWT) shall be no less than two (2) feet where a limerock base is provided. Where soil cement, ABC-3 asphaltic concrete, or crushed concrete base material is used, the minimum separation between the bottom of the base to the design SHWT shall be no less than one (1) foot.

Design SHWT is the elevation to which the ground or surface water can be expected to rise due to the worst wet season within a ten (10) year period. The project engineer shall make a recommendation as to the

SHWT elevation based on the assessment of historical records or other available data. This recommendation shall be reviewed for approval by the County Engineer or designee.

When required, either by the geotechnical report or as determined by the County Engineer, underdrains shall consist of aggregate, pipe, and filter fabric as indicated in the FDOT Index Drawing No. 286 and as referenced in any other FDOT index drawings and standard specifications. Underdrain inverts shall be located a minimum of two (2) feet below the bottom of the base. The engineer responsible for the project shall certify to the County Engineer that the underdrains have been properly installed prior to the installation of any asphalt. Certification shall strictly comply with the underdrain certification form available in the Engineering Services Department's *A Procedural Guide for the Preparation of Assurances of Completion and Maintenance*. An inspection and maintenance program shall be established by the design engineer designating an entity on the design drawings that shall be responsible for maintenance.

5. Shoulders. The primary functions of a shoulder are to provide emergency parking for disabled vehicles and an alternate path for vehicles during avoidance or emergency maneuvers. To properly function, the shoulder shall have adequate stability and surface characteristics.

   Shoulders shall be provided on all streets incorporating open drainage (rural sections) or mountable curbs. The minimum shoulder widths, measured from the edge of pavement, shall be as follows:

Street Type	**Minimum Shoulder Width (Feet)**
1A	8
1B	8
2	6
3	6
4	6
5	N/A
MRS and LFLD Accessway	1½

   The shoulder serves as a continuation of the drainage system; therefore, the shoulder cross-slope shall be somewhat greater than the adjacent travel lane. The cross-slope of the shoulders shall not be steeper than .06 feet per foot.

6. Roadside Clear Zone. The roadside clear zone is that area outside the traveled way, available for use by vehicles that have left the traveled

way during avoidance maneuvers due to loss of control or due to collisions with other vehicles. The primary function of the roadside clear zone is to allow space and time for the driver of a vehicle to retain control and avoid or reduce the consequences of collision with roadside objects. This area also serves as an emergency refuge location for disabled vehicles.

The width of the roadside clear zone should be as wide as possible. The minimum widths, measured from the face of the barrier curb or edge of pavement where a barrier curb is not provided, shall be as follows:

Street Type	FDOT Type F and D Curb	FDOT Type A, E, and Miami Curb
1A	4'*	10'
1B	4'*	10'
2	4'*	6'
3	4'*	6'
4	1½'	6'
5	1½'	6'
MRS and LFLD Accessways	N/A	6'

*If private streets are allowed, then any entrance and exit gate equipment, guardhouse, or other like structure may be setback 1½ feet from the FDOT Type F and D curb.

On those roads where the minimum required clear zone is four (4) feet, the minimum cannot be reasonably obtained, and other alternatives are impractical, the minimum may be reduced to no less than 1½ feet pursuant to the alternative standards provisions set forth in this Code, Section 407.5. The County Engineer shall make a determination on the alternative standards application.

The slopes within the roadside clear zone shall be as flat as possible to allow for safe travel of a vehicle which has left the traveled way. The slope of the area within the roadside clear zone shall not be steeper than six (6) feet horizontal to one (1) foot vertical (6:1).

Outside of the roadside clear zone, where roadside swales or cuts require slopes, the slopes shall not be steeper than four (4) feet horizontal to one (1) foot vertical (4:1). Ditch bottoms shall be at least two (2) feet wide and may be flat or gently rounded.

If space constraints are severe, the County Engineer may permit the use of guardrails in lieu of the requirements for width and slope of the roadside clear zone. Guardrails shall also be considered for protection of pedestrian pathways or protection of immovable roadside hazards.

Where the maximum slope or roadside clear zone requirement cannot be met, guardrails in conformance with applicable FDOT standards shall be installed.

7. Vertical Clearance. Vertical clearance of 16.6 feet shall be provided above all streets.

8. Medians. Median separation of opposing traffic provides a beneficial safety feature in terms of reducing headlight glare, thus improving the safety and comfort for night driving. Medians provide provisions for drainage from the street surface, provide for preservation of existing vegetation, act as a vehicle refuge area, provide a logical location for left-turn, storage lanes, and provide a means for future addition to existing traffic lanes.

   Where medians are proposed or required by this Code or the County Engineer, the minimum widths shall be as follows:

   a. Type 1 and 2 Streets

      (1) Twenty-two (22) feet where no curb or mountable curbs are used.

      (2) 15½ feet where barrier curbs are used.

   b. Types 3 and 4 Streets: The minimum median width shall be twice the roadside clear zone minimum width, plus the width of the existing or proposed obstruction. The pavement lane width around each side of the median shall be the total street width prior to encountering the median, divided by two (2), plus two (2) feet of additional pavement.

   c. Type 5 Streets: Medians shall not be allowed.

   Paved medians with a minimum width of twelve (12) feet may be used for two (2) way turn lanes and painted medians.

   The unpaved median cross-slope shall not be steeper than six (6) feet horizontal to one (1) foot vertical (6:1). The depth of depressed medians may be controlled by drainage requirements. Increasing the median width, rather than increasing the cross-slope, is the acceptable method for developing the required median depth.

   Structures, permanent materials, or plantings within the median shall not obscure the visibility of vehicles in accordance with the clear-sight requirements of the Greenbook.

9. Horizontal and Vertical Alignment. The following minimum and maximum posted/design speeds are established:

Street Type	Minimum	Maximum
1	30	40
2	25	35
3	20	30
4	15	30
5	15	20

Horizontal and vertical alignment shall be designed in accordance with the established speeds in accordance with the applicable sections of the latest edition of the FDOT Greenbook.

10. Cul-de-sacs. Unless otherwise approved at the time of preliminary plan approval, cul-de-sacs shall be provided on all dead-end streets, except those planned for future extension. Cul-de-sacs shall have a minimum paved radius of fifty (50) feet and a minimum right-of-way of a sixty (60) foot radius, unless the Fire Code requires a greater radius.

Cul-de-sacs shall not exceed 1,760 feet in length.

11. Continuation of Existing Street Pattern and Street Access to Adjoining Property. The proposed street layout shall take into consideration the street system of the surrounding area. Streets in the proposed development shall be connected to streets and/or rights-of-way in adjacent areas to provide for proper traffic circulation unless approved otherwise at the time of preliminary plan approval, or unless all lots within a proposed MRS subdivision are five (5) acres or greater, or unless the lots are within a proposed LFLD. Street connections and rights-of-way to adjoining areas shall be provided to give access to such areas and/or to provide for proper traffic circulation as determined necessary at the time of preliminary plan approval. Where a cul-de-sac is not provided, a temporary T-type turnaround, including barricades, shall be provided on all dead-end streets with more than two (2) fronting lots or parcels. Subdivision collectors shall also comply with Section 901.1.H.

The developer, when required at the time of preliminary plan approval, shall extend, improve, and construct off-site streets and rights-of-way providing access to the development. The developer shall bear all costs of such extensions, improvements, and construction unless alternative relief pursuant to Section 407.4 has been granted. Mobility

fee credit for off-site improvements shall be in accordance with Section 1302.2.

12. Intersection Design and Separation. Intersections of all street types with subdivision collectors, major collectors, and arterials shall adequately provide for all turning and through-traffic movements by construction of additional lanes as determined necessary at the time of preliminary plan approval.

    Right-of-way for additional turning lanes shall be provided by the developer in excess of the minimum required for the various types of streets as listed in this Code, as determined necessary at the time of preliminary plan approval. The minimum intersection spacing within the subdivision shall be 150 feet. Connections to streets functionally classified as Major County Roads shall be as specified in this Code, Section 901.3, Access Management.

    Unless otherwise approved at the time of preliminary plan approval, intersections of Types 1, 2, 3, and 4 streets shall be T-type intersections.

13. The County shall not accept or deem complete any road or street to be owned and/or maintained by the County unless the following items have been completed:

    a. All real property interests required for the street have been conveyed to the County, in a format acceptable to the County, as follows:

        (1) All right-of-way required for the street has been conveyed to the County by warranty deed or by plat dedication.

        (2) All stormwater ponds and structures that serve the street have been conveyed to the County by perpetual drainage easements. Conveyances may also be by warranty deed for stormwater ponds and structures that do not receive offsite flows. Where the drainage for the street is commingled with drainage from outside the right-of-way, or for streets within a platted subdivision, an entity other than the County shall be responsible for the operation and maintenance of the stormwater system for the street, and the County shall have the right, but not the obligation to perform maintenance of the stormwater system.

        (3) All slope easements have been conveyed to the County for all slopes (if any) required by such road or street that lie outside the right-of-way and provide lateral support for the road or street. The slope easements shall be of

sufficient width to maintain the integrity of the lateral support provided by the slope area, as determined by the County-approved engineering plans. The slope easements shall be non-exclusive and shall not preclude the use of the easement area for any other use not inconsistent with its use for lateral support, such as utilities, landscaping, drainage or the construction, installation and maintenance of permanent physical improvements associated with the development of the underlying fee parcel, provided the other uses are otherwise permitted by this Code, nor shall the slope easements create a new right-of-way line from which setbacks or buffers are measured. The slope easements shall be perpetual, but shall be terminated by the County (in whole or in phases, as applicable) when the underlying fee parcel has been developed (for uses other than agriculture) so as to replace the lateral support at a grade substantially consistent with the adjacent right-of-way or with other permanent facilities capable of providing lateral support to such road or street as deemed appropriate by the County Engineer or designee.

(4) Any other property interests required for the County to own and maintain the street, as well as all structures and features which serve or support the street have been conveyed to the County.

(5) The required conveyances must be submitted to the Real Estate Division for review, in accordance with the Procedures for Conveying Land to Pasco County, and the Real Estate Division will submit the conveyances to the BCC for acceptance and recording. Submission to the Real Estate Division of the fully executed original conveyance documents on County-approved forms for recording shall be sufficient for satisfying conditions (1) through (4).

b. Evidence has been provided to the County demonstrating that the SWFWMD operation and maintenance (O&M) permit has been transferred to a CDD or HOA. The O&M may be transferred to the County only for streets for which the SWFWMD Project Area consists exclusively of County-owned right-of-way and County-owned ponds that are not commingled with flows from non-County owned property.

c. Where a developer seeks to open a street for public use, prior to submittal and completion of items (1) and (4) of this Section, the developer shall provide security adequate to assure the submittal and completion of the above-listed items, consistent

with Sections 310.3 – 312.6 of this Code.

d. Upon completion of the construction of the street, and satisfactory submittal of items (1) and (4) of this Section, the Developer shall provide a Defect Security (Maintenance Guarantee) to the County, and Sections 311 and 312 of this Code shall apply. The effective period for such security for non-platted streets shall be thirty-six (36) months following completion.

E. Roadside Design

1. Vegetation. Grass or other low growing vegetation that is easily maintained shall be used on medians and roadside clear zones. To aid in erosion control, a sixteen (16) inch strip of sod shall be placed adjacent to the street pavement/back of the curb. The placement of the sod shall not unreasonably impede drainage of the pavement.

The remainder of the roadside shall be vegetated as follows:

a. On slopes of four (4) feet horizontal to one (1) foot vertical (4:1) and flatter, seed and mulch or sod may be used.

b. On slopes steeper than four (4) feet horizontal to one (1) foot vertical (4:1), sod shall be used.

All vegetation shall be carefully maintained by an entity other than the County.

Landscaping in excess of the requirements of this Code may be installed within the right-of-way provided that the plantings are located outside of the roadside clear zone and do not obstruct the clear site triangle. In addition, the maintenance shall be provided by an entity other than the County and shall comply with Section 406.5 relating to Right-of-Way Use Permits and License and Maintenance Agreements.

2. Drainage. Drainage swales shall be protected from scouring by the appropriate vegetation and, if required due to velocity of flow, erosion control measures shall be provided.

Drainage inlets shall not be placed in the travel lane of a Type 1, 2, 3, or 4 street. Drainage inlets placed within the median or roadside clear zone shall be flush with the ground surface. An area around the inlet shall be paved or concreted to improve drainage and to reduce erosion per the applicable FDOT standards.

Drainage swales perpendicular to the roadway shall not be used within the median or roadside clear zone. Drainage swales within the median or roadside clear zone shall meet the requirements for slope and changes in grade given in this Code.

3. Culverts. Where culverts are provided, the ends of pipes shall be flush with the adjacent ground or located outside the roadside clear zone. The slope and changes in grade at the structure shall conform to the minimum requirements for roadside clear zones. Unless otherwise approved at the time of preliminary plan approval, all culverts, with the exception of those under residential driveways, shall be reinforced concrete pipe with a minimum diameter of eighteen (18) inches. Residential driveway culverts may be made of other materials acceptable to the County Engineer with a minimum diameter of fifteen (15) inches.

   Headwalls and mitered end sections shall be designed and constructed in accordance with the applicable standards referenced in this Code.

4. Curbs. Curbs may be used to provide drainage control and to improve delineation of the street pavement. The two (2) general classes of curbs are barrier curbs and mountable curbs. Both types of curbs shall be designed with a gutter to form a combination curb and gutter section. Barrier curbs shall be relatively high and steep-faced and designed to discourage vehicles from leaving the roadway. Mountable curbs shall be low with a flat-sloping surfaced designed so that vehicles can mount them when required. Where mountable curbs are used, the width may be included in the calculation of the required shoulder width.

5. Standards for driveways for residential construction. All new or reconstructed driveways within right-of-ways shall be designed to conform to all of the following criteria as applicable:

   a. Two-car Garages. Minimum width, twelve (12) feet, Maximum width, twenty-four (24) feet.

   b. Split Car Garages. Maximum width, twenty-eight (28) feet, a combined total width for multiple driveway(s) within the Right-of-Way.

   c. Townhome Garages. Minimum width, nine (9) feet.

   d. Three (3) foot flared section at each end of the driveway(s).

   e. Fifteen feet minimum radii required for rural section.

   f. Florida Department of Transportation standard flares required for a road that has urban curb and gutter section. (No curbs for driveway permitted within right-of-way; wheelchair access to be provided).

   g. Unless otherwise approved by the County Administrator or Designee, driveways across roadside swales will require the placement of a drainage culvert (side drain) under the driveway in order not to impede flow in the swale resulting in an increase of backwater onto upstream property.

h. Consistent with LDC Section 902.2.I, culverts in residential areas may be asphalt coated corrugated metal pipe (CMP) or reinforced concrete pipe (RCP) with a minimum diameter of fifteen (15) inches. Culverts in commercial areas shall be RCP with a minimum diameter of eighteen (18) inches.

i. Consistent with LDC Section 902.2.I, all storm sewer pipes and culverts shall have a minimum of six (6) inches of cover from outside crown of pipe to bottom of roadway base course. The minimum cover of pipe in swale areas shall be one (1) foot, unless otherwise approved by the County.

j. Mitered end sections are required on all culvert installation, as per Florida Department of Transportation Standard Detail Index 273.

k. Driveway construction from edge of pavement to the property line shall consist of one of the following:

(1) Six (6) inches thick, three-thousand (3,000) psi reinforced concrete (existing sidewalk to be replaced where it does not meet this criteria);

(2) Six (6) inches lime rock with one (1) inch asphalt;

(3) Six (6) inches soil cement with one (1) inch asphalt; or

(4) Four (4) inches asphalt

l. Driveway construction where mountable curb exists must tie to the back of the curb.

6. Standards for Paver Driveways and Sidewalks. Paver driveways and sidewalks may be allowed in the right-of-way provided that concrete edge restraints or similar other protection is placed so as to protect existing pavement. Concrete paver sidewalks within the driveway limits may be installed within the County right-of-way.

a. Paver driveways and sidewalks shall comply with Pasco County Residential Driveway Connection (Figure 901.6.E) and the following:

(1) All pedestrian sidewalks and portion of paver driveway that are part of the pedestrian sidewalk shall meet all Americans with Disabilities Act (ADA) standards, including, but not limited to width, curb cut ramps, longitudinal slopes, cross slope and smooth surface.

(2) Manufacturer's design specifications or Engineer design requirements for the paver driveway and sidewalk typical sections.

(3) The owner of the property served by or upon which a paver driveway or sidewalk is or was previously installed is solely responsible for all maintenance and repair of the paver driveway or sidewalk within the County right-of-way. The County shall not be liable for the costs of any maintenance, repair, or replacement of the paver driveway and sidewalk regardless of the reason(s) requiring the maintenance or repair.

(4) In the event any property owner fails to maintain and repair the paver materials within the County right-of-way, the County may, without prior notice to the property owner perform the necessary maintenance, repair or replace any portion of the sidewalk and/or driveway within the County right-of-way, using any materials approved by the Land Development Code or this Section. In no circumstances shall the County be obligated to replace pavers. Alternatively, if the County Engineer or designee deems appropriate, the property owner may be given notice and an opportunity to bring the driveway and/or sidewalk into compliance with the Land Development Code or this Section. The property owner is responsible for the costs of any repairs made by the County pursuant to the Land Development Code or this Section.

(5) Maintenance. Nothing herein is intended or shall be inferred to impose any obligation on the part of the County to maintain or inspect paver driveways and sidewalks constructed in accordance with this or any other section of this Code. Property owners having pavers located within the County right-of-way shall indemnify and hold harmless the County from any claims arising from said pavers. All paver driveways and sidewalks constructed pursuant to this Code shall be maintained in perpetuity by the property owner and its successor(s) in interest unless the County expressly agrees in writing executed by both the property owner and the Chairman of the Board of County Commissioners to accept responsibility for maintenance of the paver driveway or sidewalk, or if such responsibility for maintenance of the paver driveway or sidewalk is otherwise voluntarily assumed by the County.

(6) Right-of-Way Use Permit in accordance with Section 406.5.

(7) License and Maintenance Agreements in an approved form may be required for installation of paver driveways and sidewalks.

F. Pedestrian and Bicycle Facilities

Provisions for public pedestrian and bicycle traffic shall be incorporated into development layout.

1. Bicycle and Pedestrian facilities shall be in accordance with this Code, Section 901.7.

G. Traffic Control Devices

Traffic control devices shall be in accordance with this Code, Section 901.10.

H. Street Names

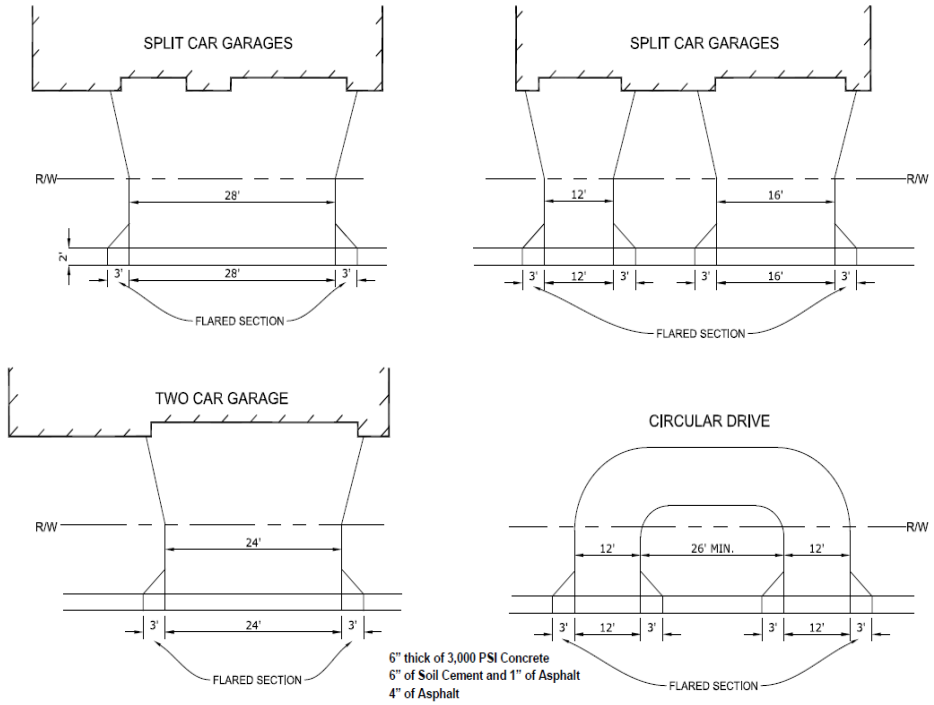
Streets shall be named in accordance with this Code, Section 901.9, Street Naming and Addressing.

I. Street Lighting

Street lighting shall be in accordance with this Code, Section 901.11.

Figure 901.6.E

RESIDENTIAL DRIVEWAY CONNECTIONS



Driveway MUST have a 5' minimum setback to the property line.

6" thick of 3,000 PSI Concrete
6" of Soil Cement and 1" of Asphalt
4" of Asphalt
6" of Limerock and 1" of Asphalt
Driveways Connecting to a paved road must meet one of the above.

TABLE 901.6.A

Street Classification

Classification	Subclassification	Definition	Equivalent Residential Units Served
Type 1		Type 1 streets are subdivision collectors connecting Types 2, 3, and 4 streets. Type 1 streets may carry traffic from one (1) development to another or from the development to streets functionally classified as Major County Roads. Driveway access to individual lots shall not be allowed except where the County Administrator or designee determines that no feasible alternative exists and where approved at the time of preliminary plan approval.	Greater than 200
	1B	Requires a minimum of two (2) thru lanes.	201-600
	1A	Requires a minimum of four (4) thru lanes.	Greater than 600
Type 2		Type 2 streets are streets providing two (2) thru lanes and may provide subdivision connections to streets functionally classified as Major County Roads.	101-200
Type 3		Type 3 streets are streets providing two (2) thru lanes and may provide connections to streets functionally classified as Major County Roads.	51-100
Type 4		Type 4 streets are streets providing two (2) thru lanes and usually serve as cul-de-sacs. Type 4 streets may provide connections to streets functionally classified as Major County Roads.	50 or less
Type 5		Type 5 streets are also referred to as "alleys." Type 5 streets are used to serve as a secondary means of access to lots and are located at the rear of residential and commercial lots. Type 5 streets shall not connect to streets functionally classified as Major County Roads.	N/A
MRS Accessway		MRS accessways are accessways used to serve lots within a Minor Rural Subdivision where the accessways are not required to be connected to streets and/or rights-of-way in adjacent areas.	N/A
LFLD Accessway		LFLD accessways are private accessways (paved or unpaved) used to serve lots within a Class LFLD. LFLD accessways are not required to be connected to streets and/or rights-of-way in adjacent areas. In order to qualify as an LFLD accessway and be eligible for the associated alternative design and right-of-way standards, there shall be an agreement binding on the adjacent property owners to jointly maintain the private accessways.	N/A

905.2 Landscaping and Buffering

A. Intent and Purpose

It is the intent and purpose of this subsection to promote the health, safety, and general welfare of the current and future residents of the County by establishing minimum standards for the preservation, development, installation, and maintenance of native and Florida Friendly landscaping, as defined in Section 373.185, Florida Statutes.

Such landscape and buffers are intended to improve the aesthetic appearance of public, commercial, industrial, and residential areas by reducing the visual impact of large building masses; by softening the visual impact of paved surfaces and vehicular-use areas; by screening conflicting uses from one another; and otherwise helping establish a harmonious relationship between the natural and built environment.

These minimum requirements and standards recognize and address the vital contributions of landscapes and buffers to intercepting and filtering stormwater, reducing erosion, providing shade, enhancing property values, supporting wildlife, protecting natural resources, forming a “sense of place,” reducing costs and impacts of storms and natural disasters, and other beneficial services.

Resources for selecting appropriate planting material, helpful guides and templates, and links to external resources mentioned in this Section can be found in the Development Manual.

B. Applicability

1. This section shall be applicable to all development plans submitted on or after February 26, 2002. For development plans approved prior to February 26, 2002, the applicant may elect to maintain landscaping in accordance with this Section. This option shall also be available to applicants whose development plans were approved prior to the most recent version of this Section, unless the landscape plan was specifically approved by the Planning Commission or Board of County Commissioners.
2. Redevelopment Landscaping. Developments that existed on February 26, 2002, that do not comply with the provisions of this subsection shall be brought into compliance as detailed in Table 905.2-A.

    a. Options for Relief. Recognizing that redevelopment and renovation presents its own special challenges, an applicant may pursue the following approaches to obtain relief from the strict application of the above standards.

        (1) The County Administrator or designee may grant relief from the strict application of the standards in Table 905.2-A without requiring an alternative standard application pursuant to Section 407.5, if the applicant is

able to demonstrate with the Landscape Plan that the landscaping and buffering is the maximum possible that can be accommodated given the existing conditions on the site.

(2) County Assistance. Developments required to be brought into compliance with this section shall be eligible to apply to the Board of County Commissioners (BCC) through the County Administrator or designee for reimbursement of the reasonable cost of drought tolerant or native trees and landscaping plants as listed by Southwest Florida Water Management District (SWFWMD) or the University of Florida Institute of Food and Agricultural Sciences (IFAS), providing such vegetation is not invasive, and approved by the County Administrator or designee in an amount not to exceed $10,000.00 from the Tree Mitigation Fund. The said reimbursement amount may be amended from time to time by resolution of the BCC.

TABLE 905.2-A

Circumstance		Conformity Required
Existing structure floor area is expanded	Twenty-five (25) percent or less	• Building perimeter landscaping shall be required adjacent to any addition.
	Twenty-six (26) percent or more	• Building perimeter landscaping shall be required adjacent to the addition/additional structure(s), and, where feasible, adjacent to any existing structure(s) requiring building perimeter landscaping per this Code.
Value of work associated with redeveloped, remodeled, or renovated existing structure(s) as well as new buildings added to the site, ; except ordinary repair and maintenance.	Between twenty-five (25) and fifty (50) percent of the appraised building value	• Buffers shall be installed along roadways and adjacent to residential properties. • Building perimeter landscaping adjacent to addition.
	Between fifty-one (51) and seventy-five (75) percent of the appraised building value	• All property buffers. • Building perimeter landscaping adjacent to any addition/additional structure(s), and, where feasible, adjacent to any existing structure(s) requiring building perimeter landscaping per this Code. • All vehicular use landscaping.
	Exceeds seventy-five (75) percent of the appraised building value	• All property buffers. • All building perimeter landscaping, where possible. • All vehicular use landscaping.
Alteration of vehicular use area other than restriping, resealing, or resurfacing		• Expanded area shall provide the required minimum landscape area as required in Table 905.2.C.
NOTE: Appraised building value shall be as shown by the Property Appraiser. The value of improvements shall be cumulative from February 26, 2002.		

C. General Standards

1. Design

a. Clear-Sight Triangle. Where a driveway/accessway intersects a road right-of-way or where two (2) road rights-of-way intersect, vegetation, structures, and non-vegetative visual screens shall not be located so as to interfere with the clear- sight triangle as defined in this Code or the *Florida Department of Transportation, Manual of Uniform Minimum Standards*, most recent edition (Green Book), whichever is more restrictive.

b. Sidewalks, driveways, and other impervious areas shall not be located within a required planting area except when they are constructed perpendicular to the planting area and provide direct access to a structure, parcel, or adjacent parcels.

c. Sustainable Practices. Landscape installations shall employ environmentally sustainable principles and practices, which include Florida Friendly landscaping. A comprehensive guide to Florida Friendly landscaping principles and materials is available through the University of Florida IFAS website linked in the Development Manual. Landscaping shall be installed so that landscaping materials meet the concept of right material/right place. Installed material shall be grouped into zones according to water, soil, climate, and light requirements.

d. Diversity

(1) A maximum of fifty (50) percent of the plant materials used, other than trees, may be non-drought tolerant. The use of turfgrass varieties with excellent drought tolerance may exceed the fifty (50) percent limitation.

(2) A minimum of thirty (30) percent of the plant materials, other than trees and turfgrass, shall be native Floridian species suitable for growth in the County.

(3) Tree diversity shall be required based on the number of required trees on site (see Table 905.2-B).

TABLE 905.2-B

Required Number of Trees	Required Species
1-5	1
6-10	2
11-15	3
16-20	4
21-25	5
26 or more	6

(4) Where more than one (1) species is required, even distribution shall be strived for and subject to County approval through the associated review process.

(5) For shrubs, no one (1) species shall constitute more than twenty-five (25) percent of the total number of plantings.

(6) Development projects one (1) acre or less in size are exempt from the diversity requirements of Subsections 3, 4, and 5 above.

e. Berms. Where berms are installed, drought tolerant ground cover or sod, such as Bahia, may be used to stabilize the berms. The height of the berm shall be measured and averaged at regular intervals on the exterior of the berm. The final height shall be determined by averaging the dimensions obtained. The measured interval distances shall be typically eight (8) feet.

f. Tree Location. Trees are required to be located on the site; however, trees may be planted within rights-of-way or on public lands pursuant to Section 905.2.D.3.

g. Use of Existing, Noninvasive Plant Materials. Existing, noninvasive plant materials may be used to meet the buffering and landscaping requirements, provided there is no reduction in the required landscaping and the required vegetation is adequate to meet the intent of the buffer being substituted for. If existing plant materials are retained to meet the requirements, the following standards shall apply:

(1) All new development shall retain existing, noninvasive plant materials to the maximum extent possible, unless stormwater management design, necessary grade changes, required infrastructure, or approved construction footprints necessitate their removal. Areas of retained plant materials shall be preserved in their entirety with all trees, understory, and ground cover left intact and undisturbed, provided that invasive, prohibited plant materials are removed.

(2) Numbered photographs with site plan key, or other forms of proof and a print date showing the extent of the existing landscaping shall be provided during the review process for assessment of the existing landscaping.

(3) The protection of existing, noninvasive plant materials shall conform to the standards listed in this Code, Section 802.

(4) The required buffer width shall be delineated on the plans and existing vegetation within those buffers can be administratively approved to be used in whole or in part to satisfy buffer requirements. The subsequent removal of the existing vegetation shall require additional review and approval .

(5) Trees located within environmentally sensitive lands shall not be counted or credited toward the total number of trees required.

2. Types of Planting Materials

a. Shade Trees

All required shade trees shall be a selected from the Tree List in the Development Manual, unless otherwise approved by the County Administrator or Designee. All shade trees used to satisfy landscaping requirements shall at a minimum have a two (2) inch caliper trunk and be a minimum of six (6) feet in height at the time of installation.

The County defines a shade tree as any tree with a height and spread over 20-feet tall at maturity, that is planted for its wider canopy, can maintain a higher bottom-branch scaffold, and provide relief from direct sunlight for at least six months of the year.

b. Understory/Ornamental Trees

All required understory/ornamental trees shall be selected from the Tree List in the Development Manual unless otherwise approved by the County Administrator or Designee. ~~All ornamental~~The trees used to satisfy landscaping requirements shall at a minimum have a two (2) inch caliper trunk and be a minimum of six (6) feet in height at the time of installation.

The County defines an understory/ornamental tree as any variety of tree which is not expected, at maturity, to reach a height of twenty (20) or more feet, and which is planted for its decorative value rather than for shading purposes. ~~Ornamental~~ These trees are usually deciduous but may include short-growing conifers or palms.

c. Palms

Palm trees may be substituted for up to thirty (30) percent of the required shade trees at a rate of three (3) palm trees, grouped together, for one (1) shade tree. Exceptions may be made for Palms classified as "~~Shade~~ Grand Palm" in the Development Manual, which may be planted individually. Palms must have a minimum of ten (10) feet of clear trunk at the time of installation.

d. Multiple-Trunk Trees

All proposed multiple-trunk trees shall have no less than three (3) trunks, each trunk equal to or greater than one (1) inch caliper, and shall be a minimum of six (6) feet in height at the time of installation.

e. Shrubs

(1) Shrubs grown in appropriately sized containers shall have the ability to be a minimum of twenty-four (24) inches in height within one (1) year of planting (unless otherwise required) and shall maintain that height. Shrubs shall be a minimum of eighteen (18) inches in height at the time of installation. Shrubs shall be spaced a distance appropriate to the species to create a continuous appearance within one (1) year of planting, but at no more than thirty-six (36) inches on center at the time of installation.

(2) Dwarf variety of shrubs grown in the appropriate-sized containers shall be a minimum of ten (10) inches in

height at the time of installation. Dwarf shrubs shall be spaced a distance appropriate to the species to create a continuous appearance within one (1) year of planting, but at no more than thirty-six (36) inches on center at the time of installation.

f. Ground Cover

Ground cover plants shall be spaced so as to present a finished appearance and to obtain a reasonably complete coverage within one (1) year after planting. Nonliving ground cover, such as mulch, gravel, rocks, etc., shall be used in conjunction with living plants so as to cover exposed soil and suppress fugitive dust.

g. Grasses

All portions of each site, which are not devoted to buildings, sidewalks, paving, or special landscape features shall be grassed, which may include wildflower grasses.

3. Installation of Planting Materials

a. Avoid Utility Conflicts. Landscape installations shall be placed to avoid conflict with the existing and/or proposed utilities, both underground and overhead. ~~Regardless of conflict points and interference, buffer standards are expected to be adhered to. Where interference with overhead utility lines is probable, ornamental trees shall be planted with a maximum spacing of twenty (20) feet on center. Consultation with the affected utility should occur for assistance with the selection of suitable vegetative species.~~

b. Good Condition. All trees shall be planted according to the Florida Chapter, International Society of Arboriculture Standards for Planting, which is incorporated herein by reference. All trees must be maintained in good condition and planted in locations with adequate open space to allow for mature tree-canopy development.

c. Avoid Easements. Trees shall not be planted within any easement that might interfere with the use of that easement.

d. Nonliving Ground Cover. Nonliving ground cover such as mulch, gravel, rocks, etc. shall be used in conjunction with living plants to cover exposed soil and suppress fugitive dust. The nonliving ground covers shall be installed to a minimum depth of three (3) inches and should not be placed directly against the plant stem or tree trunk. Nonliving ground covers shall not be required for annual beds. Stone or gravel may be used to cover a maximum of twenty (20) percent of the landscaped area.

e. Quality Practices. All landscaping shall be installed in accordance with standards and practices of the Florida Nursery,

Growers, and Landscape Association and the Florida Chapter of the International Society of Arboriculture.

f. Height. All height requirements shall be based on the finished grade of the landscaped area and measured at the main stem.

g. Quality of Planting Areas. Equipment, construction material, and debris or fill shall not be placed in future planting areas. There shall be no cleaning of equipment or material or the storage or disposal of waste materials, such as paints, petroleum products, oils, solvents, asphalts, concrete, mortar, or any other material within these future planting areas. At the time of completion, landscape areas shall be free of compaction, foreign debris, and other components not native to the site.

h. Interim Coverage. All portions of a lot upon which development has commenced, but not continued for a period of thirty (30) days, shall be planted with a grass species or ground cover to prevent erosion and encourage soil stabilization. Adequate coverage, so as to suppress fugitive dust, shall be achieved within forty-five (45) days.

i. Landscaping Adjacent to Fences and Walls. When a fence or wall is proposed along a street, roadway, or other public space (i.e., parks, pathways, plazas, etc.) landscaping as required by 905.2.D.5 shall be located between the fence or wall and the street, roadway, or public space as applicable and/or as determined by the County Administrator or designee.

D. Specific Planting Requirements

1. Specific Standards for Residential Lots

a. Minimum shade tree planting requirement. A minimum number of shade trees shall be planted or retained on all property upon which an individual lot is located in accordance with the following table:

Table 905.2-C

Size of Lot (Square Feet)	**Minimum Number of Shade Trees**
6,000 or less	1~~2~~
6,001-8,999	2
9,000-11,999	3
12,000-14,999	4
15,000-17,999	5
18,000-43,559	6
1 Acre to Under 2.5 Acres	8
2.5 Acres to Under 5 Acres	6 per Developable Acre
5 Acres and Larger	4 per Developable Acre

b. This requirement does not apply to lots of record existing before

February 26, 2002.

c. The minimum number of trees per lot can be counted toward minimum number of replacement inches if the landscape plans show a variety of tree species to select from to ensure diversity.

~~All lots shall require at least one (1) shade tree be placed in the front yard of the lot or in the right-of-way fronting the lot. For multifamily projects, fifty (50) percent of the lots within a shared structure are required to meet this provision.~~

2. ~~On-street Parking Areas/~~Plantings in Rights-of-Way. The planting of ~~street~~ trees along local and collector roadways of subdivisions shall be required.~~Trees planted within rights-of-way shall not be counted toward lot tree minimum requirements as outlined in Table 905.2-C.~~

~~(1)~~

~~e. Trees planted in rights-of-ways are not required to meet the diversity requirement outlined in Table 905.2-B.~~

Location and Placement

Trees shall be a ~~decurrent~~ shade tree as defined in Section 905.2.C.2.a. and shown in the Development Review Manual.

Trees planted in rights-of-ways are not required to meet the diversity requirements outlined in Table 905.2-B.

One ~~street~~ tree shall be planted every 60 linear feet (on average) within the right-of-way.

~~(1)~~ To prevent obstructed views of stop signs or other safety and traffic control signs, trees shall be placed a minimum of 30 feet~~'~~ from the face of said sign on local roads, and 60 feet on collector roads.

~~(1)~~

~~(2)~~ Utilities/Pavement. Trees shall be installed using a tree mitigation method as shown in the Development Manual when:

~~(2)~~

~~(3)~~ The distance to any paved surface is less than the "Distance Between Paved Surface" column, shown in the Pasco County Tree list, found in the Development Manual.

(a)

(4) (b) The distance to any underground or ground level utilities is less than the "Ground Utility Minimum Distance from Trunk" column, shown in the Pasco County Tree list, found in the Development Manual. This provision defines utilities as pressure pipes, sanitary sewer pipes, air release valves (ARVs), underground and above ground utility boxes, manholes, water meters, backflow prevention devices, and other such structures installed for and by utility companies, not including storm water pipes and underdrains.

(b)

b. Timing and Maintenance

(5) Tree plantings pursuant to this subsection of the Code shall require a County Right-of-Way Use Permit and a License and Maintenance Agreement if the Right-of-Way is to be dedicated to the County.

(1)

f.c. To prevent obstructed views of stop signs or other safety and traffic control signs, trees shall be placed a minimum of 30' from the face of said sign.

g.(1) At no time, whether during installation or completion of construction, will there be imposed on the County any obligation to maintain or inspect plantings, including, but not limited to trees, shrubbery, etc., planted in the rights-of-ways pursuant to this section. Further, nothing herein is intended or shall be inferred to impose any obligation on the part of the County to maintain or inspect sidewalks constructed in accordance with any other section of this Code that are located in the same rights-of-way where said plantings are placed. All sidewalks constructed are subject to the provisions of section 901.8 of this Code and shall be inspected and maintained by the Developer and its successors and assigns, such as a CDD or HOA.

h.d. Utilities/Pavement. Trees shall be installed using a tree mitigation method as shown in the Development Manual when:

(1) The distance to any paved surface is less than the "Distance Between Paved Surface" column, shown in the Pasco County Tree list, found in the Development Manual.

~~(2) The distance to any underground or ground level utilities is less than the "Ground Utility Minimum Distance from Trunk" column, shown in the Pasco County Tree list, found in the Development Manual. This provision defines utilities as pressure pipes, sanitary sewer pipes, air release valves (ARVs), underground and above ground utility boxes, manholes, water meters, backflow prevention devices, and other such structures installed for and by utility companies, not including storm water pipes and underdrains.~~

~~2.~~3. Off Street Vehicular Use Areas. To divide and break up large expanses of paving, provide shading for paved areas, as well as creating an aesthetically pleasing environment. Applicable to all new or expanded off-street parking or other vehicular use areas.

a. General Requirements

(1) A minimum of ten (10) percent of the on-site, vehicular use area shall be devoted to interior landscape areas. For those projects that cannot meet this requirement, alternative planting solutions may be proposed and approved administratively.

(2) A minimum of one (1) shade tree for every 200 square feet of required interior landscaped area.

(3) Other than trees, planting materials shall naturally grow no taller than thirty (30) inches.

b. Landscape Islands and Terminal Islands

(1) Minimum length; one (1) foot less than the length requirements in 907.1.D.2

(2) Minimum width of ten (10) feet, between back of curbs.

(3) Maximum of ten (10) parking spaces between islands.

(4) All rows of parking shall be bordered by a terminal landscaped island. Where a terminal island abuts a

required buffer area or where two (2) rows of parking abut either perpendicularly or at an angle, the required plantings may be relocated elsewhere on the site upon approval of the landscape plan.

(5) Planting Requirements Per Island:

(a) One (1) ~~evergreen~~ ~~decurrent~~ shade tree; shall be set back a minimum of four (4) feet from the drive aisles. Fifty percent of the island trees shall be evergreen.

(b) Shrubs, dwarf shrubs, ornamental grasses, or ground cover plants shall be placed to provide a finished appearance at the time of inspection. These plantings shall be set back a minimum of one (1) foot from curbing or pavement.

c. Landscape Medians

Where a drive aisle is not loaded with parking spaces and another buffer is not immediately adjacent, the following planting area shall be required:

(1) Minimum width of five (5) feet, between back of curbs.

(2) Planting Requirements for Medians:

(a) One (1) understory/~~understory~~ ornamental tree every thirty (30) feet.

(b) Shrubs, dwarf shrubs, ornamental grasses, or ground cover plants shall be placed to provide a finished appearance at the time of inspection. These plantings shall be set back a minimum of one (1) foot from curbing or pavement.

(3) No landscaping shall be placed in a manner that would impede the clear-sight triangle of internal drive aisle intersections with other drive aisles or pedestrian paths.

(4) The County Administrator or designee may consider alternative landscape plantings and median widths as part of the review process.

d. Additional Considerations and Standards

(1) Use of existing noninvasive trees is preferred in the design of the vehicle use area. Where existing trees are retained in landscape islands, the number of uninterrupted parking spaces in a row may be increased to fifteen (15).

(2) For industrial parks or land devoted to industrial use, only the parking areas between the front of the building line and the road right-of-way or easement providing access shall comply.

(3) For vehicle use areas serving large vehicles requiring additional maneuvering room, such as truck stops, motor freight terminals, boat and RV storage, and distribution centers, up to fifty (50) percent of required

vehicle use area landscaping may be transferred and added to the perimeter buffer or roadway buffer.

(4) Areas that utilize grass parking shall not be subject to the provisions above so long as the vehicle use area provides for orderly circulation and parking spaces are delineated with wheel stops.

(5) Where known or newly emerging clean energy technologies are proposed to be installed (including, but not limited to, solar carports, wind turbines, and electric vehicle charging stations), and the installation of such technologies conflict with these landscaping requirements, the County Administrator or designee may administratively approve modifications to landscaping materials or planting locations during the review process without the need for formal submission of an Alternative Standard.

~~3.~~4. Building Perimeter Landscaping

The intent and purpose of building perimeter landscaping is to provide for visual interest, prevent monotony, break up wall and pavement expanses, and clearly define entryways.

a. Building perimeter landscaping shall be placed such that a minimum of fifty (50) percent of the building perimeter is landscaped.

b. All shopping center, retail, office, multifamily, clubhouse, or similar uses shall provide perimeter building landscaped beds in a minimum amount equal to ten (10) percent of the proposed building ground-level floor area.

c. These building perimeter landscape areas shall be located adjacent to the building and shall consist of landscaped areas, raised planters, or planter boxes that are a minimum of five (5) feet wide. These landscaped areas shall include:

(1) Any combination of understory/ornamental trees or group of palms, at a rate of one (1) tree or group of palms per fifty (50) linear feet within the required landscape area. Shade trees planted within fifteen (15) feet of the building may count towards meeting this requirement.

(2) At a minimum, the required landscape area is to have a single row of plantings, consisting of species reaching at least thirty-six (36) inches tall at maturity.

Alternative design solutions for these building perimeter landscaping requirements that meet or exceed the intent and purpose of this section may be considered through the review process.

~~4.~~5. Site Perimeter Landscape Buffering and Screening

The intent and purpose of providing landscape buffering and screening is to provide for an aesthetically pleasing developed environment and separation between uses and intensities where appropriate. Perimeter landscaping is required on all sides of a lot. The required buffer type is based on the subject property's district/use and the adjacent district/use as shown in Tables 905.2-D and 905.2-E at the bottom of this section.

a. Where the buffers are located within residential subdivisions, the buffers shall be indicated as tracts and the applicable minimum side or rear yard shall be measured from the tract line.

b. For residential uses where the buffers are not located within a subdivision, they shall be delineated by an easement and the applicable side or rear yard shall be increased by the width of the required buffer. Additionally, where the buffer is located within an easement, the applicable side- or rear-yard setback, as required by the zoning district, shall be measured from the easement line. Further, when a buffer is located within an easement, additional conditions relating to the maintenance and disclosure of the buffer requirements to the lot owner may be imposed by the County.

TABLE 905.2-D

District/Use Key:		Adjacency Matrix:										
		1	2	3	4	5	6	7	8	9	10	11
Agricultural Districts	1	-	-	-	-	-	-	-	-	-	F	-
Residential Districts(1)	2	A	B	B	B	C	C	-	B	D	F	B
Commercial/Office Districts/Uses	3	A	B	A	A	B	C	-	A	D	F	A
Industrial Districts/Uses	4	B	C	B	E	B	C	-	A	D	F	A
Automotive Service Stations and Convenience Stores with Gas Pumps	5	B	C	B	B	B	B	-	B	G	F	A
Vehicle Dealerships	6	A	H	A	A	A	A	-	A	D	F	A
Mining Operations/Construction and Demolition Debris Disposal Facilities/Landfills (All Types)	7	-	C	C	C	C	C	-	C	C	F	A
Self-Storage Facilities (Free Standing RV/Boat Storage Facilities do not need a buffer against Agricultural Districts)	8	A	B	A	A	B	A	-	A	#	F	A
Rights-of-Way(2)	9	-	-	-	-	-	-	-	-	-	-	-
Controlled Access Roadways	10	-	-	-	-	-	-	-	-	-	-	-
Electrical Substations, Distribution Electrical Substations or Similar Uses, Including Solar Facility	11	B	B	A	A	A	A	A	A	D	F	-

(1) Single Family Districts, Multiple Family Districts, and Mobile Home Districts shall be required to provide a Type "B" buffer between each other. Developments of the same district shall not be required to buffer from themselves.

(2) Applies to major County roads and Type 1 subdivision collectors, except rights-of-ways as outlined in Section 905.3, or as required by this Code. Where a local roadway exists, the required buffer shall be determined by the adjacent district/use directly across the local roadway.

 # For specific requirements for Self-Storage Facility buffering, see LDC Section 1105.

TABLE 905.2-E
Landscaping Buffer and Screening Requirements

Buffer Type	Width	Shade Trees[1]	Shrubs	Visual Screening[2]	Accent Plantings[3]
A Light	10	1 / 60 LF	Single row of evergreen shrubs	N/A	N/A
B Moderate	15	1 / 30 LF	Single row of evergreen shrubs	6' min – 8' max with any combination: Opaque fence (no wood or chain link), wall, berm, or hedge (plantings 1 / 5 LF)	N/A
C Dense	20	1 / 20 LF staggered	Single row of evergreen shrubs	6' min – 8' max with any combination: Opaque fence (no wood or chain link), wall, berm, or hedge (plantings 1 / 5 LF)	N/A
D-1 Nonlocal Roadway - General	Varies[4][5]	1 / 30 LF	5 shrubs per tree	N/A	50 / 100 linear foot
D-2 Nonlocal Roadway-Vehicle Use Area	Varies[4][5]	1 / 30 LF	Double row of staggered evergreen shrubs 3' tall at planting OR Combination of a berm and single row of evergreen shrubs, 3' tall at installation		30 / 100 linear foot
D-3 Nonlocal Roadway - Residential	Varies[4][5]	1 / 30 LF	5 shrubs per tree	6' min – 8' max with any combination: Opaque fence (no wood or chain link), wall, berm, or hedge (plantings 1 / 5 LF)	50 / 100 linear foot
E[6] Industrial to Industrial	5	1 / 60 LF	Single row of evergreen shrubs	N/A	N/A
F-1[7] Controlled Access Roadways – Residential	20	1 / 60 LF	5 shrubs per tree or single row of evergreen shrubs	Wall (masonry or ornamental); may be placed atop berm to achieve height. Within 500 feet: sound wall, 10' Over 500 feet: 8'	50 / 100 linear foot
F-2[7] Controlled Access Roadways – All Other	20	1 / 60 LF	5 shrubs per tree	8' min with any combination: Wall (masonry or ornamental), berms, or hedge (plantings 1 / 5 LF)	50 / 100 linear foot
G Service Stations and Convenience Stores with Gas Pumps	20[5]	1 / 20 LF staggered	Double row of staggered evergreen shrubs 3' tall at planting OR Combination of a berm and single row of evergreen shrubs, 3' tall at installation.		50 / 100 linear foot

H Vehicle Dealership to Residential	20[8]	1 / 20 LF staggered	5 shrubs per tree or single row of evergreen shrubs	6' min – 8' max with any combination: Opaque fence (no wood or chain link), wall, or berm	N/A

(1) To provide options and diversity in design, up to 30% of required shade trees may be substituted with understory/ornamental trees, and/or groups of palms.
(2) If the visual screen on the adjacent development has already been approved and installed, this requirement shall be waived.
(3) Accent Plantings may be either shrubs, dwarf shrubs, or ornamental grasses.
(4) The minimum width will vary according to the ultimate width of abutting right-of-way and project size as follows:
Right-of-Way Width and Buffer Required:

- *0-99 Feet: 10 Feet*
- *100 or More: 15 Feet*
- *15 Acres or Larger Project Regardless of Right-of-Way Width: 20 Feet*

(5) When a corridor right-of-way is dedicated in accordance with this Code, the Type D and G buffer widths may be reduced to no less than ten (10) feet as part of plan review, provided the intent and purpose of this section are met.
(6) When the industrial uses are adjacent, such as sharing of side-yard line, the buffer is only required to extend from the front property line to that point parallel to the front building line.
(7) Any Controlled Access Roadway also designated as a Scenic Corridor per the Pasco County Comprehensive plan shall provide a visual screen consisting of native vegetation and double rows of trees or stands of trees. The number and specific planting criteria shall meet the intent of shielding the traveling public's view of sound walls, walls, and fences, and signage while providing for views of open space and natural areas.
(8) Where the vehicle dealership site is larger than 3 acres, the buffer width shall be increased to 40 feet.

a. Joint Landscape Areas. When perimeter landscape areas are required on adjacent properties with similar densities and intensities, the County Administrator or designee may approve a Joint Landscape Area permitting installation of one (1) such landscape area on the adjoining boundary. The Joint Landscape Area shall be a recorded, binding agreement on both property owners and their successors in interest and shall be approved by the County Administrator or designee. The agreement shall describe each property owner's initial landscape requirements and ongoing maintenance responsibilities between the two parties. The Joint Landscape Area shall meet or exceed the intent of the properties' buffer requirements including required trees and screening opacity.

c. Drainage Easements. Where drainage easements encroach the pPerimeter landscape bBuffering areas, landscape shall be installed to allow positive flow of the stormwater drainage.

d. Unless specifically stated elsewhere in this Code, landscape

buffers shall follow the stricter provision between use or zoning district. Within MPUD Master Planned Unit Developments, the buffering required shall be in accordance with the use within that phase, portion, and parcel of the MPUD plan.

~~5.~~6. Water Management Systems

a. All manmade dry and wet retention areas that are visible from the right-of-way shall be designed to appear natural by avoiding squared edges and appearing more rounded where possible. In addition, the following standards shall apply:

(1) Trees shall be planted along the banks of the water management area at a minimum rate of one (1) shade tree per fifty (50) lineal foot of pond bank. It is encouraged to group these trees to provide for a more natural look.

(a) No landscape buffer shall be required between a retention/detention pond and a Type 1 subdivision road if there is an average pond width of 125 feet.

(b) No landscape buffer shall be required between a retention/detention pond and a collector road if there is an average pond width of 175 feet.

(2) Retention/detention ponds between an arterial road and the development, or ponds adjacent to the right-of-way that do not comply with the above requirements shall install the full buffer.

b. Retention/detention ponds and swales not visible from the right-of-way shall be permitted within a required buffer provided they are consistent with the following criteria:

(1) Retention/detention ponds and swales shall not exceed, at any location within the required buffer, seventy (70) percent of the required buffer width.

(2) A minimum five (5) foot wide, level planting area shall be maintained between the retention/detention pond or swale and the public right-of-way or adjacent parcel. This area shall be planted with trees and shrubs to provide a natural appearance.

c. The banks of dry retention areas shall be sodded to the pond bottom. Wet retention areas shall be sodded to the seasonal high water line. Bahia grass may be used or planted in

retention/detention areas, drainage areas, wetland setback areas and mitigation areas.

d. Stormwater retention and detention areas that are visible from the public right-of-way or located within a required buffer and, if required to be fenced in accordance with the SWFWMD requirements, shall be enclosed with a nonopaque, six (6) foot decorative, metal or vinyl-coated chain-link fence. Regular chain-link fences shall not be permitted.

E. Landscape Acceptance, Maintenance, and Prohibitions

1. All landscaping, including those areas as outlined in Section 905.2.D.3 as approved through the applicable development review process, shall be maintained by an entity other than the County.

2. All required landscaping shall be maintained in a healthy condition in perpetuity in accordance with this Code.

3. All installed landscaping shall be neat and orderly in appearance and kept free of refuse, debris, disease, pests, and weeds, and shall be fertilized and irrigated as needed to maintain plants in a healthy condition.

4. Maintenance and pruning of required shade or understory/ornamental trees is allowed in order to remove diseased or dead wood, remove hazardous limbs, remove or trim limbs that would obstruct vehicular movement, utility lines, or pedestrian traffic, remove double leaders or crossing limbs, or maintain or correct the size of the tree. Trimming to provide proper clearance from overhead utility lines shall be allowed; however, it shall not be allowed to significantly alter the natural form of the tree. Pruning that grossly alters the natural characteristic form of that species is not permitted, (e.g. topiary sculptures or "lollipop" shapes).

5. Plants classified as Prohibited, Invasive (No Use), Invasive, and High Risk in the “Central” zone on the “Assessment of Non-Native Plants in Florida’s Natural Areas” page of University of Florida/Institute of Food and Agricultural Sciences (US/IFAS) shall be prohibited.

Invasive species as identified in Category I on the Florida Invasive Species Council (FISC) Invasive Species List, adopted herein by reference, located within the area of the project proposed to be developed are required to be removed and disposed of in a manner that prevents propagation. Ongoing maintenance to prevent the establishment of prohibited, invasive species is required to be performed in perpetuity by the HOA, CDD, property owner, applicable entity or assigned responsible party on those lands owned or directly controlled by the HOA, CDD, property owner, applicable entity or

assigned responsible party. Said ongoing maintenance responsibility shall not apply to individual single-family lots; however, HOAs may impose more restrictive invasive vegetation requirements on individual lots. Best management practices for maintenance shall be included within the Development Manual as the standards for implementing this Section.

The Florida Department of Agriculture and Consumer Services recognizes that cogon grass is both a state and a federal noxious weed and it shall be illegal in Pasco County to sell hay or sod from cogon grass-infested fields. All sod used for site development must be procured through a licensed sod farm and be certified as cogon grass free. Human movement of cogon grass in a manner inconsistent with the transport and disposal requirements of 5B-57.004 F.A.C. is prohibited.

6. Any plant materials of whatsoever type and kind required by these regulations shall be replaced within thirty (30) days of their demise and/or removal.

7. Paving, treating, or covering a required landscape area in any way that renders it impervious is prohibited.

8. Parking of vehicles shall not be permitted in required landscape areas.

9. Certification Requirements for New Development

   a. Certification. A registered landscape architect or other person as authorized by Chapter 481, Florida Statutes, as amended or other type of professional as approved by the County Administrator or designee, shall conduct a final field inspection. A Certificate of Compliance with the requirements of this section shall be provided to the County and the property owner prior to obtaining a Certificate of Occupancy (CO). If the property owner installs the landscaping and irrigation, the owner shall act as the certifying agent.

   b. Installation Prior to CO. Prior to the issuance of any CO, or where no CO is required, prior to final inspection or the use of the lot, all required landscaping shall be installed and in place as set out in the approved landscape plans. In cases where timely installation of landscaping is not practicable due to the season or shortage, as determined by the County Administrator or designee, a bond satisfactory to the Engineering Services Department shall be posted until the planting occurs.

F. Alternative Standards

The County Administrator or designee may approve a request for alternative standards when the intent and purpose of this section is met or exceeded by

the proposed design. This is specifically designed to encourage the application of creativity in proposals for landscape solutions that comply with Section 905.2.A.

97169

Tampa Bay Times

Published Daily

STATE OF FLORIDA} ss
COUNTY OF HERNANDO, CITRUS, PASCO, PINELLAS, HILLSBOROUGH County

Before the undersigned authority personally appeared Deirdre Bonett who on oath says that he/she is a Legal Advertising Representative of the Tampa Bay Times a daily newspaper printed in St. Petersburg, in Hernando, Citrus, Pasco, Pinellas, Hillsborough County, Florida that the attached copy of advertisement being a Legal Notice in the matter PDE26-049 was published in said newspaper by print in the issues of 07/22/26 or by publication on the newspaper's website, if authorized.

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes. Affiant further says the said Tampa Bay Times is a newspaper published in Hernando, Citrus, Pasco, Pinellas, Hillsborough County, Florida and that the said newspaper has heretofore been continuously published in said Hernando, Citrus, Pasco, Pinellas, Hillsborough County, Florida each day and has been entered as a second class mail matter at the post office in said Hernando, Citrus, Pasco, Pinellas, Hillsborough County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he/she neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Signature of Affiant _____

Sworn to and subscribed before me this **07/22/2026**

Signature of Notary of Public

Personally known **X** or produced identification.

Type of identification produced _____

JEAN M MITOTES
Notary Public - State of FLORIDA
Commission # HH 577686
My Commission Expires July 31, 2028

NOTICE OF AMENDMENTS TO THE LAND DEVELOPMENT CODE FOR PASCO COUNTY

The Pasco County Board of County Commissioners proposes to adopt the following:

1. **AN ORDINANCE BY THE PASCO COUNTY BOARD OF COUNTY COMMISSIONERS AMENDING THE PASCO COUNTY LAND DEVELOPMENT CODE; AMENDING SECTION 403.5 CONSTRUCTION PLANS; SECTION 403.7 MASS GRADING; SECTION 901.6 STREET DESIGN AND DEDICATION REQUIREMENTS; SECTION 905.2 LANDSCAPING AND BUFFERING; AND OTHER SECTIONS AS NECESSARY, FOR INTERNAL CONSISTENCY; PROVIDING FOR APPLICABILITY; REPEALER; PROVIDING FOR SEVERABILITY; INCLUSION INTO THE LAND DEVELOPMENT CODE, AND AN EFFECTIVE DATE.**

On Thursday, August 6, 2026, at 1:30 p.m., the Pasco County Planning Commission convened as the Local Planning Agency will hold a public hearing at the Historic Pasco County Courthouse, Board Room, 2nd Floor, 37918 Meridian Avenue, Dade City, Florida.

On Wednesday, September 9, 2026, at 1:30 p.m., the Pasco County Board of County Commissioners will hold a public hearing at the Historic Pasco County Courthouse, Board Room, 2nd Floor, 37918 Meridian Avenue, Dade City, Florida.

On Tuesday, October 20, 2026, at 1:30 p.m., the Pasco County Board of County Commissioners will hold an adoption public hearing at the West Pasco Government Center, Board Room, 1st Floor, 8731 Citizens Drive, New Port Richey, Florida.

2. **AN ORDINANCE BY THE PASCO COUNTY BOARD OF COUNTY COMMISSIONERS AMENDING THE PASCO COUNTY LAND DEVELOPMENT CODE; SECTION 204.3 GENERAL FUNCTIONS, POWERS, AND DUTIES; SECTION 304 PUBLIC NOTICE REQUIREMENTS; SECTION 402.3 CONDITIONAL USES; SECTION 407.2 ZONING VARIANCES; SECTION 407.4 ALTERNATIVE RELIEF; SECTION 407.5 ALTERNATIVE STANDARDS; SECTION 503 A-C AGRICULTURAL DISTRICT; SECTION 504 AC-1 AGRICULTURAL DISTRICT; SECTION 505 A-R AGRICULTURAL-RESIDENTIAL DISTRICT; SECTION 506 AR-1 AGRICULTURAL-RESIDENTIAL DISTRICT; SECTION 507 AR-5 AGRICULTURAL-RESIDENTIAL DISTRICT; SECTION 508 AR-5MH AGRICULTURAL MOBILE HOME DISTRICT; SECTION 509 E-R ESTATE-RESIDENTIAL DISTRICT; SECTION 510 ER-2 ESTATE-RESIDENTIAL DISTRICT; SECTION 511 R-MH MOBILE HOME DISTRICT; SECTION 512 R-1MH SINGLE-FAMILY/MOBILE HOME DISTRICT; SECTION 513 R-2MH RURAL DENSITY MOBILE HOME DISTRICT; SECTION 514 R-1 RURAL DENSITY RESIDENTIAL DISTRICT; SECTION 515 R-2 LOW DENSITY RESIDENTIAL DISTRICT; SECTION 516 R-3 MEDIUM DENSITY RESIDENTIAL DISTRICT; SECTION 517 R-4 HIGH DENSITY RESIDENTIAL DISTRICT; SECTION 518 MF-1 MULTIPLE-FAMILY MEDIUM DENSITY DISTRICT; SECTION 519 MF-2 MULTIPLE-FAMILY HIGH DENSITY DISTRICT; SECTION 520 MF-3 MULTIPLE-FAMILY HIGH DENSITY DISTRICT; CREATING SECTION 408 REASONABLE ACCOMMODATIONS; SECTION 530.26 STANDARDS FOR COMMUNITY RESIDENTIAL HOMES (LARGE); AMENDING APPENDIX A DEFINITIONS; AND OTHER SECTIONS, AS NECESSARY, FOR INTERNAL CONSISTENCY; PROVIDING FOR APPLICABILITY; REPEALER; PROVIDING FOR SEVERABILITY; INCLUSION INTO THE LAND DEVELOPMENT CODE, AND AN EFFECTIVE DATE.**

On Tuesday, August 11, 2026, at 1:30 p.m. the Pasco County Board of County Commissioners will hold a public hearing at the Historic Pasco County Courthouse, Board Room, 2nd Floor, 37918 Meridian Avenue, Dade City, Florida.

On Tuesday, September 22, 2026, at 1:30 p.m. the Pasco County Board of County Commissioners will hold an adoption public hearing at the West Pasco Government Center, Board Room, 8731 Citizens Drive, New Port Richey, Florida.

Information concerning these matters will be on file and available for examination by appointment only in the office of the Pasco County Planning, Development and Economic Growth Department, West Pasco Government Center, 8731 Citizens Drive, Suite 200, New Port Richey, Florida 34654, or anytime on our website: www.pascocountyfl.net. To make an appointment or for further information, you may call 727-847-8140. All interested parties may participate in the public hearing and be heard. To learn how to participate in this hearing virtually, which requires advance registration, please visit http://mypasco.net/meetingagendas.

Any person desiring to appeal any decision made by the Planning Commission or the Pasco County Board of County Commissioners with respect to any matter considered at any hearing will need a record of the proceedings and may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based. Persons may obtain a verbatim record of the proceeding by contacting the Clerk and Comptroller's Office, East Pasco Government Center, 14236 6th Street, Suite 201, Dade City, Florida 33523-3414; or at (352) 521-4345.

For questions or inquiries about this meeting, members of the public can reach out to the County's Customer Service Center (727) 847-2411 or County Administration (727) 847-8115 or visit www.mypasco.net. To view the Local Planning Agency and Board of County Commissioners Agendas, please visit http://mypasco.net/meetingagendas.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact the County's Human Resources Department, Internal Services Building, 7536 State Street, New Port Richey, Florida 34654, (727) 847-8030 (V) at least 7 days before the public hearing, or immediately upon receiving this notification if the time before the public hearing is less than 7 days; if you are hearing or voice impaired, call 711.

PASCO COUNTY LOCAL PLANNING AGENCY
PASCO COUNTY BOARD OF COUNTY COMMISSIONERS
PDE 26-049

Business Impact Estimate

Consistent with the posting requirement set forth in Section 125.66(3)(a), F.S., the County hereby publishes the following BIE information for this proposed ordinance on its website for public viewing and consideration on this 21st day of July 2026:

Proposed ordinance's title/reference:

An Ordinance by the Pasco County Board of County Commissioners amending the Pasco County Land Development Code; Amending Section 403.5 Construction Plans; 403.7 Mass Grading; 901.6 Street Design and Dedication Requirements; Section 905.2 Landscaping and Buffering; and other sections as necessary, for internal consistency; providing for applicability; repealer; providing for severability; inclusion into the Land Development Code, and an effective date.

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

Amendment to Sections 403.5 and 403.7 to establish Construction Haul Route regulations to protect existing neighborhoods from construction traffic and damage to existing infrastructure.

Amendments to Section 901.6 to prohibit wooden bridges within County-owned roadways so that they do not become a financial burden to County taxpayers and to provide standards for wooden bridges on private roadways for the safety of those users.

Amendments to Section 905.2 to clarify landscaping regulations and to require the planting of street trees within subdivisions for the provision of shade and aesthetics for residents of the County.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in Pasco County, if any:

(a) An estimate of direct compliance costs that businesses may reasonably incur:

Amendment to Sections 403.5 and 403.7 will increase the cost to developers as construction traffic plans will be required to be created and submitted to the County and any damage to existing infrastructure due to the developers' construction traffic will be required to be repaired at the developers' expense. Developers will incur additional costs for the daily sweeping or watering of the roads used by construction traffic.

Amendments to Section 901.6 will not cause any direct compliance costs to businesses required to construct roadways. Developers choosing to construct wooden bridges on private roadways will incur compliance costs of building to FDOT standards. Amendments to Section 905.2 require additional trees to be planted within residential neighborhoods and will cause direct compliance costs for residential developers and home builders.
(b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible; and Amendment to Sections 403.5 and 403.7 may require a plan review fee to be paid by the applicant.
(c) An estimate of Pasco County's regulatory costs, including estimated revenues from any new charges or fees to cover such costs. Amendment to Sections 403.5 and 403.7 may require a plan review fee to be paid by the applicant which will be new revenue to the County.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

A good faith estimate of the number of businesses likely to be impacted by amendment to Sections 403.5 and 403.7 is unknown as the number of new developments requiring access on existing local roads cannot be ascertained. A good faith estimate of the number of businesses likely to be impacted by amendments to Section 901.6 is unknown as the number of wooden bridges to be built on private roads cannot be ascertained. A good faith estimate of the number of businesses likely to be impacted by amendments to Section 905.2 is unknown as the number of residential street trees that will be required to be planted cannot be ascertained as the construction of new residential neighborhoods is market driven.