



PROJECT REVIEW COMMITTEE - CITY OF WILDWOOD
PRC Chairperson – Melanie Peavy

Agenda
Regular Meeting
June 14, 2022 10:00 AM
Commission Conference Room 124
100 N Main Street

Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Department, ADA Coordinator, at 352-330-1330, Ext. 102, forty-eight (48) hours in advance of the meeting.

F.S.S. 286.0105A - If a person decides to appeal any decision made by the Commission with respect to any matter considered at this meeting, they will need a record of the proceedings, and that for such purpose they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The City of Wildwood DOES NOT provide this verbatim record.

I. Call to Order

II. Roll Call

III. APPROVAL OF SUMMARY MINUTES

1. *PROJECT REVIEW COMMITTEE MEETING - REGULAR MEETING MAY 10, 2022 10 AM*

IV. OLD BUSINESS

V. NEW BUSINESS

1. **PLAT 2112-001 All Aboard Storage - Wildwood Lot Split**

The applicant seeks approval from the Project Review Committee for a lot split, creating one (1) 5.1057 acre lot and one (1) 5.1220 acre lot on 10.2277 acres MOL. **Staff**

recommends approval.

2. **SP 2112-002 Wildwood Professional Plaza**

The applicant seeks a favorable recommendation from the Project Review Committee for the construction of a 4,711 sq. ft. law office building and a 4,880 sq. ft. professional office building with four (4) units on 2.57 acres MOL. **Staff recommends approval.**

3. **SP 2201-002 Oxford Village RV Resort**

Parcel(s) D18-082 & D18-139

The applicant is seeking a favorable recommendation from the Project Review Committee, for the construction of a RV resort consisting of 268 RV spaces, an office, recreation facility and a pool.

The applicant has submitted the attached waiver request to reduce the spaces from the required area of 2,400 sq ft to 2,133 sq ft. Committee discussion needed.

Request for a waiver.

4. **SP 2203-014 Solamar at Wildwood (FKA Village Pointe) Mass Grading**

Parcel G05-009

The applicant is seeking approval from the Project Review Committee for a mass grading permit at the Solamar at Wildwood (FKA Village Pointe) site. **Staff recommends approval.**

5. **SP 2204-005 Wildwood Landings Mass Grading**

Parcel D33-014

The applicant is seeking a favorable recommendation for a mass grading permit with limited earthwork to assist in providing fill to their adjacent Wildwood Cottages development.

Staff recommends approval.

6. **SP 2201-007 Wildwood Cottages Modification**

Parcel Numbers D33-011, D33-013, D33-046, D33-047 and a portion of D33-015

The applicant is seeking approval from the Project Review Committee, for the modification of a previously approved site plan for Wildwood Cottages. Proposed changes to the plan include minor changes to the grading; changing the proposed units from (one) 1-story to (two) 2-story units; adjusting the building footprints; and relocating the utilities. **Staff recommends approval.**

7. **PD 2106-002 Twisted Oaks PD Amendment (formerly O'Dell PD)**

AN ORDINANCE OF THE CITY OF WILDWOOD GRANTING A REQUEST FOR A PLANNED DEVELOPMENT PURSUANT TO SECTION 8.6 OF THE LAND DEVELOPMENT REGULATIONS. FOR CERTAIN PROPERTY WITHIN THE CITY OF WILDWOOD, FLORIDA; OWNED BY KL TWISTED OAKS, LLC; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

PD 2106-002 Twisted Oaks PD Amendment

Parcels D31-006, D31-007, D31-008, D31-029, D31-030 & D31-039 with portions of D31-036 & D31-016

The applicant seeks approval from the Project Review Committee for a Planned Development Amendment on property zoned NMU-7 consisting of 1,260 residential units along with commercial, light industrial, and recreational spaces, on 387.29 acres MOL. **Staff recommends approval and a favorable recommendation of Ordinance O2022-44 to the Special Magistrate for final determination.**

VI. ADJOURNMENT

June 14, 2022 10:00 AM

**City of Wildwood
Project Review Committee
SUMMARY MINUTES
May 10, 2022**

CALL TO ORDER

ROLL CALL

Attendee Name	Title	Status	Arrived
Melanie D Peavy	Director Development Services	Present	
Jason McHugh	City Manager	Present	
Mark Odell	Utilities Director	Present	
Jeremy Hockenbury	Public Works Director	Present	
Randall Parmer	Chief of Police	Absent	
Susan Patterson	City Clerk	Present	
Kyla Luna	City Planner	Present	
Jason Martin	Utility Supervisor	Present	
Charles Ziegmont	Engineer	Present	
Stephen Campbell	Engineer	Present	

Development Services Director Melanie Peavy brought the meeting to order.

APPROVAL OF SUMMARY MINUTES

Project Review Committee Regular Meeting April 12, 2022 10AM

The minutes from April 12, 2022, were approved. No comments were offered or received. Vote 4-0.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Mark Odell, Utilities Director
SECONDER:	Jeremy Hockenbury, Public Works Director
AYES:	Peavy, McHugh, Odell, Hockenbury
ABSENT:	Parmer

OLD BUSINESS

None.

NEW BUSINESS

SP 2111-015 Great Lakes Carpet & Tile at Shamrock Industrial Park Modification

(Parcel D32-145 on 3.73 acres MOL)

The applicant is seeking a favorable recommendation from the Project Review Committee for a modification to an approved site plan for Great Lakes Carpet & Tile at Shamrock Industrial Park to Construct a 23,840 sq. ft. warehouse Building. The applicant is also seeking approval for a waiver for the reduction of required side (north and south) setbacks. **Staff recommends approval.**

Development Services Director Melanie Peavy read the title of Project SP 2111-015 Great Lakes Carpet & Tile at Shamrock Industrial Park Modification. Parcel D32-145. The applicant is seeking a favorable recommendation from the Project Review Committee for a modification to an approved site plan for Great Lakes Carpet & Tile at Shamrock Industrial Park to construct a 23,840 sq. ft. warehouse building. The applicant is also seeking approval for a waiver for the reduction of required side (north and south) setbacks. Present was Stephen Campbell from Farner Barley. Comments were satisfied and north and south setbacks were correct. No comments were offered or received. Vote 4-0.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Jason McHugh, City Manager
SECONDER:	Jeremy Hockenbury, Public Works Director
AYES:	Peavy, McHugh, Odell, Hockenbury
ABSENT:	Parmer

Motion for Recommendation to Planning & Zoning Board

Waiver to reduce setbacks was approved. Motion was modified to approve recommendation for SP 2111-015 Great Lakes Carpet & Tile at Shamrock Industrial Park to go before the Planning & Zoning Board. No comments were offered or received. Vote 4-0.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Jason McHugh, City Manager
SECONDER:	Jeremy Hockenbury, Public Works Director
AYES:	Peavy, McHugh, Odell, Hockenbury
ABSENT:	Parmer

SP 2202-013 Sanitation Maintenance Facility (MINOR)

(Parcel D32-066 on 2.88 acres MOL)

The applicant is seeking approval from the Project Review Committee for Sanitation Maintenance Facility to construct water service for sprinklers, truck wash area, and restriping pavement for new garbage trucks parking on 2.88 acres MOL. **Staff recommends approval.**

Development Services Director Melanie Peavy read the title of Project SP 2202-013 Sanitation Maintenance Facility (Minor) Parcel D32-066 on 2.88 acres MOL. The Applicant is Seeking Approval from the Project Review Committee for the Sanitation Maintenance Facility to

Construct Water Service for Sprinklers, Truck Wash Area, and Restriping Pavement for New Garbage Truck Parking. Present was Greg McLean contractor. Comments were satisfied. No comments were offered or received. Vote 4-0.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Melanie D Peavy, Jeremy Hockenbury
SECONDER:	Mark Odell, Utilities Director
AYES:	Peavy, McHugh, Odell, Hockenbury
ABSENT:	Parmer

ADJOURNMENT

Motion to Adjourn Project Review Committee

With no further business to discuss, the meeting adjourned to 10:06 a.m.

Date

Melanie Peavy, Development Services
Director

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Mark Odell, Utilities Director
SECONDER:	Jeremy Hockenbury, Public Works Director
AYES:	Peavy, McHugh, Odell, Hockenbury
ABSENT:	Parmer

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: PLAT 2112-001 All Aboard Storage - Wildwood Lot Split

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No: PLAT 2112-001 All Aboard Storage - Wildwood Lot Split

Parcel Number: D18-044

Acreage: 10.2277

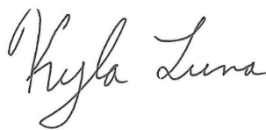
Property Location: The subject property is generally located 0.13 miles west of N US 301 and 0.76 miles south of E C 466 on CR 214.

Owner/Applicant: K2M Properties LLC

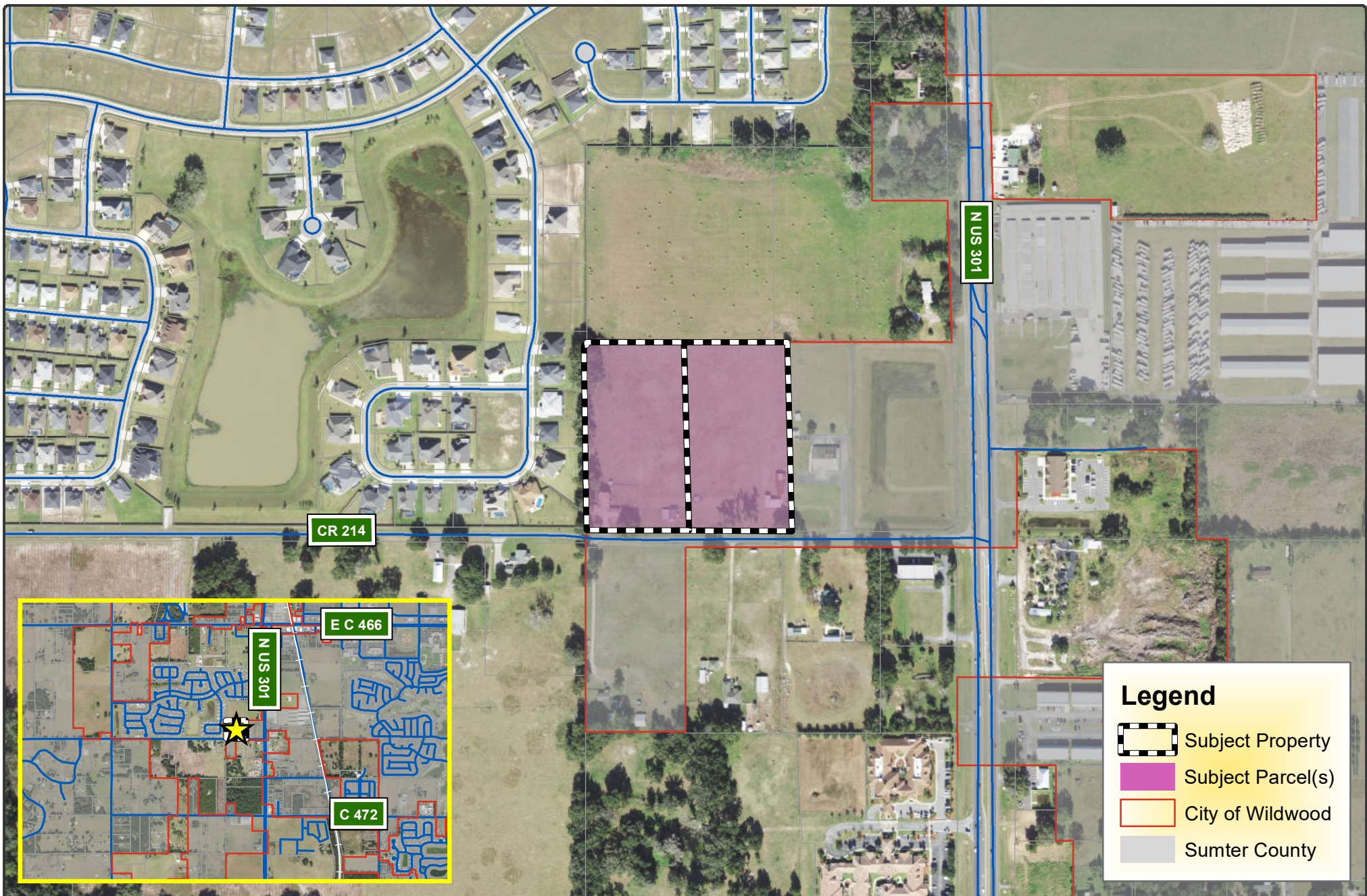
The applicant seeks approval from the Project Review Committee for a lot split, creating one (1) 5.1057 acre and one (1) 5.1220 acre lot.

Staff recommends approval.

DATED: 06/09/2022



Kyla Luna
Planner



**CITY OF
WILDWOOD**
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov



PLAT 2112-001

ALL ABOARD STORAGE - WILDWOOD LOT SPLIT

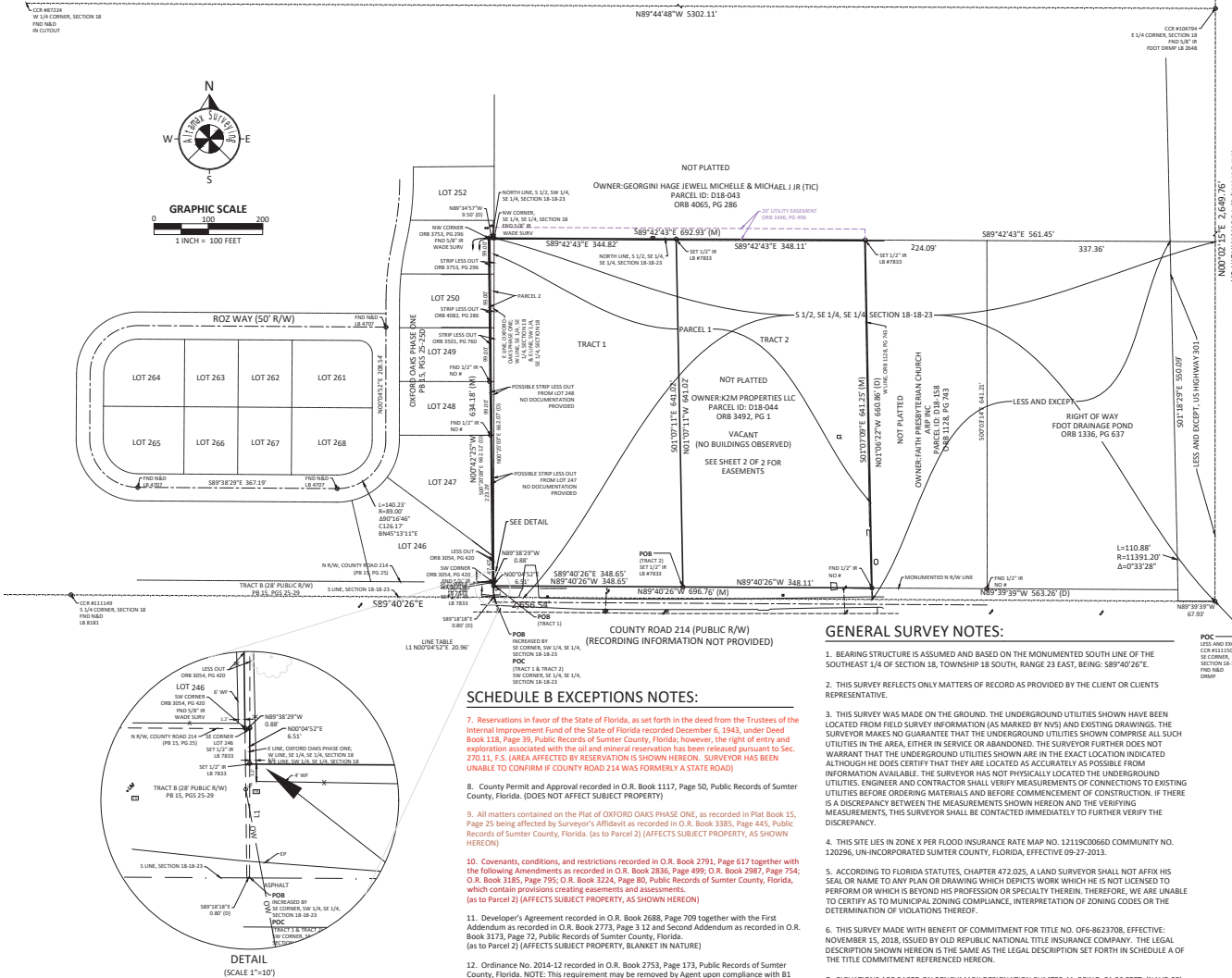
PARCEL D18-044

MAP 1B

**LOCATION
MAP**

**DECEMBER
2021**

BOUNDARY & LOT SPLIT SURVEY



DESCRIPTION:

PARENT PARCEL (PARCELS 1 AND 2)

Parcel 1: The South 1/2 of the Southeast 1/4 of the Southeast 1/4 of Section 18, Township 18 South, Range 23 East, LESS AND EXCEPT US Highway 301 Right of Way, LESS AND EXCEPT C.R. 214, Sumter County, Florida.

LESS AND EXCEPT that property described in O.R. Book 1128, Page 743, described as follows:

From the Southeast corner of Section 18, Township 18 South, Range 23 East, Sumter County, Florida, run N 89 degrees, 39' 39" W along south boundary of the Southeast 1/4 of said Section 18, a distance of 67.39 feet, to the west right of way of United States Highway 301, and Point of Beginning of the following described parcel of land, from said Point of Beginning, continue N 89 degrees 39' 39" W along the aforesaid south boundary of the Southeast 1/4 of said Section 18, a distance of 563.26 feet, then N 25 degrees 00' 22" W, a distance of 662.86 feet, to the north boundary of the South 1/2 of the Southeast 1/4 of the Southeast 1/4 of the aforesaid Section 18, then S 89 degrees 40' 00" E, along said north boundary, a distance of 61.46 feet, to a point on the west right of way of the aforesaid United States Highway 301; then S 01 degrees 18' 29" E along said west right of way, a distance of 553.09 feet, to the Point of Curvature of a curve concave westerly and having a radius of 11391.20 feet, then southerly, along the arc of said curve, through a central angle of 90 degrees 33' 28", an arc distance of 110.88 feet, to the Point of Beginning and end of this description.

Subject to road right-of-way on the south for County Road 214, A.R.

Parcel 2: That portion of the Southwest 1/4 of the Southeast 1/4 of Section 18, Township 18 South, Range 23 East, Sumter County, Florida, also being a portion of that land patented as OXFORD OAKS PHASE ONE, lying in the City of Wildwood, Florida, according to the Plat thereof recorded in Plat Book 15, Page 25, of the Public Records of Sumter County, Florida, described as follows:

Begin at the Southeast Corner of the said Southwest 1/4 of the Southeast 1/4 of Section 18, Township 18 South, Range 23 East, along the East line thereof for 662.07 feet to the Northwest corner of the Southeast 1/4 of said Section 18, then S 89 degrees 34' 57" W for 550 feet, then S 0 degrees 20' 18", 662.12 feet to the South line of said Section 18, then S 89 degrees 18' 18" E, 0.88 feet to the Point of Beginning. Use any portion of the above described property lying in Tract 8 of the aforesaid OXFORD OAKS PHASE ONE.

LOT SPLIT DESCRIPTIONS WRITTEN BY SURVEYOR

TRACT 1:

A PORTION OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA AND A PORTION OF THAT LAND PLATTED AS OXFORD OAKS PHASE ONE, LYING IN THE CITY OF WILWOOD, FLORIDA, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 15, PAGE 25, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, RUN THENCE N00°45'2"E, ALONG THE WEST LINE OF SAID SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 18, A DISTANCE OF 20.96 FEET TO THE MONUMENTED NORTH RIGHT-OF-WAY LINE OF COUNTY ROAD 214 FOR A POINT OF BEGINNING, THENCE CONTINUE N00°45'2"E, ALONG SAID WEST LINE, A DISTANCE OF 6.51 FEET TO THE SOUTHEAST CORNER OF LOT 246, OXFORD OAKS PHASE ONE, AS RECORDED IN PLAT BOOK 15, PAGE 25 THROUGH 210 OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, THENCE N89°38'27"W, ALONG THE SOUTH LINE OF SAID LOT 246, A DISTANCE OF 6.88 FEET TO THE SOUTHWEST CORNER OF THE LAND DESCRIBED IN OFFICIAL RECORDS BOOK 3054, PAGE 426, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, THENCE N00°42'33"W, ALONG THE WEST LINE OF SAID LANDS AND THE NORTHERLY EXTENSION THEREOF, A DISTANCE OF 634.18 FEET TO THE NORTHWEST CORNER OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3713, PAGE 296, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, THENCE S89°42'48"E, ALONG THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 18, A DISTANCE OF 344.82 FEET, THENCE S01°17'15"E A DISTANCE OF 441.02 FEET TO SAID MONUMENTED NORTH RIGHT-OF-WAY LINE OF COUNTY ROAD 214, THENCE N89°42'48"W, ALONG SAID MONUMENTED NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 348.65 FEET TO THE POINT OF BEGINNING.

TRACT 2:

A PORTION OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, RUN THENCE N00°45'2"E, ALONG THE WEST LINE OF SAID SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 18, A DISTANCE OF 20.96 FEET TO THE MONUMENTED NORTH RIGHT-OF-WAY LINE OF COUNTY ROAD 214, THENCE S89°42'48"W, ALONG SAID MONUMENTED NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 348.65 FEET TO A POINT OF BEGINNING, THENCE N01°17'15"E A DISTANCE OF 441.02 FEET TO THE NORTH LINE OF THE SOUTH 1/2 OF SAID SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 18, THENCE S89°42'48"E, ALONG SAID NORTH LINE A DISTANCE OF 344.11 FEET TO THE WEST LINE OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1134, PAGE 743, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, THENCE S01°07'00"E, ALONG SAID WEST LINE, A DISTANCE OF 641.25 FEET TO SAID MONUMENTED NORTH RIGHT-OF-WAY LINE OF COUNTY ROAD 214, THENCE N89°42'48"W, ALONG SAID MONUMENTED NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 348.65 FEET TO THE POINT OF BEGINNING.

LAND AREA:

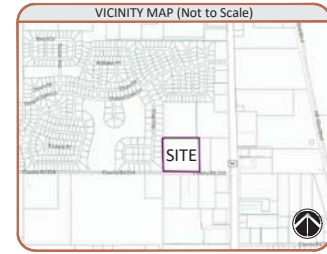
PARENT PARCEL: CONTAINS 445,519 SQUARE FEET OR 10.2277 ACRES MORE OR LESS.

TRACT 1: CONTAINS 222,403 SQUARE FEET OR 5.1057 ACRES MORE OR LESS.

TRACT 2: CONTAINS 223,116 SQUARE FEET OR 5.1220 ACRES MORE OR LESS.

Certified to:
Z DEVELOPMENT SERVICES

This Survey is "Not Valid" without the original signature and seal of this Florida Licensed Surveyor and Mapper, unless provided with electronic signature and seal to validate. (See www.altamaxsurveying.com for instructions on signature validation). The seal appearing on this document was authorized by the signing Professional Surveyor and Mapper on the date of the electronic signature.



LEGEND



ADDRESS:

3764 CR 214
OXFORD, FL 34484

Job Information

JOB NO. 904063
CF NO. SUM-18-23
FIELD DATE: 10-04-2021
SCALE: VARIOUS
DRAWN BY: JTB

Revisions

Date:	Description	By:
11-01-2021	Add Title Commitment	JTB
2-14-2023	Description per Deed	JTB
4/27/2022	Lot Split Survey	GLT
5/9/2022	Depict Office Easement	JTB

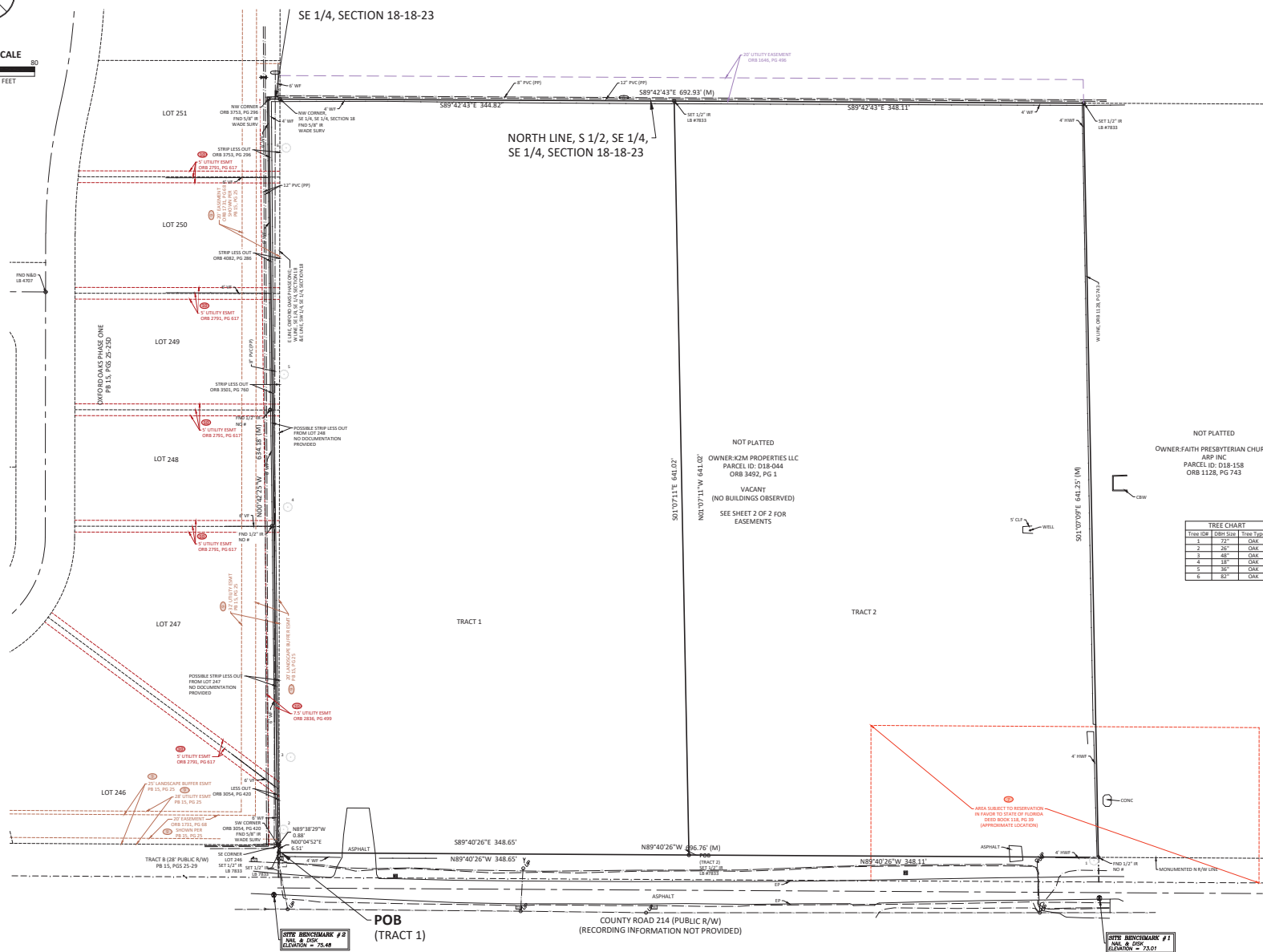
Altamax Surveying

910 Belle Avenue, Suite 1100
Casselberry, FL 32708
Phone: 407-677-0200
Licensed Business No. 7833
www.altamaxsurveying.com

Digitally signed by James D. Bray
DN: cn=James D. Bray
c=US, o=Florida
Date: 2022.05.10
08:40:04-05

James D. Bray PSM 6507

SHEET 1 OF 2



LEGEND

- [illegible]

ADDRESS:

3764 CR 214
OXFORD, FL 34484

Job Information

JOB NO. 904603
CF NO. SUM-18-18-23
FIELD DATE: 10-04-2021
SCALE: VARIES
DRAWN BY: PJT

Altamax Surveying

Altamax Surveying
910 Belle Avenue, Suite 1100
Casselberry, FL 32708
Phone: 407-677-0200
Licensed Business No. 7833
www.altamaxsurveying.com

SHEET 2 OF 2

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2112-002 Wildwood Professional Plaza

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No: SP 2112-002 Wildwood Professional Plaza

Parcel Number: D29A017

Acreage: 2.57 acres MOL

Property Location: The subject property is generally located 0.46 miles north of E C 462 and 0.25 miles south of Peppertree Terrace on the east side of N US 301.

Owner/Applicant: Wildwood Professional Plaza LLC

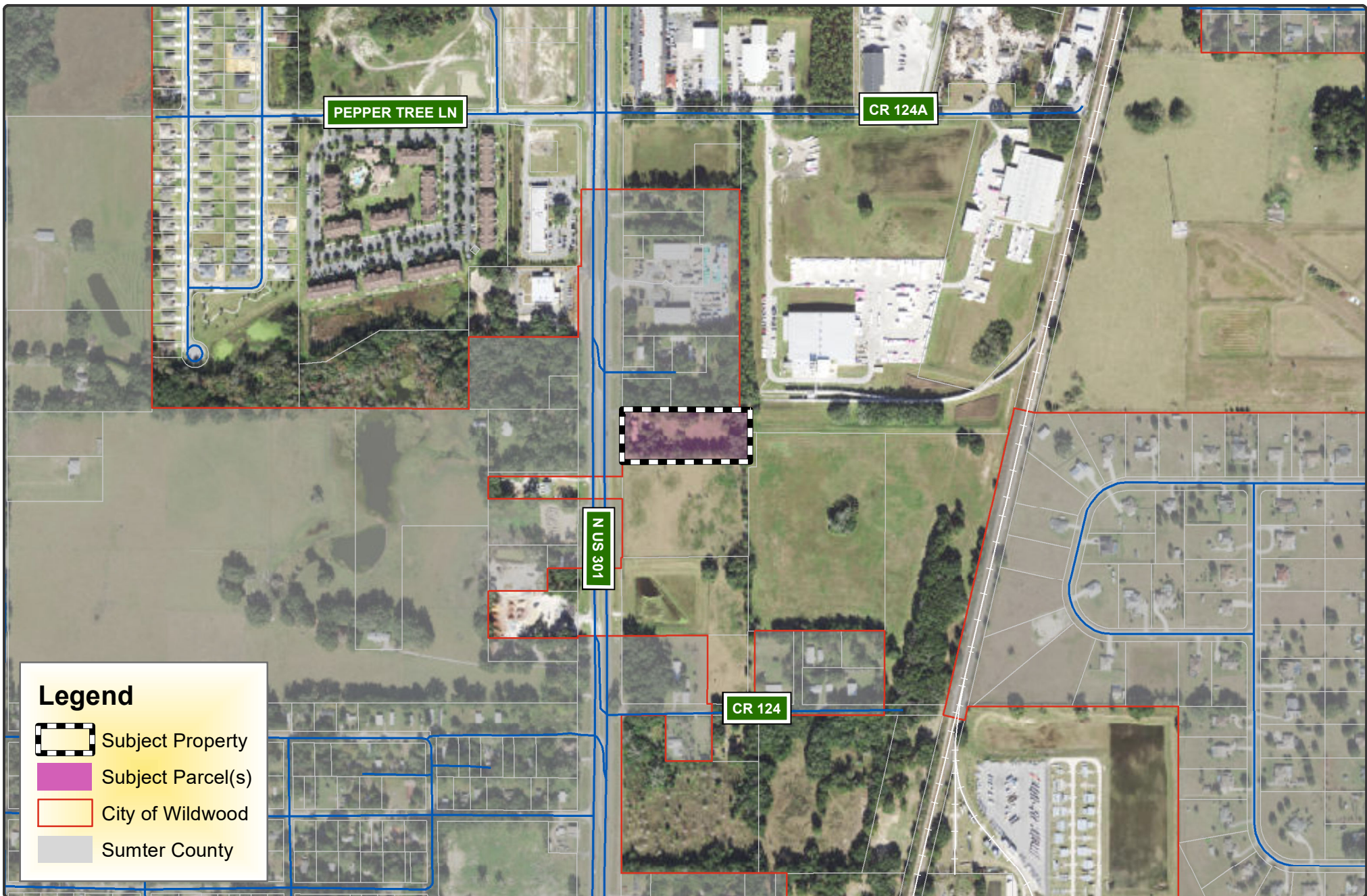
The applicant seeks a favorable recommendation from the Project Review Committee for the construction of a 4,711 sq. ft. law office building and a 4,880 sq. ft. professional office building with four (4) units.

Staff recommends approval.



DATED: 06/09/2022

Kyla Luna
Planner, Development Services



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 Feet 0 250 500	SP 2112-002 WILDWOOD PROFESSIONAL PLAZA PARCEL D29A017	MAP 1B LOCATION MAP DECEMBER 2021
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PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2201-002 Oxford Village RV Resort

REQUESTED ACTION: Request for a waiver.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No: SP 2201-002 Oxford Village RV Resort

Parcel Number(s): D18-082 & D18-139

Acreage: 26.79 +/-

Property Location: The subject property is generally located south of E C 466 and approximately 0.25 miles east of CR 209.

Owner: Oxford Village RV Resort LLC

Applicant: Radcliffe Engineering, Inc

The applicant is seeking a favorable recommendation from the Project Review Committee, for the construction of a RV resort consisting of 268 RV spaces, an office, recreation facility and a pool.

Attached, the applicant has submitted a waiver request to reduce the spaces from the required area of 2,400 sq ft to 2,133 sq ft.

DATED: 06/09/2022



Terri O'Neal
Planner II, Development Services



WILDWOOD

FLORIDA

City of Wildwood

Project Review Committee Meeting Date – TBD

Project SP 2201-002 Oxford Village RV Resort

Representative: Michael W. Radcliffe, P.E.

CITY ENGINEER

- 1) As referenced in previous comments, “Refer to the City of Wildwood Land Development Regulations, “6.4 Drainage and Stormwater Management, Retention/detention pond requirements”, in regard to requiring field data and laboratory results required in order to perform design calculations.” While porosity has been added to the report, 6.4(C)(3) states that a minimum of two soil borings are required for each retention/detention pond. The provided geotechnical report does not appear to have borings for DRA 4.0.
- 2) The response regarding the Base of Aquifer references the Andreyev report, and states that the confining layer has been estimated as where the tan & orange fine sands end and the reddish brown clayey fine sand begins. Please note that the report submitted was not in color. Further, the boring log submitted cut off Boring B-5 so that it cannot be fully seen.

Pond 5.0 still does not utilize the SHWT, and BOA as specified in the geotechnical report. Borings 9 and 10 suggest at SHWT of 102.25 (averaged), which is above the pond bottom, and a confining layer elevation of 94.0 which is significantly higher than what is used in the stormwater report.

As mentioned above, Pond 4.0 does not have boring shown within the pond. Further, it appears that the SHWT has been set based on subtracting 3' from the lowest adjacent grade within Pond 4.0. While the 3' is roughly in keeping with the onsite borings, the proposed pond covers existing elevations ranging from 99 to 102. No over excavation is mentioned in the report or specified in the plans. Borings should be provided for Pond 4.0 to obtain proper design parameters, and to be in keeping with section 6.4(C)(3).

DEVELOPMENT SERVICES

1. LDR 4.4(C)(20) The landscape plan mitigation chart does not show the correct number of the trees to be mitigated for. Please see the tree permit attached for the required mitigation.

FIRE (SUMTER COUNTY)

No comment.

SUMTER COUNTY PUBLIC WORKS– ROADS AND BRIDGES & TRAFFIC ANALYSIS

No comments.

UTILITIES – WATER/WASTEWATER

I looked at the recent submittal and found the air release valve. However I noticed the booster pump located in the meter assembly. I'm ok with approving what is submitted with a couple of stipulations that you will need to agree too in this email.

1. Acquire a new fire flow test with my department as a witness. Once this is done I believe there will not be a need for a booster pump. At that point the pump can simply not be installed and the plan can be as-built at the end.
2. If the flow test still shows the need for the pump, you will submit a detailed exhibit showing the pump specifications location and connections to the potable system after the meter assembly, the city will review and approve this submittal, and then the pump may be installed. And like above it may be as-built at that time as well.

Jason,

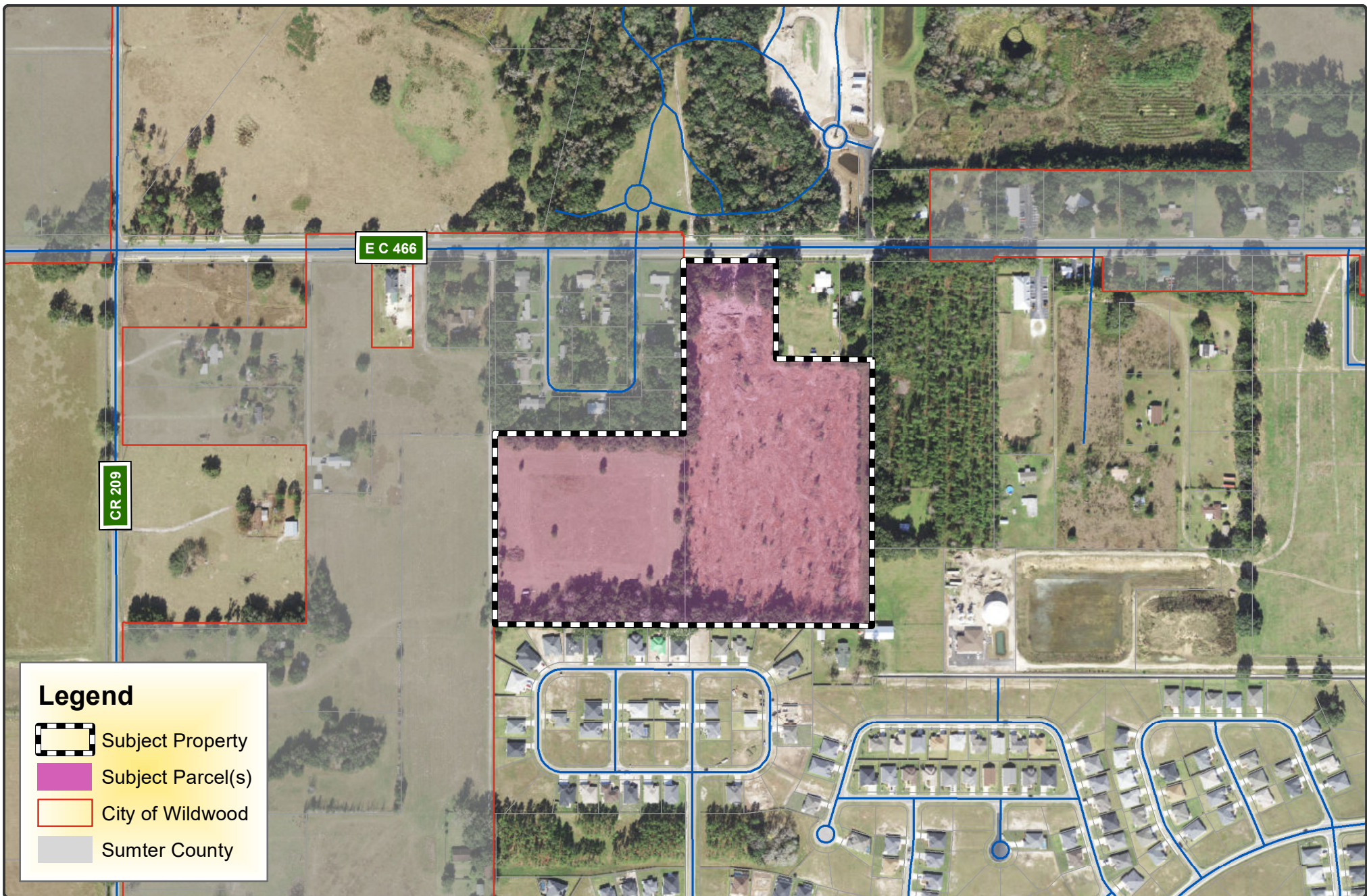
This email is to confirm my agreement with your conditions as stated in your previous email.

Thanks for pointing that out and communicating the stipulations to us.

Regards,



MICHAEL W. RADCLIFFE, P.E.
MICHAEL W. RADCLIFFE ENGINEERING, INC.
PH: 352-629-5500
CELL: 352-361-7931



Legend

-  Subject Property
-  Subject Parcel(s)
-  City of Wildwood
-  Sumter County



**CITY OF
WILDWOOD**
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov



SP 2201-002
OXFORD VILLAGES RV RESORT
PARCELS D18-082 & D18-139

MAP 1B
LOCATION
MAP
JANUARY
2022



Project Review Committee Technical Standards Waiver Request

Project Name Oxford Village RV Resort

Project # SP-2201-002

1. Briefly describe your waiver request.

To waive the minimum RV space area requirement of 2,400 SF.

2. Please cite the subsection of the Land Development Regulations of which you are requesting a waiver.

Section 3.17.(F)(8): Each space shall contain a minimum of 2,400 square feet in area.

3. Please provide the justification for your waiver request.

The majority of RV spaces (191 of 268) are above 2,400 SF and most of the RV spaces under 2,400 SF are backed up to the proposed 20' buffer which will help provide a sense of space. The smallest space is 2,133 SF. This mix of RV space sizes will allow for a wide variety of motorhomes (class A, B & C) and various trailer combinations typical of RV resorts.

Name (Print) JOE C Brown

Date 4/20/22

Signature [Handwritten Signature]

The City of Wildwood, Florida

100 North Main Street, Wildwood, Florida 34785

352.330.1330 | Fax: 352.330.1338 | www.wildwood-fl.gov

**PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY**

SUBJECT: SP 2203-014 Solamar at Wildwood (FKA Village Pointe) Mass Grading

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No: SP 2203-014 Solamar at Wildwood (FKA Village Pointe) Mass Grading

Parcel Number(s): G05-009

Acreage: 27.96 +/-

Property Location: Subject property is located north of C-466A/Cleveland Ave and approximately 0.25 miles west of E C 462.

Owner: 1201 Cleveland Ave, LLC

Applicant: MAS Development Corp.

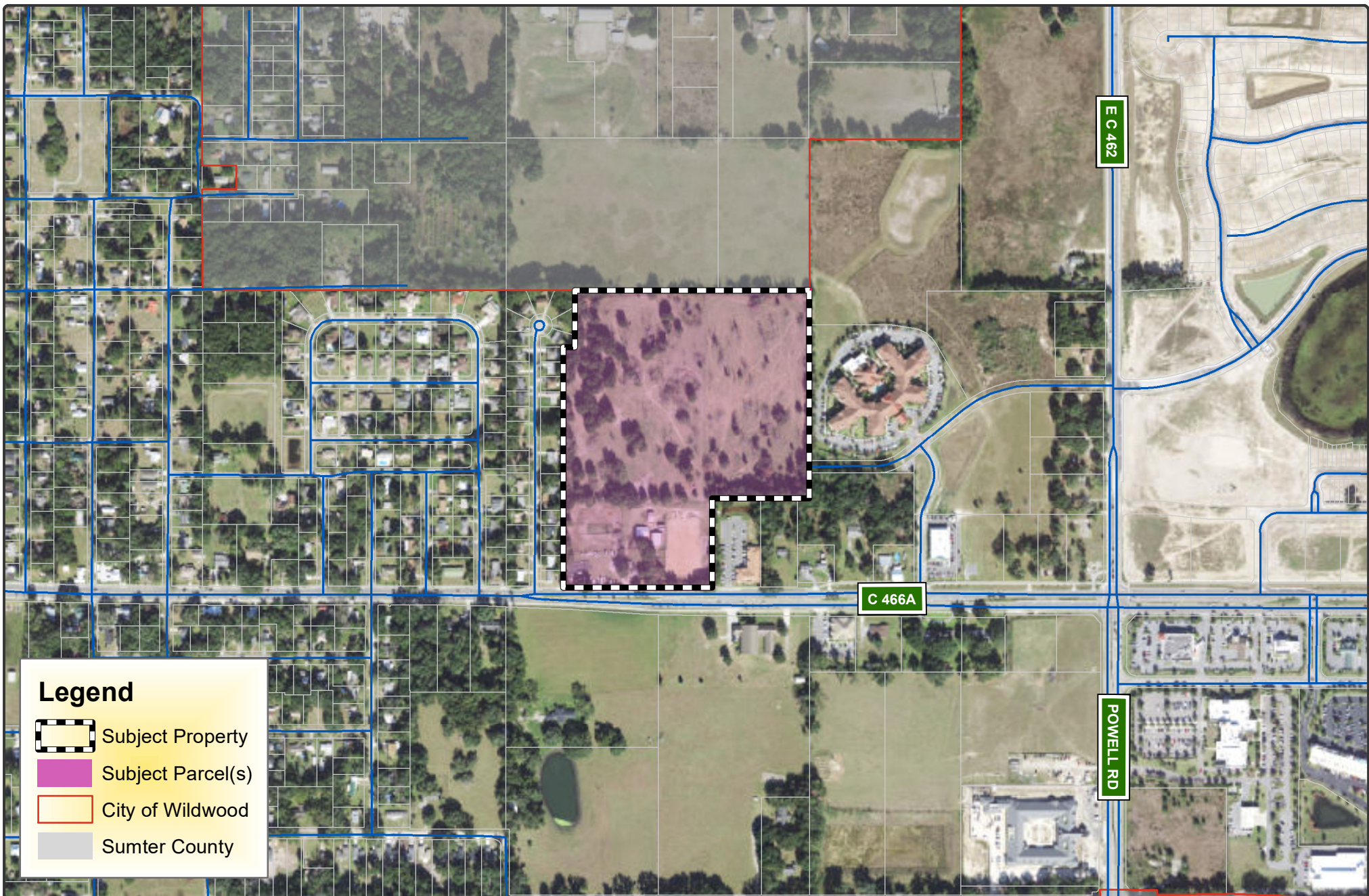
The applicant is seeking approval from the Project Review Committee, for a mass grading at the Solamar at Wildwood (FKA Village Pointe) site.

Staff recommends approval.

DATED: 06/09/2022



Terri O'Neal
Planner II, Development Services



WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov		SP 2203-014 SOLAMAR AT WILDWOOD (FKA VILLAGE POINTE) - MASS GRADING PARCEL G05-009	MAP 1B LOCATION MAP MARCH 2022
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PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: SP 2204-005 Wildwood Landings Mass Grading

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No: SP 2204-005 Wildwood Landing Mass Grading

Parcel Number(s): D33-014

Acreage: 19.4 +/-

Property Location: East of E C 462 and approximately 0.64 miles north of C-466A/Cleveland Avenue

Owner: Wildwood Landing FL Owner IV LLC

Applicant: Langan Engineering

The applicant is seeking a favorable recommendation for a mass grading permit with limited earthwork to assist in providing fill to their adjacent Wildwood Cottages development.

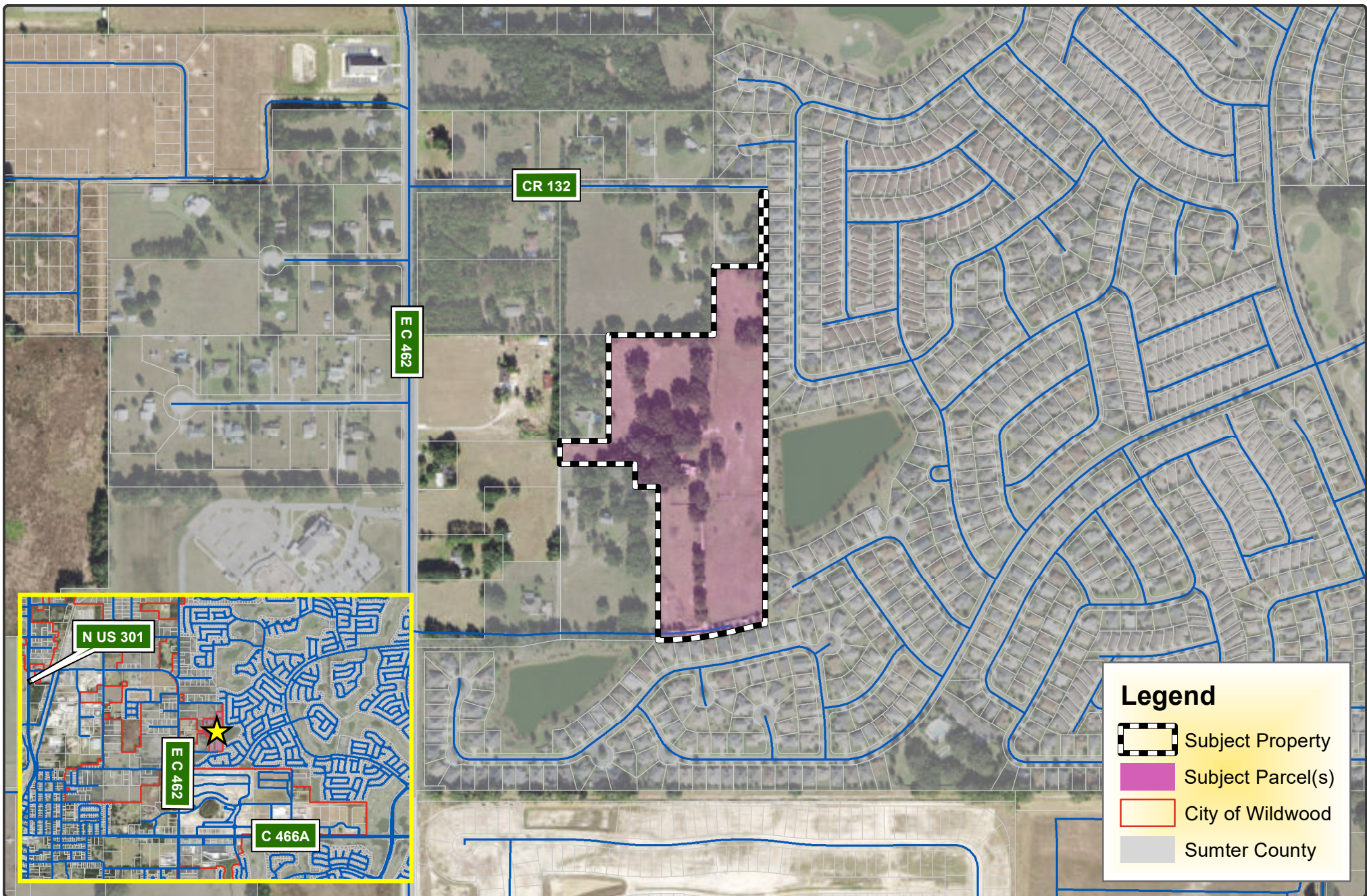
Staff recommends approval.

DATED:

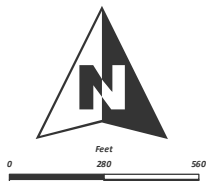
06/09/2022



Terri O'Neal
Planner II, Development Services

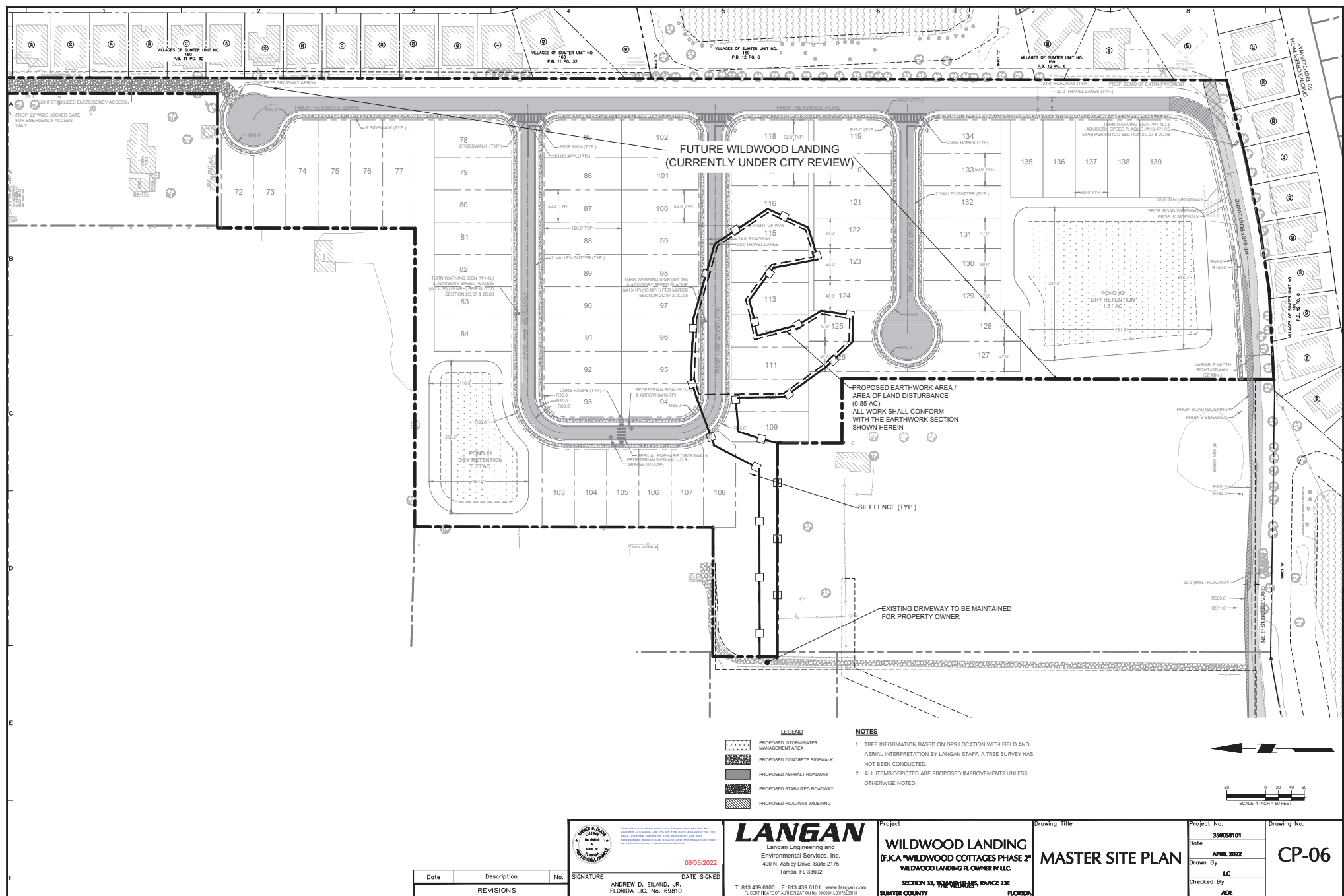


**CITY OF
WILDWOOD**
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov



SP 2204-005
WILDWOOD LANDING MASS GRADING
PARCEL D33-014

MAP 1B
LOCATION
MAP
APRIL
2022



PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2201-007 Wildwood Cottages Modification

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No: SP 2201-007 Wildwood Cottages Modification

Parcel Numbers: D33-011, D33-013, D33-046, D33-047 and a portion of D33-015

Acreage: 9.98 +/-

Property Location: East of E C 462 and approximately 0.64 miles north of C-466A/Cleveland Avenue

Owner: Cottages of Wildwood FL Owner III, LLC

Applicant: EDA Consultants Inc

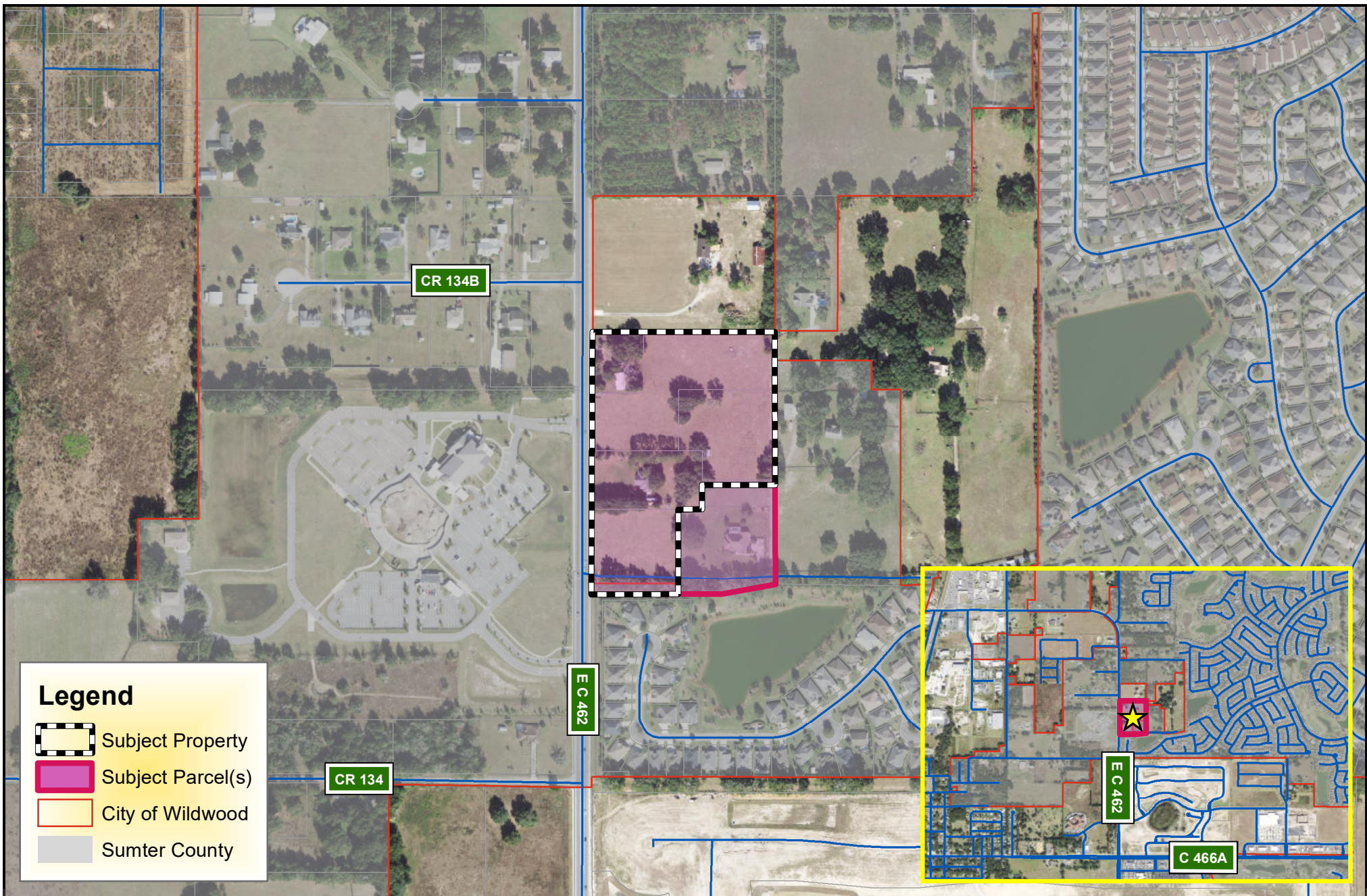
The applicant is seeking approval from the Project Review Committee, for the modification of a previously approved site plan for Wildwood Cottages, to make minor changes to the grading, change the proposed units from (one) 1 story to (two) 2 story units, adjust the building footprints and relocate the utilities.

Staff recommends approval.

DATED: 06/09/2022



Terri O'Neal
Planner II, Development Services



PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: PD 2106-002 Twisted Oaks PD Amendment (formerly O'Dell PD)

REQUESTED ACTION: Staff recommends approval and a favorable recommendation of Ordinance O2022-44 to the Special Magistrate for final determination.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No: PD 2106-002 Twisted Oaks PD Amendment
Ordinance No: O2022-44
Parcel Number(s): D31-006, D31-007, D31-008, D31-029, D31-030 & D31-039 with portions of D31-036 & D31-016
Property Location: The subject property is generally bordered by N US 301, E C 462, CR 209, and W Clarke St.
Owner: KL Twisted Oaks, LLC
Applicant: Kolter Group Acquisitions, LLC

Kolter Group Acquisitions, LLC (Applicant), on behalf of KL Twisted Oaks, LLC (Owner), seeks approval and a favorable recommendation from the Project Review Committee for a Planned Development (PD) amendment. This is an amendment to the O'Dell Planned Development, originally approved in 2008, which has been amended and extended several times.

Per City of Wildwood Land Development Regulations Sec. 8.6.(E), the City Commission may approve a PD amendment only after substantial, competent evidence has been presented that allows the Commission to make the following findings:

(1) That the proposed change is consistent with the comprehensive plan;

The proposed amendment is consistent with the comprehensive plan. The Twisted Oaks development has a Future Land Use of Oxford Neighborhood Mixed Use which promotes a mix of residential, commercial and recreational uses. The proposed change is consistent with the intent of this Future Land Use designation.

(2) That the proposed change will not adversely affect public facilities such as schools, utilities, streets, etc;

The proposed change will not adversely affect public facilities. A Developers Agreement will be created allowing the extension of sewer and water services to the project. The Traffic

Impact Analysis (TIA) outlines road improvements that will be made to accommodate the project and the realignment of E C 462. Wildwood school officials have determined that capacity is available to handle additional students.

(3) That changed or changing conditions makes the passage of the proposed amendment necessary;

Changing conditions make the proposed amendment necessary. The applicant is proposing 1,260 residential units along with commercial, light industrial and recreational spaces as part of the project.

(4) That the proposed change will not create or excessively increase traffic congestion or otherwise be a detriment to public safety; and

The developer of the proposed project will be responsible for constructing the road improvements noted in the Planned Development agreement and TIA.

(5) That the proposed change will not be a deterrent to the improvement or development of adjacent property.

The proposed change will not be a deterrent to the improvement or development of adjacent properties. Adjacent properties will be allowed to develop according to their future land use and zoning designations assigned by their jurisdictions.

A handwritten signature in black ink, reading "Roxann Read". The signature is fluid and cursive, with the first name "Roxann" and last name "Read" clearly distinguishable.

DATED: 6/7/2022

Roxann Read, AICP, CFM
Development Services Assistant Director

ORDINANCE NO. O2022-44

AN ORDINANCE OF THE CITY OF WILDWOOD GRANTING A REQUEST FOR A PLANNED DEVELOPMENT PURSUANT TO SECTION 8.6 OF THE LAND DEVELOPMENT REGULATIONS. FOR CERTAIN PROPERTY WITHIN THE CITY OF WILDWOOD, FLORIDA; OWNED BY KL TWISTED OAKS, LLC; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Wildwood passed and ordained Ordinance 621 on November 10, 2008; and

WHEREAS, said Ordinance was recorded February 23, 2009, in O.R. Book 2038, Page 688, Public Records of Sumter County, Florida; and

WHEREAS, the City Commission had extended that Ordinance through subsequent Commission approval; and

WHEREAS, the first O'Dell Planned Development Amendment Application was filed on February 28, 2014; and

WHEREAS, the City Commission passed and ordained Ordinance O2014-22, which amended and restated Ordinance 621 in its entirety, on June 23, 2014; and

WHEREAS, said Ordinance was recorded on July 7, 2014, in O.R. Book 2805, Page 555, Public Records of Sumter County, Florida; and

WHEREAS, the City Commission passed and ordained Ordinance O2017-21, which amended and restated Ordinance O2014-22 in its entirety, on May 22, 2017; and

WHEREAS, said Ordinance was recorded on June 9, 2017, in O.R. Book 3266, Page 687, Public Records of Sumter County, Florida; and

WHEREAS, the City Commission had extended Ordinance O2017-21 through subsequent Commission approval; and

WHEREAS, the City now wishes to Amend and Restate Ordinance O2017-21 in its entirety be enacting this Ordinance O2022-43; and

WHEREAS, it is the intention of the City for this amendment and restatement to supersede Ordinance O2017-21.

NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of Wildwood, Florida, as follows:

The application filed by Morris Engineering & Consulting, LLC ("Agent") as Agent for KL Twisted Oaks, LLC, ("Developer") (hereinafter referred as the "Developer") for a Planned Development Amendment was heard by and before the City Commission, Wildwood, Florida on this ____ day of _____, 2022. Based upon the verified application and supporting documents, analyses, maps, charts, other evidence and instruments, the advice, report and

recommendations of the Project Review Committee and the testimony adduced and evidence received at the Public Hearing by the Planning and Zoning Board on July 5, 2022 and otherwise being fully advised, the City Commission does hereby find and determine as follows:

SECTION 1. GENERAL FINDINGS

- A. That the Twisted Oaks Planned Development Amendment Application (hereinafter referred to as the “Project”) was duly and properly filed herein on June 23, 2021;
- B. That all fees required to be borne and paid by the Developer have been paid in accordance with the City of Wildwood Fee Schedule;
- C. That the Project was reviewed by the Project Review Committee and found to meet or exceed the minimum standards of the City’s Comprehensive Plan, Land Development Regulations, Code of Ordinances, and all other applicable ordinances and regulations;
- D. That the Developer intends to develop a Project consisting of 387.29 acres, more or less, which is situated in Wildwood, Florida. This land is legally described in Exhibit “A” attached hereto;
- E. That the Developer has complied with the conceptual development plan provision as required by Section 8.4 of the Land Development Regulations; and
- F. That the City has complied with the due notice requirements of subsection 8.2(E) and (F) of the Land Development Regulations.

SECTION 2. FINDINGS REGARDING PLANNED DEVELOPMENT OVERLAY

- A. That the Developer has applied for a Planned Development Amendment of the lands described in “Exhibit A”;
 - 1. That the zoning district of the subject land described in “Exhibit A” is classified as NMU-7 on the City of Wildwood Zoning Map. The Project was an approved PD prior to the City adopting its current Land Development Regulations and zoning map;
 - 2. That the Project is consistent with the City of Wildwood Comprehensive Plan, the intent and purpose of the City of Wildwood Land Development Regulations, and does promote the public health, safety, morals, welfare, and orderly growth of the City of Wildwood;
 - 3. That the City of Wildwood Land Development Regulations are consistent with the provisions of the “Planned Development Agreement” as hereinafter set forth in Section 3 of this Ordinance. With respect to any conflict between the Land Development Regulations and the “Planned Development Agreement,” the provisions of the “Planned Development Agreement” shall govern. Unless specific conditions are included in the “Planned Development Agreement” waiving or replacing the terms and conditions of the Land Development Regulations, the terms and conditions of the most current Land Development Regulations shall prevail; and
 - 4. This Ordinance shall become effective immediately upon its approval and adoption by the City Commission.

SECTION 3. PLANNED DEVELOPMENT AGREEMENT: GENERAL PROVISIONS

- A. Development Concept. The Project shall be developed as a Planned Development substantially in accordance with this Ordinance. This Planned Development Agreement shall govern the development of the Project.
- B. Conceptual Development Plan. The Project includes a conceptual development plan pursuant to Section 8.4 of the Land Development Regulations. The Master Concept Plan prepared by Morris Engineering & Consulting, LLC dated May 26, 2022 as amended, is incorporated into this Ordinance as “Exhibit B” attached hereto. The Master Concept Plan is substantially consistent with City of Wildwood Comprehensive Plan.
1. The Master Concept Plan illustrates the general location of the following land uses:
 - a. Commercial Retail;
 - b. Industrial;
 - c. Single Family Detached;
 - d. Single Family Attached;
 - e. Townhomes/Villas;
 - f. Apartments/Condominiums; and
 - g. Amenity Area
 2. The Master Concept Plan is conceptual in nature and may be affected or modified by final zoning approval and conditions, by floodplain management regulations, final wetland or protected species locations and jurisdictional boundaries, final engineering, permitting, surveys, or conservation easements. If there are any inconsistencies between the written ordinance and the Master Concept Plan, the written ordinance will supersede.
- C. Development Program. The Project shall be developed in phases as shown on the Master Concept Plan.
1. Residential Development. The residential component of the Project shall contain a mix of two (2) or more of the following housing types:
 - a. Single Family Detached (SFD)
 - b. Single Family Attached (SFA)
 - c. Apartments/Condominium Buildings (ACB)
 - d. Townhomes/Villas
 - e. Land Use Breakdown. Acreages devoted to each land use over the life of the Project shall be in accordance with the following table:

Land Use	Total (Acres)
Residential (Category A)	308.13 (79.56%)
Commercial Retail/Industrial* (Category B)	25.18 (6.50%)
Recreational (Category D)	48.34 (12.48%)
CR 462 Re-Route ROW	5.62 (1.45%)
Total	387.29

*Industrial uses are limited to Commercial Parcel 1 as depicted on the Master Concept Plan. Allowable uses will be limited to Light Industrial Uses as designated within the City of Wildwood Land Development Code and the square footage allocated to industrial will be determined utilizing the Land Use (Trip) Equivalency Matrix, further defined below, by converting Commercial Retail Uses.

The below table breaks down the open space provided within the development. The above numbers are inclusive of these acreages and may be subject to slight deviations during the design and development stages. The Development will maintain a minimum of 96.82 acres (25%) open space throughout the life of the project.

Wetlands & Buffers	33.60 (8.68%)
Lakes (50% of Retention Ponds)	25.26 (6.52%)
Other Open Space (As Identified in Exhibit B - Master Concept Plan)	88.28 (22.79%)
Total Open Space	147.14 (37.99%)

Additional acreage within the Project Development area consists of the remaining 50% of the retention areas, proposed amenity area, and rights-of-way.

2. Maximum Development Potential. Residential and non-residential development within the Project shall not exceed the following:

Non Residential:

Land Use	Max Total Building Square Feet (SF)
Commercial Retail Industrial	162,000

Depending on market demands, the Land Use (Trip) Equivalency Matrix may be utilized to convert Commercial Retail to other non-residential uses as allowed within the Oxford Neighborhood Mixed Use (ONMU) land use as well as Light Industrial Uses within Commercial Parcel 1, as identified on the Master Concept Plan. At no time can the acreage, as identified in the Land Use Table, allocated to Commercial Retail Use be adjusted without modifying the PD Agreement.

Residential:

Land Use	Minimum Units	Maximum Units
Single Family Detached (SFD)	650	735

Single Family Attached (SFA) Villas/Townhomes	0	248
Apartments/Condominiums	0	277
TOTAL	650	1,260

Depending on market demands, the residential portion of the Project may develop according to a sliding scale between single family detached, single family attached, villas/townhomes and apartment or condominium counts. The maximum number of residential units shall not exceed 1,260, unless the Land Use (Trip) Equivalency Matrix is utilized to convert other uses to residential. However, market demands may warrant a shift between the number of single family detached, attached, villas/townhomes and multi-family units. Apartment/condominium and single family attached, villas/townhomes allocations may be interchanged; however, the combined allocation between the two categories shall not exceed 820 units. The residential portion of the project shall meet the minimum requirements of the Oxford Neighborhood Mixed Use (ONMU) land use.

3. Land Use (Trip) Equivalency Matrix. Land uses may be converted in accordance with the following Table provided doing so does not conflict with the requirements of the allowable uses in the Oxford Neighborhood Mixed Use (ONMU) land use. At no time can the Land Use (Trip) Equivalency Matrix be utilized to alter the acreages of Land Uses as designated in this PD. The coefficients are based on the trip generation, per the Institute of Transportation Engineers Trip Generation Manual, 10th Edition.

Land Use		CHANGE TO					NOTES	
		Residential, Single Family	Residential, Townhome/Villa (Per Unit)	Residential, Apartment/Condo (Per Unit)	Retail/Commercial (1,000 SF)	Light Industrial (1,000 SF)	ITE Code	PM Peak Rate
CHANGE FROM	Residential, Single Family	N/A	1.77	2.25	0.26	1.57	210	0.99
	Residential, Townhome/Villa (Per Unit)	0.56	N/A	1.27	0.15	0.89	220	0.56
	Residential, Apartment/Condo (Per Unit)	0.44	0.79	N/A	0.12	0.7	221	0.44
	Retail/Commercial (1,000 SF)	3.81	6.8	8.66	N/A	6.05	820	3.81
	Light Industrial (1,000 SF)	0.63	1.13	1.43	0.17	N/A	110	0.63

As development needs arise, amendments to the land use (trip) equivalency matrix may be carried out through approval of an updated matrix incorporated as an exhibit to the Planned Development Agreement.

D. All signage identifying the project, located adjacent to US N 301, CR 462 and CR 209

shall comply with the City of Wildwood Land Development Regulations and Design District Standards.

E. Amendments. All modifications requiring an amendment to the Planned Development Agreement shall require review by the Project Review Committee, review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development.

F. Future Approvals. After this Ordinance is recorded, and prior to any construction occurring, a site plan or subdivision improvement plan shall be submitted for review and approval in the manner required by Chapter 4 or Chapter 5 of the Land Development Regulations, whichever Chapter is applicable:

1. Developer's Agreement. Prior to approval of a site plan or a subdivision improvement plan, the City and the Developer agree to enter into Utility or Developer's Agreements to address the provision of water, wastewater and reuse water to the Project. The agreement shall also specify, among other items, the ownership and maintenance of infrastructure associated with the Project.

G. Principal Uses. The following uses shall be allowed within the Project.

1. All permitted and special exception uses listed in Chapter 3, Table 3-6 of the Land Development Regulations for the NMU-7 zoning district.
2. Wholesaling, warehousing, bulk storage or distribution establishments and similar uses
3. Research laboratories and associated activities
4. Light manufacturing, assembling, processing or fabricating
5. Manufacturing of nonhazardous materials

H. Development Standards. Unless otherwise noted, the Project shall adhere to the zoning district standards prescribed in Chapter 3 of the Land Development Regulations for the Neighborhood Mixed Use - 7 (NMU-7) zoning district.

1. Residential Standards

- a. Single Family Attached Villas/Townhomes

- i. Minimum Size – 640 SF

- ii. Minimum Lot Width – 20 feet

- b. Single Family Detached:

- i. Minimum Lot Size – 4,400 SF

- ii. Minimum Lot Width – 40 feet

- c. Setbacks:

- i. Front – 15 foot setback from primary structure and 20 foot setback for garages

- ii. Sides – 5 feet

- iii. Side Setback on Secondary Road – 10 feet

- iv. Rear – 15 feet

- v. Multi-Family Building Separation – 10 feet minimum

2. Non-Residential Standards

Non-residential standards shall follow the current regulations for the City of Wildwood.

The Florida Energy Conservation Code 2017 edition and the Florida Plumbing Code 2020 edition will be used in the design of the project. or the then-current edition of such

codes at the time of building permit submission if such codes have been updated between the Effective Date of this Agreement and such time, will be used in the design of the project.

I. Design District Standards. Unless otherwise noted, the Project shall adhere to the Community Design District Standards applicable pursuant to section 6.12 of the Land Development Regulations.

J. Recreation and Open Space. The Project shall include the open spaces depicted on the Master Concept Plan and shall maintain a minimum of 25% open space as noted in the Design District Standards.

1. Parks and Recreation. The Project shall include common areas which may include open spaces for passive recreation, a pool, and a clubhouse. The Amenity area is noted on the Master Concept Plan.
2. Buffers.
 - a. The Project shall contain a minimum 10 foot perimeter landscape buffer along US 301, C-462, CR 209 and CR 232. In lieu of the required buffer along CR 209 & CR 232, a decorative wall may be constructed.
 - b. The Project shall contain 10 foot wide interior landscape buffers between changes of use.
 - c. The Project shall contain 25 foot wide upland buffers adjacent to wetlands.
 - d. Any on site booster pumps, tanks, or lift stations needed to serve the Project shall be screened, buffered and located outside of the perimeter buffer.
3. Open Space. Open space shall include wetlands, preservation areas, greenspace, and landscape buffers. Open space may also include trails, plazas, courtyards, and other public similar public areas. Open space may also include recreation areas and amenities provided said amenities or area is not enclosed within air conditioned space. For purposes of meeting open space requirements, up to 50% of the drainage retention areas may be included in the open space calculation; however, the amount of open space credit from the drainage retention areas shall not exceed 50% of the open space requirement. A Community Development District (CDD), homeowner's association, adjoining property owners or other private entity must maintain all such elements. Open space shall not include open bodies of water, rights-of-way, yards or lots of record per plat, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.

K. Environmental Considerations.

1. Gopher Tortoise Survey. Prior to development of the site, the Developer shall conduct a 100% survey for gopher tortoises.
2. Wetlands. Developer is required to submit an updated Formal Determination of Wetlands and Other Surface Waters from the Southwest Florida Water Management District.

L. Public Facilities.

1. Potable Water, Wastewater, and Reuse Water. The Project shall be connected to the City's Potable Water and Sanitary Sewer systems prior to issuance of any Certificate of Occupancy. The Project will also connect to the City's reuse water system prior to certificates of occupancy being issued, if available. Expansion of the City's Potable Water and Sanitary Sewer systems, including necessary utility easements, shall be negotiated by a separate Developer's Agreement between the City and the Developer. Said agreement shall specify cost, ownership and maintenance, and timetables for delivery of services.
2. Solid Waste. Solid waste services shall be provided by the City or the City's contracted refuse service provider.
3. Stormwater. The Project shall contain a stormwater management system which meets the requirements of the Southwest Florida Water Management District, and Chapter 6, Section 6.4 of the City's Land Development Regulations.
4. Underground Utilities. All on site utilities shall be underground. Developer is responsible for running utilities underground for the Project. The City shall insure that any utilities within any public utilities easement serving lands other than the Planned Development shall be underground.
5. Lighting. Exterior lighting of all buildings and parking lots shall be designed so that light is not directed off the Project. Exterior light fixtures should be fully shielded or designed with light-angle cut-offs so as to eliminate spill light, trespass light, and glare. Lighting throughout the Project will comply with the requirements set forth in the City Land Development Code and Design District Standards.
6. Transportation Concurrency. The responsibility to fund the improvements listed in Section L of this ordinance will be the responsibility of the Applicant/Developer. These improvements were identified in the Traffic Impact Analysis approved by Sumter County Public Works and are attached as Exhibit C.
7. Fire. The Florida Fire Prevention Code, 7th Edition applies to this development design.
8. Police. All traffic control signals or devices must comply with the Florida State Statutes regarding the installation. All traffic control signals or devices must conform to the manual and specifications published by the Florida Department of Transportation, to include but not limited to signs, size and height.
9. Easements. Project shall provide 20 foot Utility Easements along CR 209, CR 232 and the realigned C-462. See Exhibit "C." Buffer landscaping may be planted within the easement. No tap root bearing trees are allowed in the easement. If the City needs to perform maintenance in the easement, the City is not responsible for damages or replacement of landscaping. All easements shall be approved by the City.
10. Right-of-Way. Developer shall donate right-of-way along CR 209 and CR 232 to provide a total of 50 feet from centerline. See Exhibit "C."

M. Access and Transportation.

1. Access. Project access will be provided pursuant to the attached Master Concept Plan and Exhibit C, which consists of the following: Three (3) right-in/right-out access driveways on US 301, four (4) full access driveways on C-462 realignment, one (1) right-in/right-out access driveway on C-462 realignment, and one (1) full

access driveway on CR 209. Internal cross-access shall be provided between land uses. Driveway permits for access on to C-462 shall be obtained through Sumter County. Driveway permits for US 301 shall be obtained through the Florida Department of Transportation (FDOT). Driveway permits for CR 209 shall be obtained through the City of Wildwood. The Developer shall be responsible for milling and resurfacing of CR 209 adjacent to the development after all improvements are made.

2. Transportation System Improvements. The Developer shall be responsible for the following improvements, as shown in Exhibit C, which may be subject to impact fee credits from Sumter County. These improvements are identified in the Traffic Impact Analysis accepted with conditions by Sumter County Public Works on 5/4/2022.
 - a. Construction of 315-foot westbound left turn lane, a 180 foot eastbound left turn lane and a 155 ft. westbound right turn at CR 462 (realigned) & Access Driveway A.
 - b. Construct 350 ft. right turn lane at Access on Twisted Boulevard.
 - c. Construct a 430 ft. northbound left turn lane and a 180 ft. southbound left turn lane at CR 462 (realigned) & Access Driveway B.
 - d. Construct a 155 ft. eastbound right turn lane and a 155 ft. westbound right turn lane at CR 462 (realigned) at Access Driveway D.
 - e. Construct 240 ft. southbound right turn lanes on US 301 at Access Driveways E, F, and G.
 - f. Construct 240 ft. right turn lanes on all three right in/right out driveways on US 301 and on CR 462 (realigned).
 - g. Re-time the traffic signal controller for the following intersections: US 301 & CR 466 and US 301 & CR 462/CR216.
 - h. Convert the intersection of US 301 and CR 462 north/CR 126 to a directional median opening with northbound and southbound left turn movements.
 - i. Improve US 301 and CR 462/CR 462 (Realigned) by the following:
 - j. Construct 350 foot eastbound dual left turn lanes (including a 50 foot taper)
 - k. Construct an eastbound through turn lane
 - l. Construct a 155 foot eastbound right turn lane
 - m. Restripe existing Westbound left turn lane to a through lane
 - n. Restripe existing striped median to a 240 foot westbound left turn lane
 - o. Extend existing northbound left turn lane to 445 feet
 - p. Construct a second 445 foot northbound left turn lane (including a 50 ft. taper)
 - q. Construct a second 340 foot southbound left turn lane (including a 50 ft. taper)
 - r. Construct a 240 foot southbound right turn lane (including a 50 ft. taper)
 - s. Construct a second eastbound lane on CR 462 to accommodate southbound dual left lanes
 - t. Retime the signal controller
 - u. Upgrade the existing span wire signal to a mast arm signal
3. The Developer shall donate sufficient right-of-way and construct two lane and 4-lane roadway segments for the realignment of C-462, pursuant to the Master Concept Plan. Sufficient right-of-way will be based on the C-462 Preliminary Engineering Study conducted by Sumter County provided there is no updated design information provided by Sumter County before construction of the realignment.
4. Individual development pods and land uses shall be interconnected by a series of

roadways and trails within the Project. Internal roadways and trails shall be developed in accordance with the Master Concept Plan and the typical roadway provided for local roads.

5. The Project shall provide a system of, multi-use trails consisting of unpaved nature trails around the wetland areas, five (5) foot wide sidewalks to be provided on both sides of internal roadways and a five (5) foot sidewalk on one side of the street and a 10 foot wide multi-use path on the opposite side of realigned CR 462 that encourage walking and bicycling within the development as shown on the Master Concept Plan.
6. Golf carts. Golf carts may be allowed to utilize the multi-use paths and CDD owned roadways within the Project pending final engineering approval at the time of site plan. The City reserves the right to deny use of golf carts within the Project should such use present a safety concern.
7. Gates. A portion of the residential development areas, including the single-family, apartment/condominium and villa/townhome areas, may be gated to restrict access to residents only. Development entrance at CR 209 may have a faux gate.

N. Maintenance of Common Areas. Maintenance and repair of structures, paved areas (internal roadways and parking), lawn mowing, and landscaping maintenance of all common areas within the Project shall be the responsibility of the Twisted Oaks CDD or its designee such as a property owners association, at no cost or obligation to the City. In the event of noncompliance with the City Land Development Regulations, the City maintains the right to enforce same against the Developer, its successors or assigns, as may be applicable, by and through its code enforcement procedure and special magistrate. The Developer shall provide guidelines to the City for approval, not to be reasonably withheld, conditioned or delayed, for the maintenance of common areas. The City will be granted the right to enforce the common areas maintenance obligations against the property owner as may be applicable, and to be reimbursed for the reasonable attorney's fees, costs and expenses, as may be reasonably incurred by the City.

O. Enforcement of Rules and Regulations. For the maintenance of the common areas referenced in Section 3(M) above, the applicable provisions in the Guidelines: (i) shall be made applicable to the Project; and (ii) shall be reviewed/approved by the City of Wildwood and a certificate of occupancy being issued for completed improvements; and (iii) will provide that the City of Wildwood shall have the right, but not the obligation, to enforce such maintenance obligations against a violating party and that the City should be entitled to reasonable attorney's fees and costs for enforcement regardless of whether or not a suit has been filed.

P. Impact Fees. The Planned Development shall be subject to all impact fees applicable at the time of permitting. All impact fees are to be paid before issuance of any building permit. Proof of Sumter County impact fees paid shall be provided to the City of Wildwood. Any applicable impact fees adopted by the City of Wildwood, Sumter County or the Sumter County School Board prior to issuance of building permits shall also be applicable to the Planned Development.

Q. Expiration of Planned Development Agreement. Significant construction must begin within

the Project boundary (as legally described in Exhibit A) within 24 months of the final adoption of this Planned Development Agreement. If no significant construction has started on the approved Project within 24 months, the Planned Development shall lapse and be of no further effect. The City Commission may extend the Planned Development for periods of up to twelve (12) months provided the applicant can show good cause why said the Project was delayed under the originally approved Planned Development Agreement. However, the City Commission shall not allow extensions beyond 48 months after the effective date of this Ordinance.

SECTION 4. SEVERABILITY

If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

SECTION 5. EFFECTIVE DATE

This Ordinance shall be effective upon adoption during the second and final reading by the City of Wildwood City Commission.

PASSED AND ORDAINED in regular session of the City Commission of the City of Wildwood, Sumter County, Florida, this _____ day of _____, 2022.

S E A L

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

Ed Wolf, Mayor

ATTEST: _____
Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

Approved as to form:

City Attorney

EXHIBIT A

Legal Description

A portion of Section 31, Township 18 South, Range 23 East, Sumter County, Florida being more particularly described as follows:

As a reference point commence at the south $\frac{1}{4}$ corner of Section 31, Township 18 South, Range 23 East, Sumter County Florida, run thence N.00°07'44"E. along the centerline of said Section 23, for a distance of 33.03 feet to the north right of way line of County Road 232 (a varying right of way as maintained), said point being the point of beginning; thence N.89°45'53"W. for a distance of 492.21 feet; thence S.89°16'37"W. for a distance of 640.52 feet to the east right of way line of County Road 209 (a varying right of way as maintained), said point bears N.34°45'26"E. a distance of 34.76 feet from the south west corner of said Section 31; thence N.00°02'38"E. along the east right of way of said County Road 209, for a distance of 2618.87 feet to a point that bears S.89°53'20"E. a distance of 16.78 feet from the west $\frac{1}{4}$ corner of said Section 31; thence N.22°02'01"E. continuing along the said east right of way line of County Road 209, for a distance of 1361.25 feet; thence S.89°40'15"E. leaving the said east right of way of County Road 209, for a distance of 524.59 feet; thence N.00°06'12"E. for a distance of 406.09 feet; thence S.88°10'55"W. for a distance of 525.03 feet to the east right of way of said County Road 209; thence N.00°03'42"E. along the said east right of way of County Road 209, for a distance of 870.96 feet to the south right of way line of County Road 462. (A 66 foot wide right of way), said point bears S.23°57'34"E. and a distance of 35.83 feet from the north west corner of said Section 31; thence S.89°45'16"E. along the south right of way line of said County Road 462, for a distance of 1974.58 feet; thence S.00°06'37"W. for a distance of 628.40 feet; thence S.89°45'49"E. for a distance of 662.94 feet to the centerline of said Section 31; thence S.00°07'44"W. along said centerline of Section 31, for a distance of 661.74 feet; thence S.89°50'08"E. for a distance of 2608.35 feet to the west right of way line of US Highway 301 (a right of way that varies); thence S.00°00'15"E. along said west right of way line for a distance of 1320.00 feet; thence N.89°52'59"W. along the north line of the southeast $\frac{1}{4}$ of said Section 31, for a distance of 480.65 feet, thence N.89°53'20"W. for a distance of 38.50 feet; thence N.89°53'20"W. for a distance of 2092.28 feet to the aforesaid centerline of said Section 31; Thence S.00°07'44"W. along said centerline of said Section 31, for a distance of 2809.00 feet to the Point of Beginning.

Less and Except

(Parcel No. 110 Section 18010, R.P. No. 411257-3)

A part of the south $\frac{1}{2}$ of the E $\frac{1}{4}$ of Section 31, Township 18 South, Range 23 East lying west of State Road 35 (U.S. 301) Sumter County, Florida more particularly described as follows.

Commence at a 5/8-inch iron rod and cap labeled "LS No 4393" marking the southeast corner of the NW $\frac{1}{4}$ of Section 32, Township 18 South, Range 23 East, Sumter County, Florida; thence South 89°56'28"W. along the south line of said NW $\frac{1}{4}$ a distance of 2648.38 feet to a railroad spike without identification marking the southeast corner of the NE $\frac{1}{4}$ of Section 31, Township 18 South, Range 23 East, Sumter County, Florida; thence North 89°53'19"W. along the south line of said NE $\frac{1}{4}$ a distance of 44.27 feet to a point on the westerly existing right of way line of State Road 35 (U.S. 301) as shown on the Florida Department of Transportation right of way map, Section 18010, F.P. 411257-3; thence North 00°00'03"W. West along said right of way line 4908 feet to a point on the north line of a 46.7 foot existing Florida Department of Transportation Drainage Easement as described in Official Records Book 159, Page 509,

Public Records of Sumter County, Florida; thence departing said right of way line North 88°40'03"W along said north line of drainage easement 479.40 feet for the point of beginning; thence continue North 88°40'03" West along said north line 470.00 feet to the east line of and existing Florida Department of Transportation Drainage Easement as described in Official Record Book 159, Page 513, Public Records of Sumter County, Florida; thence North 01°19'57" East along said east line 315.00 feet; thence South 88°40'03" East 470.00 feet; thence South 01°19'57" West 315.00 feet to the point of beginning.

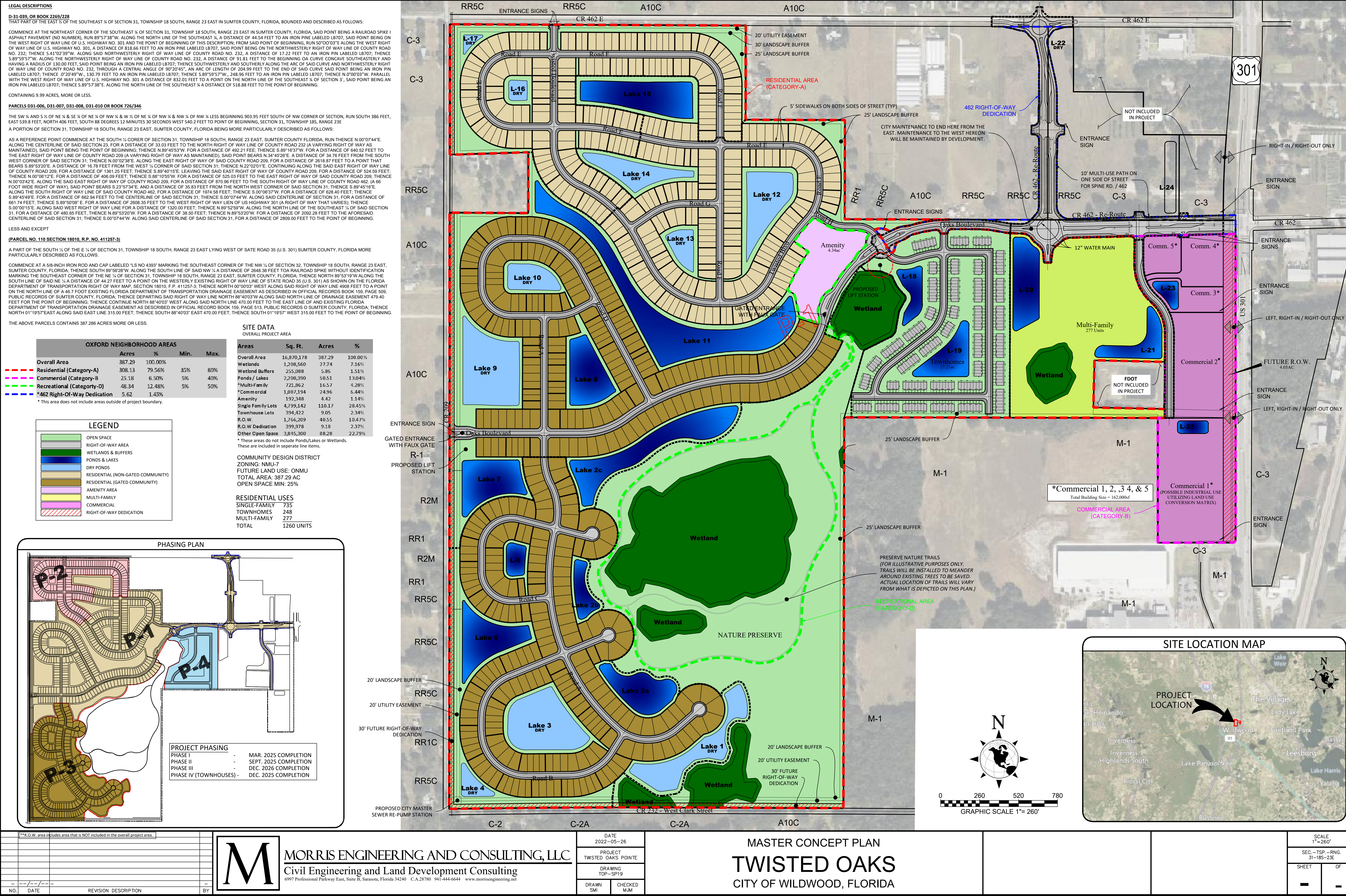
The above Parcel contains 377.373 acres more or less.

AND

That part of the East ½ of the Southeast ¼ of Section 31, Township 18, South, Range 23 East in Sumter County, Florida, bounded and described as follows:

Commence at the Northeast corner of the Southeast ¼ of Section 31, Township 18 South, Range 23 East in Sumter County, Florida, run N.89°55'25W. along the North line of the Southeast ¼ a distance of 44.22 feet to the West right of way line of U.S. Highway No. 301 and the Point of Beginning of this description; thence S.00°00'25"W. along the West right of way line of U.S. Highway No. 301, a distance of 818.15 feet, said point being on the Northwestern right of way line of County Road No. 232; thence S.41°13'20"W. along said Northwestern right of way line of County Road No 232, a distance of 17.18 feet; thence S.89°58'57"W. along the Northwestern right of way line of County Road No 232, a distance of 91.82 feet; thence S.89°52'16"W. for a distance of 132.39 feet; thence S.89°54'47"W., 283.61 feet; thence N.00°00'21"E. for a distance of 832.87 feet to a point on the North line of the Southeast ¼ of Section 31; thence S.89°53'20"E. for a distance of 38.50 feet; thence S.89°52'59"E. along the north line of the Southeast ¼ a distance of 480.65 feet to the Point of Beginning.

The above Parcel contains 9.9 acres more or less.



C:\Users\mefc\OneDrive\Documents\SP19\Twisted Oaks\Engineering\Site Plans\TOP-SP19.dwg -

EXHIBIT C

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #33506

Date Submitted: 4/19/2022

First Name*

AYMAN

Last Name*

SAIDI

Email Address*

aha@trafficmobility.com

Address

3101 Maguire Blvd, Suite 265

City

ORLANDO

State

Florida

Zip Code

32803

Phone

4077301473

Alt Phone

Sumter County Traffic Impact Analysis (TIA)

In accordance with the Interlocal Service Boundary and Joint Planning Agreement between the City of Bushnell, City of Center Hill, City of Coleman, City of Webster, and the City of Wildwood, within the municipal service area, the Cities and County agree that County will review all traffic impact studies for development accessing the City or County road networks.

Purpose and Applicability

The purpose of the TIA is to identify the potential traffic impacts of new development on the transportation system and to develop mitigation strategies to offset those impacts according to the methodologies and provisions as described herein. These guidelines apply to all new development within Sumter County, including its municipalities, submitting building and site plans for review. The TIA requirement applies to previously approved developments that are over five years old, changing land uses within the site plan, or extending the build-out date from a previously approved TIA. Unless otherwise required by the County Administrator or designee, a TIA, as it relates to a substandard roadway section, shall not be required for any single development generating less than 50 average daily trips, as per the Trip Generation Manual, latest edition, as published by the Institute of Transportation Engineers (ITE). The following thresholds will determine the level of study that will need to be performed depending on the number of trips a development produces:

1. Applicants proposing developments that generate 50 but less than or equal to 1,000 average daily trips (ADT), according to the ITE Trip Generation Manual, current edition, must perform a Minor TIA.
2. A Major TIA shall be required for all proposed developments generating more than 1,000 ADT, as per the ITE Trip Generation Manual, current edition.
3. A Comprehensive Plan Amendment TIA will be required for all land use plan amendments that consider 10 acres or more of land or small-scale Comprehensive Plan Amendments that are projected to generate over 1,000 daily trips.

For purposes of this section, a "single development" shall include any development, parcel of land, lot, and tract, and contiguous or nearby developments, parcels, lots, or tracts that are:

1. Developed by the same or a related development or landowner;
2. Developed as part of the same zoning plan, preliminary plan, preliminary site plan, plat, or other unified or common plan of development.

These guidelines are in addition to the requirements of the access management regulations. In the event of any conflict between these guidelines and such regulations, the more stringent requirements shall apply.

Methodology Statement

Before conducting a Major TIA or a Comprehensive Plan Amendment TIA, a methodology statement shall be prepared by the applicant, the applicant's representative, or the applicant's engineer/consultant and submitted for review and approval by the County. Before conducting a Minor TIA, the applicant, the applicant's representative, or the applicant's engineer/consultant shall seek confirmation from County staff on the need for a methodology statement. The purpose of the methodology statement is to establish agreed-upon methodologies and assumptions before the start of the TIA. A methodology statement shall be prepared using the guidelines provided in the following paragraphs. The methodology statement will be first reviewed by County staff, if necessary, through a methodology meeting with the applicant and or the applicant's consultant. The applicant's consultant will then revise the statement based upon agreed-upon methodologies. The applicant shall ensure the consultant does not prepare a TIA without a methodology statement approved by the appropriate County representative.

Sumter County 2020 County Annual Traffic Reports Summary Table

<https://sumtercountyfl.gov/DocumentCenter/View/35884/Sumter-County-2020-County-Annual-Traffic-Reports-Summary-Table>

Exemption

[Choose File](#) No file chosen

Applicants can submit an exemption due to a development generating less than 50 average daily trips, as per the Trip Generation Manual, latest edition, as published by the Institute of Transportation Engineers (ITE).

Please submit your Methodology Statement

[Choose File](#) No file chosen

Please submit your TIA

21101 Twisted Oaks Pointe TIA v2.1 e-SS 041922.pdf

**Date of Methodology
Acceptance by County**

09/30/2021

Applicable Jurisdiction

Please check the applicable Jurisdiction:

- ☐ City of Bushnell
- ☐ City of Center Hill
- ☐ City of Coleman
- ☒ City of Wildwood
- ☐ Unincorporated Sumter County

Useful Links

<https://www.fdot.gov/planning/systems/programs/sm/accman/default.shtm>

FDOT Systems Implementation Office

2.

<https://www.fdot.gov/roadway/floridagreenbook/fgb.shtm>

FDOT Roadway Design - Florida Greenbook

3.

<http://www.lakesumtermpo.com/>

Lake-Sumter MPO

4.

<https://www.fdot.gov/statistics/trafficdata/default.shtm>

FDOT Traffic Information

Sumter County Acceptance, with Conditions

- The engineer of record (EOR) preparing the TIA will be available to address questions, as it relates to the TIA, during the Florida Department of Transportation permitting process.
- Acceptance of the TIA is contingent on sufficient right-of-way being provided, to the County, for the design of the future C 462 northern roundabout.

TWISTED OAKS POINTE

Project № 21101, v2.1
April 2022

**TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA**

Prepared by:



Traffic & Mobility Consultants

3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:

Kolter Land Partners
14025 Riveredge Drive, Suite 175
Tampa, Florida 33637

EXECUTIVE SUMMARY

Project Information

Name: Twisted Oaks Pointe

Location: West of US 301, north of Clarke Street/CR 232, and south of CR 462

Jurisdiction: City of Wildwood, Florida

Description: 736 single-family dwelling units
224 townhouse dwelling units
300 apartment dwelling units
162,000-sqaure-feet of commercial/retail use

Findings

Trip Generation: 15,506 daily trips / 838 AM peak hour trips / 1,471 PM peak hour trips

Access Plan: Four (4) full access driveways on CR 462 (re-aligned)
One (1) right-in/right-out access driveway on CR 462 (re-aligned)
Three (3) right-in/right-out access driveways on US 301
One (1) full access driveway on CR 209

Roadway Capacity: All study roadways are expected to operate at an acceptable LOS at project buildout

Intersection Capacity: US 301 and CR 466 is projected to operate below the adopted LOS at the project buildout due to background traffic

US 301 and CR 462 north is projected to operate below the adopted LOS at the project buildout due to background traffic. Convert to directional median opening at project buildout

The following intersections are projected to operate below the adopted LOS at the project buildout due to the project trips:

US 301 and CR 472/CR 216
US 301 and CR 462/CR 462 (Realigned)

The site access driveways A and B are projected to operate with delay but within capacity ($V/C = 0.776$ and 0.327 , respectively)

Turn Lanes: Auxiliary right turn lanes are warranted on:
CR 462 at Twisted Boulevard Access (eastbound right turn lane)

Auxiliary left turn lanes are warranted on:

CR 462 (realigned) at Access Driveway A (westbound left turn lane)

CR 462 (realigned) at Access Driveway B (northbound left turn lane)

Evaluation of CR 462
Realignment:

The roadway is projected to operate at an adequate LOS at the project buildout with 4-lanes from US 301 to the roundabout at Oaks Boulevard and 2-lanes north of the roundabout

The proposed roundabouts and the stop-controlled intersections along the realigned CR 462 are projected to operate at an adequate LOS at the project buildout

Required Improvements:

Turn Lanes:

Construct a 315-foot westbound left turn lane, a 180-foot eastbound left turn lane at CR 462 (realigned) & Access Driveway A

Construct 350-foot right turn lane at Access on Twisted Boulevard

Construct a 430-foot northbound left turn lane and a 180-foot southbound left turn lane at CR 462 (realigned) & Access Driveway B

Construct 240-foot right turn lanes on all three right-in/right-out driveways on US 301 and on CR 462 (realigned)

Off-site
Improvements:

Re-time the traffic signal controller for the following intersections:

US 301 and CR 466

US 301 and CR 472/CR 216

Improve US 301 and CR 462/CR 462 (Realigned) by the following:

- Construct 350-foot eastbound dual left turn lanes
- Construct an eastbound through turn lane
- Construct a 155-foot eastbound right turn lane
- Restripe existing Westbound left turn lane to a through lane
- Restripe existing striped median to a 240-foot Westbound left turn lane
- Extend existing northbound left turn lane to 445 feet
- Construct a second 445-foot northbound left turn lane
- Construct a second 340-foot southbound left turn lane
- Construct a 240-foot southbound right turn lane
- Construct a second eastbound lane on CR 462 to accommodate southbound dual left lanes
- Retime the signal controller
- Upgrade the existing span wire signal to a mast arm signal

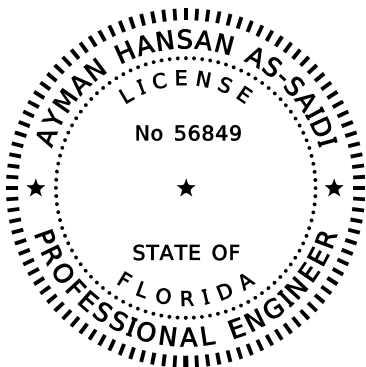
PROFESSIONAL ENGINEERING CERTIFICATION

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: Twisted Oaks Pointe
LOCATION: City of Wildwood, Florida
CLIENT: Kolter Land Partners

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.

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
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
AYMAN H. AS-SAIDI, P.E. NO. 56849

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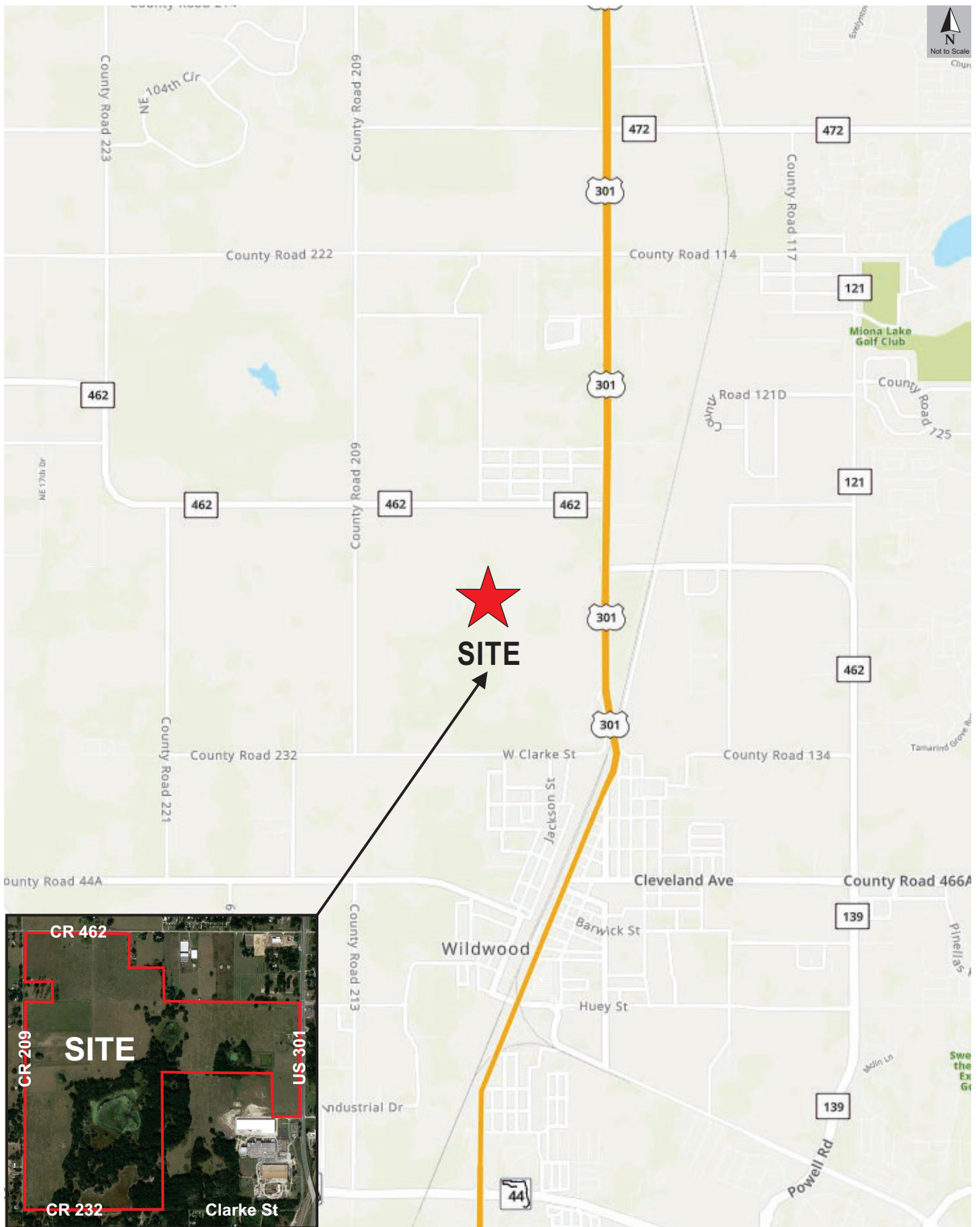
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1.0 INTRODUCTION

A Traffic Impact Analysis (TIA) was conducted to assess the impact of the proposed mixed-use development of Twisted Oaks Pointe on the surrounding transportation network. This study also evaluated the proposed realignment of CR 462 to assess its impact on the adjacent roadway segments and intersections. This revised TIA addresses comments received from Sumter County on February 23, 2022, included in **Appendix A**. The project is composed of 736 single-family dwelling units, 224 townhouse dwelling units, 300 apartment dwelling units, and three (3) commercial buildings totaling 162,000 square feet. The project will be built in three (3) phases with an anticipated full buildout year of 2027. The ±390.78-acre site is located west of US Highway 301, north of Clarke Street/CR 232, and south of CR 462 in City of Wildwood, Florida. **Figure 1** depicts the site location and the surrounding transportation network.

Access to the site is proposed via four (4) full access driveways on CR 462 (re-aligned), one (1) right-in/right-out access driveway on CR 462 (re-aligned), three (3) right-in/right-out access driveways on US 301 and one (1) full access driveway on CR 209. A preliminary site plan is included in **Appendix B**.

The analysis was prepared in accordance with the approved methodology submitted to Sumter County and provided in **Appendix C**. Data used in the analysis consisted of the preliminary site plan provided by the project engineers, daily and peak hour traffic counts collected by Traffic & Mobility Consultants (TMC), *Sumter County Transportation Management System (TMS) Report*, *Sumter County Annual Traffic Counts*, *Sumter County Congestion Management Process (CMP) Database*, Florida Department of Transportation (FDOT) information, and approved developments traffic data provided by Sumter County.



1.1 Study Area

The study area for the proposed development was determined in accordance with the requirements of Sumter County *Traffic Impact Analysis (TIA) Guidelines* and as specified in the approved TIA methodology. Accordingly, the analysis considered the project's impact on the following roadway segments and intersections within the project's primary influence area:

Study Roadways:

- Buena Vista Boulevard
 - CR 466A to St. Charles Plaza
 - St. Charles Plaza to Odell Circle South End
 - Odell Circle South End to Bonita Boulevard
 - Bonita Boulevard to Odell Circle N End
 - Odell Circle N End to Stillwater Trail
 - Stillwater Trail to Ternberry Forest Drive
 - Ternberry Forest Drive to CR 472 (Rainey Trail)
 - CR 472 (Rainey Trail) to Belvedere Boulevard
 - Belvedere Boulevard to Tall Trees Lane
 - Tall Trees Lane to Laurel Manor Drive
 - Laurel Manor Drive to CR 466
 - CR 466 to Saddlebrook Lane
 - Saddlebrook Lane to El Camino Real
- CR 44A
 - SR 44(W) to CR 213
- CR 462
 - CR 229 to CR 223
 - CR 223 to CR 209
 - CR 209 to US 301/SR 35
 - US 301/SR 35 to CR 131
 - CR 131 to CR 121
 - CR 121 to CR 134
 - CR 134 to CR 466A

- CR 466
 - CR 209 to US 301/SR 35
 - US 301/SR 35 to CR 105
 - CR 105 to CR 103
 - CR 103 to CR 101
 - CR 101 to Buena Vista Boulevard
 - Buena Vista Boulevard to Morse Boulevard
 - Morse Boulevard to CR 100/Lake County Line
- CR 466A
 - US 301/SR 35 to CR 462/Powell Road
 - CR 462/ Powell Road to C-133 (NE 57th Drive)
 - C-133 (NE 57th Drive) to Buena Vista Boulevard
 - Buena Vista Boulevard to Canal Street
 - Canal Street to Morse Boulevard
- CR 472
 - US 301/SR 35 to CR 117
 - CR 117 to Lynn Haven Lane
 - Lynn Haven Lane to Buena Vista Boulevard
- CR 209
 - CR 232 to CR 462 E
 - CR 462 E to CR 216
 - CR 216 to CR 466
- CR 221
 - CR 44A to CR 462 E
- CR 229
 - CR 462 to CR 466
- CR 232
 - CR 221 to US 301/SR 35
- Morse Boulevard N
 - CR 466A to Odell Circle S
 - Odell Circle S to Bonita Boulevard
 - Bonita Boulevard to Odell Circle N
 - Odell Circle N to Stillwater Trail

- Stillwater Trail to CR 466
- US 301/SR 35
 - CR 514 to CR 468 (Warm Springs Avenue)
 - CR 468 (Warm Springs Avenue) to SR 91/Florida's Turnpike
 - SR 91/Florida's Turnpike to CR 156 (Clay Drain Road)
 - CR 156 (Clay Drain Road) to SR 44
 - SR 44 to CR 44A
 - CR 44A to CR 466A (Cleveland Avenue)
 - CR 466A (Cleveland Avenue) to CR 462 (S)
 - CR 462 (S) to CR 462 (N)
 - CR 462 (N) to CR 222
 - CR 222 to CR 472
 - CR 472 to CR 466

Study Intersections:

- US 301 and CR 466 (Signalized)
- US 301 and CR 472/CR 216 (Signalized)
- US 301 and CR 462/CR 126 (Unsignalized)
- US 301 and CR 462 (Signalized)
- CR 209 and CR 232 (Unsignalized)
- US 301 and CR 466A (Cleveland Avenue) (Signalized)
- CR 466A (Cleveland Avenue) and Powell Road/CR 462 (Signalized)
- SR 44 and CR 44A (Unsignalized)
- CR 462 Realigned/CR 205B and CR 462 (Proposed Roundabout)
- CR 462 (Realigned) and Access Driveway A (Proposed)
- CR 462 (Realigned) and Access Driveway B (Proposed)
- CR 462 (Realigned) and Access Driveway C (Proposed Roundabout)
- CR 462 (Realigned) and Access Driveway D (Proposed)
- CR 462 and Twisted Boulevard (Proposed)
- CR 209 and Oaks Boulevard (Proposed)
- US 301 and Access Driveway E (Proposed)
- US 301 and Access Driveway F (Proposed)
- US 301 and Access Driveway G (Proposed)

2.0 EXISTING CONDITIONS ANALYSIS

Existing conditions were analyzed to establish a baseline for prevailing traffic conditions in the vicinity of the proposed development. The analysis included a review of existing roadway segment and intersection level of service (LOS) and capacities.

2.1 Roadway Segment Capacity Analysis

Existing roadway conditions were analyzed during the AM and PM peak hours by comparing existing traffic volumes within the study area to LOS volumes for the study roadway segments, as obtained from *Sumter County 2014/2015 TMS Report*, *Sumter County 2020 Annual Traffic Counts*, *Sumter County 2019 CMP Database*, and 2020 FDOT *Quality/Level of Service (Q/LOS) Generalized Table 7*, included in **Appendix D**.

To reflect existing traffic conditions, 2020 AM and PM peak hour directional volumes obtained from *Sumter County 2020 Annual Traffic Counts* were multiplied by annual growth rates derived from historical average annual daily traffic (AADT) available on *Florida Traffic Online (FTO)* web-based database or in 2020 *Sumter County Annual Traffic Counts* report. A minimum of 1% annual growth rate was applied to roadway segments for which minimal or no growth was observed. Peak hour directional volumes on US 301 were obtained from FTO 2020 historical AADT reports or Synopsis Reports. Peak hour directional volumes on CR 209, CR 221, and CR 232 were obtained from turning movement counts collected by TMC in August 2021 and provided in **Appendix E**. Peak hour directional volumes on CR 229 were extracted from 24-hour counts collected by TMC in September 2021 and included in **Appendix E**. Historical AADT reports obtained from FTO database and growth rate spreadsheets are included in **Appendix E**. **Table 1** and **Table 2** summarize the roadway segment capacity analysis for the AM and PM peak hours, respectively.

Table 1
Existing Roadway Segment Capacity Analysis – AM Peak Hour

Roadway Segment	Seg ID	Station ID	Count Source	# of Lns	Median Type	Area Type	LOS Std	PH Dir	AGR %	Dir	2020 Conditions			Existing Conditions		
											Vol	LOS	V/C	Vol	LOS	V/C
Buena Vista Blvd																
CR 466A to St Charles Pl	6000005	314	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	1,166 932	D D	0.79 0.64	1,178 941	D D	0.80 0.64
St Charles Pl to Odell Cir S End	60000051	311	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	725 705	D D	0.49 0.48	732 712	D D	0.50 0.49
Odell Cir S End to Bonita Blvd	60000052	308	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	634 553	C C	0.43 0.38	640 559	C C	0.44 0.38
Bonita Blvd to Odell Cir N End	60000053	305	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	666 708	D D	0.45 0.48	673 715	D D	0.46 0.49
Odell Cir N End to Stillwater Tr	60000054	302	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	1,039 1,175	D D	0.71 0.80	1,049 1,187	D D	0.72 0.81
Stillwater Tr to Ternberry Forest Dr	60000055	299	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	887 781	D D	0.60 0.53	896 789	D D	0.61 0.54
Ternberry Forest Dr to CR 472 (Rainey Tr)	60000056	295	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	946 1,045	D D	0.64 0.71	955 1,055	D D	0.65 0.72
CR 472 (Rainey Tr) to Belvedere Blvd	3300000	292	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	852 858	D D	0.58 0.58	861 867	D D	0.59 0.59
Belvedere Blvd to Tall Trees Ln	33000001	289	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	877 839	D D	0.60 0.57	886 847	D D	0.60 0.58
Tall Trees Ln to Laurel Manor Dr	33000002	10	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	839 872	D D	0.57 0.59	847 881	D D	0.58 0.60
Laurel Manor Dr to CR 466	33000003	283	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	833 763	D D	0.57 0.52	841 771	D D	0.57 0.53
CR 466 to Saddlebrook Ln	50000101	149	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	983 940	D D	0.67 0.64	993 949	D D	0.68 0.65
Saddlebrook Ln to El Camino Real	50000102	352	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	967 970	D D	0.66 0.66	977 980	D D	0.67 0.67
CR 44A																
SR 44(W) to CR 213	35281102	8	SC	2	Undivided	Urban	D	1,190	1.00%	NB/EB SB/WB	73 36	B B	0.06 0.03	74 36	B B	0.06 0.03
CR 462																
CR 229 to CR 223	3542120	356	SC	2	Undivided	Urban	D	1,190	1.00%	NB/EB SB/WB	93 32	B B	0.08 0.03	94 32	B B	0.08 0.03
CR 223 to CR 209	3542130	13	SC	2	Undivided	Urban	D	1,190	1.00%	NB/EB SB/WB	190 111	B B	0.16 0.09	192 112	B B	0.16 0.09
CR 209 to US 301/SR 35	3542150	14	SC	2	Undivided	Urban	D	1,190	1.00%	NB/EB SB/WB	195 64	B B	0.16 0.05	197 65	B B	0.17 0.05
US 301/ SR 35 to CR 131	3541110	15	SC	2	Undivided	Urban	F	1,640	1.21%	NB/EB SB/WB	424 455	B B	0.26 0.28	429 461	B B	0.26 0.28
CR 131 to CR 121	35411101	15	SC	2	Undivided	Urban	F	1,640	1.21%	NB/EB SB/WB	424 455	B B	0.26 0.28	429 461	B B	0.26 0.28
CR 121 to CR 134	35411102	17	SC	2	Undivided	Urban	F	1,640	1.00%	NB/EB SB/WB	456 646	B C	0.28 0.39	461 652	B C	0.28 0.40
CR 134 to CR 466A	35411103	17	SC	2	Undivided	Urban	F	1,640	1.00%	NB/EB SB/WB	456 646	B C	0.28 0.39	461 652	B C	0.28 0.40
CR 466																
CR 209 to US 301/SR 35	3537130	20	SC	2	Divided	Urban	D	713	1.00%	NB/EB SB/WB	394 241	D C	0.55 0.34	398 243	D C	0.56 0.34
US 301/ SR 35 to CR 105	3537140	22	SC	4	Divided	Urban	D	1,800	1.00%	NB/EB SB/WB	1,078 1,019	C C	0.60 0.57	1,089 1,029	C C	0.60 0.57
CR 105 to CR 103	35371401	25	SC	4	Divided	Urban	D	1,800	1.00%	NB/EB SB/WB	911 745	C C	0.51 0.41	920 752	C C	0.51 0.42
CR 103 to CR 101	3537150	28	SC	4	Divided	Urban	D	1,800	1.00%	NB/EB SB/WB	1,034 1,190	C C	0.57 0.66	1,044 1,202	C C	0.58 0.67
CR 101 to Buena Vista Blvd	3537180	31	SC	4	Divided	Urban	D	1,800	1.00%	NB/EB SB/WB	1,135 1,295	C C	0.63 0.72	1,146 1,308	C C	0.64 0.73
Buena Vista Blvd to Morse Blvd	3537160	34	SC	4	Divided	Urban	D	1,800	1.00%	NB/EB SB/WB	939 1,031	C C	0.52 0.57	948 1,041	C C	0.53 0.58
Morse Blvd to CR 100/ Lake County Line	3537170	37	SC	4	Divided	Urban	D	1,800	1.00%	NB/EB SB/WB	1,156 1,078	C C	0.64 0.60	1,168 1,089	C C	0.65 0.60
CR 466A																
US 301/SR 35 to CR 462/Powell Rd	3533100	40	SC	2	Divided	Urban	D	825	1.00%	NB/EB SB/WB	471 460	D D	0.57 0.56	476 465	D D	0.58 0.56
CR 462/Powell Rd to C-133 (NE 57th Dr)	35331101	41	SC	4	Divided	Urban	D	1,900	1.00%	NB/EB SB/WB	1,078 1,121	C C	0.57 0.59	1,089 1,132	C C	0.57 0.60
C-133 (NE 57th Dr) to Buena Vista Blvd	35331102	43	SC	4	Divided	Urban	D	1,900	1.19%	NB/EB SB/WB	1,215 1,314	C C	0.64 0.69	1,229 1,330	C C	0.65 0.70
Buena Vista Blvd to Canal St	35331103	46	SC	4	Divided	Urban	D	1,900	1.00%	NB/EB SB/WB	820 912	C C	0.43 0.48	828 921	C C	0.44 0.48
Canal St to Morse Blvd	35331104	46	SC	4	Divided	Urban	D	1,900	1.00%	NB/EB SB/WB	820 912	C C	0.43 0.48	828 921	C C	0.44 0.48
CR 472																
US 301/SR 35 to CR 117	3543100	66	SC	2	Undivided	Urban	D	713	1.00%	NB/EB SB/WB	400 137	D C	0.56 0.19	404 138	D C	0.57 0.19
CR 117 to Lynn Haven Ln	35431101	800	SC	2	Undivided	Urban	D	713	1.00%	NB/EB SB/WB	467 211	D C	0.65 0.30	472 213	D C	0.66 0.30
Lynn Haven Ln to Buena Vista Blvd	35431102	67	SC	2	Undivided	Urban	D	675	1.00%	NB/EB SB/WB	473 143	D C	0.70 0.21	478 144	D C	0.71 0.21

Table 1
Existing Roadway Segment Capacity Analysis – AM Peak Hour (Continued)

Roadway Segment	Seg ID	Station ID	Count Source	# of Lns	Median Type	Area Type	LOS Std	PH Dir Cap	AGR %	Dir	2020 Conditions			Existing Conditions		
											Vol	LOS	V/C	Vol	LOS	V/C
CR 209																
CR 232 to CR 462 E	5080	--	TMC	2	Undivided	Urban	D	525	1.00%	NB/EB SB/WB	-- --	-- --	-- --	19 ** 17 **	C C	0.04 0.03
CR 462 E to CR 216	3248105	--	TMC	2	Undivided	Urban	D	616	1.00%	NB/EB SB/WB	-- --	-- --	-- --	54 ** 82 **	C C	0.09 0.13
CR 216 to CR 466	3248102	--	TMC	2	Undivided	Urban	D	525	1.00%	NB/EB SB/WB	-- --	-- --	-- --	54 ** 82 **	C C	0.10 0.16
CR 221																
CR 44A to CR 462 E	--	--	TMC	2	Undivided	Urban	D	675	1.00%	NB/EB SB/WB	-- --	-- --	-- --	46 ** 54 **	C C	0.07 0.08
CR 229																
CR 462 to CR 466	3245110	--	TMC	2	Undivided	Urban	D	1,190	1.00%	NB/EB SB/WB	-- --	-- --	-- --	135 *** 141 ***	B B	0.11 0.12
CR 232																
CR 221 to US 301/SR 35	--	--	TMC	2	Undivided	Urban	D	675	1.00%	NB/EB SB/WB	-- --	-- --	-- --	10 ** 7 **	C C	0.01 0.01
Morse Blvd N																
CR 466A to Odell Cir (S)	59999951	182	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	1,061 1,117	D D	0.72 0.76	1,072 1,128	D D	0.73 0.77
Odell Cir (S) to Bonita Blvd	59999952	176	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	672 671	D D	0.46 0.46	679 678	D D	0.46 0.46
Bonita Blvd to Odell Cir (N)	59999953	170	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	566 564	C C	0.39 0.38	572 570	C C	0.39 0.39
Odell Cir (N) to Stillwater Tr	59999954	164	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	737 715	D D	0.50 0.49	744 722	D D	0.51 0.49
Stillwater Tr to CR 466	59999955	158	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	1,262 1,257	D D	0.86 0.86	1,275 1,270	D D	0.87 0.87
US 301/SR 35																
CR 514 to CR 468 (Warm Springs Avenue)	3253200	180041	FDOT	2	Undivided	Urban	D	704	1.00%	NB/EB SB/WB	331 * 323 *	C C	0.47 0.46	334 326	C C	0.47 0.46
CR 468 (Warm Springs Avenue) to SR 91/FL's Turnpike	3253210	180077	FDOT	2	Undivided	Urban	D	1,200	1.67%	NB/EB SB/WB	670 * 638 *	C C	0.56 0.53	681 649	C C	0.57 0.54
SR 91/FL's Turnpike to CR 156 (Clay Drain Rd)	3253220	180001	FDOT	2	Divided	Urban	D	1,250	1.00%	NB/EB SB/WB	186 * 194 *	B B	0.15 0.16	188 196	B B	0.15 0.16
CR 156 (Clay Drain Rd) to SR 44	3253230	180001	FDOT	4	Divided	Urban	D	2,100	1.00%	NB/EB SB/WB	186 * 194 *	B B	0.09 0.09	188 196	B B	0.09 0.09
SR 44 to CR 44A	3253240	185016	FDOT	4	Divided	Urban	D	2,000	1.00%	NB/EB SB/WB	795 * 816 *	C C	0.40 0.41	803 824	C C	0.40 0.41
CR 44A to CR 466A (Cleveland Ave)	3253250	180026	FDOT	4	Divided	Urban	D	1,630	1.00%	NB/EB SB/WB	842 * 842 *	D D	0.52 0.52	850 850	D D	0.52 0.52
CR 466A (Cleveland Ave) to CR 462 (S)	32532601	185008	FDOT	4	Divided	Urban	D	2,000	1.02%	NB/EB SB/WB	956 * 956 *	C C	0.48 0.48	966 966	C C	0.48 0.48
CR 462 (S) to CR 462 (N)	3253270	180002	FDOT	4	Divided	Urban	D	2,000	1.17%	NB/EB SB/WB	995 * 956 *	C C	0.50 0.48	1,006 967	C C	0.50 0.48
CR 462 (N) to CR 222	3253280	180002	FDOT	4	Divided	Urban	D	2,000	1.17%	NB/EB SB/WB	995 * 956 *	C C	0.50 0.48	1,006 967	C C	0.50 0.48
CR 222 to CR 472	3253290	180206	FDOT	4	Divided	Urban	D	2,000	1.00%	NB/EB SB/WB	879 * 1,114 *	C C	0.44 0.56	888 1,125	C C	0.44 0.56
CR 472 to CR 466	32533001	180210	FDOT	4	Divided	Urban	D	2,000	1.45%	NB/EB SB/WB	1,109 * 1,224 *	C C	0.55 0.61	1,125 1,242	C C	0.56 0.62

Source: 2014/2015 Sumter County Transportation Management System (TMS) Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database

*Peak hour directional volumes were obtained from FDOT 2020 Historical AADT Reports (15% reduction applied) or Synopsis Reports

**Peak hour directional volumes were obtained from PM peak hour turning movement counts collected by TMC in 2021

***Peak hour directional volumes were obtained from 24-hour counts collected by TMC in 2021

Table 2
Existing Roadway Segment Capacity Analysis – PM Peak Hour

Roadway Segment	Seg ID	Station ID	Count Source	# of Lns	Median Type	Area Type	LOS Std	PH Dir Cap	AGR %	Dir	2020 Conditions			Existing Conditions		
											Vol	LOS	V/C	Vol	LOS	V/C
Buena Vista Blvd																
CR 466A to St Charles Pl	6000005	314	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	1,061 956	D D	0.72 0.65	1,072 966	D D	0.73 0.66
St Charles Pl to Odell Cir S End	60000051	311	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	729 716	D D	0.50 0.49	736 723	D D	0.50 0.49
Odell Cir S End to Bonita Blvd	60000052	308	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	570 586	C C	0.39 0.40	576 592	C C	0.39 0.40
Bonita Blvd to Odell Cir N End	60000053	305	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	637 702	C D	0.43 0.48	643 709	C D	0.44 0.48
Odell Cir N End to Stillwater Tr	60000054	302	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	1,025 1,116	D D	0.70 0.76	1,035 1,127	D D	0.71 0.77
Stillwater Tr to Ternberry Forest Dr	60000055	299	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	833 936	D D	0.57 0.64	841 945	D D	0.57 0.64
Ternberry Forest Dr to CR 472 (Rainey Tr)	60000056	295	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	978 1,026	D D	0.67 0.70	988 1,036	D D	0.67 0.71
CR 472 (Rainey Tr) to Belvedere Blvd	3300000	292	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	940 922	D D	0.64 0.63	949 931	D D	0.65 0.63
Belvedere Blvd to Tall Trees Ln	33000001	289	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	941 895	D D	0.64 0.61	950 904	D D	0.65 0.62
Tall Trees Ln to Laurel Manor Dr	33000002	10	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	878 851	D D	0.60 0.58	887 860	D D	0.60 0.59
Laurel Manor Dr to CR 466	33000003	283	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	989 803	D D	0.67 0.55	999 811	D D	0.68 0.55
CR 466 to Saddlebrook Ln	50000101	149	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	996 939	D D	0.68 0.64	1,006 948	D D	0.69 0.65
Saddlebrook Ln to El Camino Real	50000102	352	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	990 920	D D	0.67 0.63	1,000 929	D D	0.68 0.63
CR 44A																
SR 44(W) to CR 213	35281102	8	SC	2	Undivided	Urban	D	1,190	1.00%	NB/EB SB/WB	68 106	B B	0.06 0.09	69 107	B B	0.06 0.09
CR 462																
CR 229 to CR 223	3542120	356	SC	2	Undivided	Urban	D	1,190	1.00%	NB/EB SB/WB	65 113	B B	0.05 0.09	66 114	B B	0.06 0.10
CR 223 to CR 209	3542130	13	SC	2	Undivided	Urban	D	1,190	1.00%	NB/EB SB/WB	120 210	B B	0.10 0.18	121 212	B B	0.10 0.18
CR 209 to US 301/SR 35	3542150	14	SC	2	Undivided	Urban	D	1,190	1.00%	NB/EB SB/WB	104 247	B B	0.09 0.21	105 249	B B	0.09 0.21
US 301/ SR 35 to CR 131	3541110	15	SC	2	Undivided	Urban	F	1,640	1.21%	NB/EB SB/WB	397 635	B C	0.24 0.39	402 643	B C	0.25 0.39
CR 131 to CR 121	35411101	15	SC	2	Undivided	Urban	F	1,640	1.21%	NB/EB SB/WB	397 635	B C	0.24 0.39	402 643	B C	0.25 0.39
CR 121 to CR 134	35411102	17	SC	2	Undivided	Urban	F	1,640	1.00%	NB/EB SB/WB	644 495	C B	0.39 0.30	650 500	C B	0.40 0.30
CR 134 to CR 466A	35411103	17	SC	2	Undivided	Urban	F	1,640	1.00%	NB/EB SB/WB	644 495	C B	0.39 0.30	650 500	C B	0.40 0.30
CR 466																
CR 209 to US 301/SR 35	3537130	20	SC	2	Divided	Urban	D	713	1.00%	NB/EB SB/WB	282 484	C D	0.40 0.68	285 489	C D	0.40 0.69
US 301/ SR 35 to CR 105	3537140	22	SC	4	Divided	Urban	D	1,800	1.00%	NB/EB SB/WB	1,067 1,299	C C	0.59 0.72	1,078 1,312	C C	0.60 0.73
CR 105 to CR 103	35371401	25	SC	4	Divided	Urban	D	1,800	1.00%	NB/EB SB/WB	848 1,000	C C	0.47 0.56	856 1,010	C C	0.48 0.56
CR 103 to CR 101	3537150	28	SC	4	Divided	Urban	D	1,800	1.00%	NB/EB SB/WB	1,099 1,257	C C	0.61 0.70	1,110 1,270	C C	0.62 0.71
CR 101 to Buena Vista Blvd	3537180	31	SC	4	Divided	Urban	D	1,800	1.00%	NB/EB SB/WB	1,248 1,434	C C	0.69 0.80	1,260 1,448	C C	0.70 0.80
Buena Vista Blvd to Morse Blvd	3537160	34	SC	4	Divided	Urban	D	1,800	1.00%	NB/EB SB/WB	992 1,138	C C	0.55 0.63	1,002 1,149	C C	0.56 0.64
Morse Blvd to CR 100/ Lake County Line	3537170	37	SC	4	Divided	Urban	D	1,800	1.00%	NB/EB SB/WB	1,200 1,027	C C	0.67 0.57	1,212 1,037	C C	0.67 0.58
CR 466A																
US 301/SR 35 to CR 462/Powell Rd	3533100	40	SC	2	Divided	Urban	D	825	1.00%	NB/EB SB/WB	479 495	D D	0.58 0.60	484 500	D D	0.59 0.61
CR 462/Powell Rd to C-133 (NE 57th Dr)	35331101	41	SC	4	Divided	Urban	D	1,900	1.00%	NB/EB SB/WB	1,071 1,129	C C	0.56 0.59	1,082 1,140	C C	0.57 0.60
C-133 (NE 57th Dr) to Buena Vista Blvd	35331102	43	SC	4	Divided	Urban	D	1,900	1.19%	NB/EB SB/WB	1,222 1,285	C C	0.64 0.68	1,237 1,300	C C	0.65 0.68
Buena Vista Blvd to Canal St	35331103	46	SC	4	Divided	Urban	D	1,900	1.00%	NB/EB SB/WB	806 917	C C	0.42 0.48	814 926	C C	0.43 0.49
Canal St to Morse Blvd	35331104	46	SC	4	Divided	Urban	D	1,900	1.00%	NB/EB SB/WB	806 917	C C	0.42 0.48	814 926	C C	0.43 0.49
CR 472																
US 301/SR 35 to CR 117	3543100	66	SC	2	Undivided	Urban	D	713	1.00%	NB/EB SB/WB	276 200	C C	0.39 0.28	279 202	C C	0.39 0.28
CR 117 to Lynn Haven Ln	35431101	800	SC	2	Undivided	Urban	D	713	1.00%	NB/EB SB/WB	271 372	C D	0.38 0.52	274 376	C D	0.38 0.53
Lynn Haven Ln to Buena Vista Blvd	35431102	67	SC	2	Undivided	Urban	D	675	1.00%	NB/EB SB/WB	329 267	C C	0.49 0.40	332 270	C C	0.49 0.40

Table 2
Existing Roadway Segment Capacity Analysis – PM Peak Hour (Continued)

Roadway Segment	Seg ID	Station ID	Count Source	# of Lns	Median Type	Area Type	LOS Std	PH Dir	AGR %	Dir	2020 Conditions			Existing Conditions		
											Vol	LOS	V/C	Vol	LOS	V/C
CR 209																
CR 232 to CR 462 E	5080	--	TMC	2	Undivided	Urban	D	525	1.00%	NB/EB SB/WB	-- --	-- --	-- --	36 ** 23 **	C C	0.07 0.04
CR 462 E to CR 216	3248105	--	TMC	2	Undivided	Urban	D	616	1.00%	NB/EB SB/WB	-- --	-- --	-- --	89 ** 41 **	C C	0.14 0.07
CR 216 to CR 466	3248102	--	TMC	2	Undivided	Urban	D	525	1.00%	NB/EB SB/WB	-- --	-- --	-- --	89 ** 41 **	C C	0.17 0.08
CR 221																
CR 44A to CR 462 E	--	--	TMC	2	Undivided	Urban	D	675	1.00%	NB/EB SB/WB	-- --	-- --	-- --	64 ** 69 **	C C	0.10 0.10
CR 229																
CR 462 to CR 466	3245110	--	TMC	2	Undivided	Urban	D	1,190	1.00%	NB/EB SB/WB	-- --	-- --	-- --	154 *** 114 ***	B B	0.13 0.10
CR 232																
CR 221 to US 301/SR 35	--	--	TMC	2	Undivided	Urban	D	675	1.00%	NB/EB SB/WB	-- --	-- --	-- --	11 ** 12 **	C C	0.02 0.02
Morse Blvd N																
CR 466A to Odell Cir (S)	59999951	182	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	1,086 1,054	D D	0.74 0.72	1,097 1,065	D D	0.75 0.73
Odell Cir (S) to Bonita Blvd	59999952	176	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	673 685	D D	0.46 0.47	680 692	D D	0.46 0.47
Bonita Blvd to Odell Cir (N)	59999953	170	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	562 565	C C	0.38 0.39	568 571	C C	0.39 0.39
Odell Cir (N) to Stillwater Tr	59999954	164	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	707 701	D D	0.48 0.48	714 708	D D	0.49 0.48
Stillwater Tr to CR 466	59999955	158	SC	4	Divided	Urban	D	1,467	1.00%	NB/EB SB/WB	1,224 1,262	D D	0.83 0.86	1,236 1,275	D D	0.84 0.87
US 301/SR 35																
CR 514 to CR 468 (Warm Springs Avenue)	3253200	180041	FDOT	2	Undivided	Urban	D	704	1.00%	NB/EB SB/WB	380 * 390 *	C C	0.54 0.55	384 393	C C	0.55 0.56
CR 468 (Warm Springs Avenue) to SR 91/FL's Turnpike	3253210	180077	FDOT	2	Undivided	Urban	D	1,200	1.67%	NB/EB SB/WB	751 * 789 *	C C	0.63 0.66	763 802	C C	0.64 0.67
SR 91/FL's Turnpike to CR 156 (Clay Drain Rd)	3253220	180001	FDOT	2	Divided	Urban	D	1,250	1.00%	NB/EB SB/WB	228 * 219 *	B B	0.18 0.17	230 221	B B	0.18 0.18
CR 156 (Clay Drain Rd) to SR 44	3253230	180001	FDOT	4	Divided	Urban	D	2,100	1.00%	NB/EB SB/WB	228 * 219 *	B B	0.11 0.10	230 221	B B	0.11 0.11
SR 44 to CR 44A	3253240	185016	FDOT	4	Divided	Urban	D	2,000	1.00%	NB/EB SB/WB	1,004 * 919 *	C C	0.50 0.46	1,014 928	C C	0.51 0.46
CR 44A to CR 466A (Cleveland Ave)	3253250	180026	FDOT	4	Divided	Urban	D	1,630	1.00%	NB/EB SB/WB	990 * 990 *	D D	0.61 0.61	1,000 1,000	D D	0.61 0.61
CR 466A (Cleveland Ave) to CR 462 (S)	32532601	185008	FDOT	4	Divided	Urban	D	2,000	1.02%	NB/EB SB/WB	1,125 * 1,125 *	C C	0.56 0.56	1,136 1,136	C C	0.57 0.57
CR 462 (S) to CR 462 (N)	3253270	180002	FDOT	4	Divided	Urban	D	2,000	1.17%	NB/EB SB/WB	1,125 * 1,170 *	C C	0.56 0.59	1,138 1,184	C C	0.57 0.59
CR 462 (N) to CR 222	3253280	180002	FDOT	4	Divided	Urban	D	2,000	1.17%	NB/EB SB/WB	1,125 * 1,170 *	C C	0.56 0.59	1,138 1,184	C C	0.57 0.59
CR 222 to CR 472	3253290	180206	FDOT	4	Divided	Urban	D	2,000	1.00%	NB/EB SB/WB	1,251 * 944 *	C C	0.63 0.47	1,264 953	C C	0.63 0.48
CR 472 to CR 466	32533001	180210	FDOT	4	Divided	Urban	D	2,000	1.45%	NB/EB SB/WB	1,440 * 1,305 *	C C	0.72 0.65	1,461 1,324	C C	0.73 0.66

Source: 2014/2015 Sumter County Transportation Management System (TMS) Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database

*Peak hour directional volumes were obtained from FDOT 2020 Historical AADT Reports or Synopsis Reports

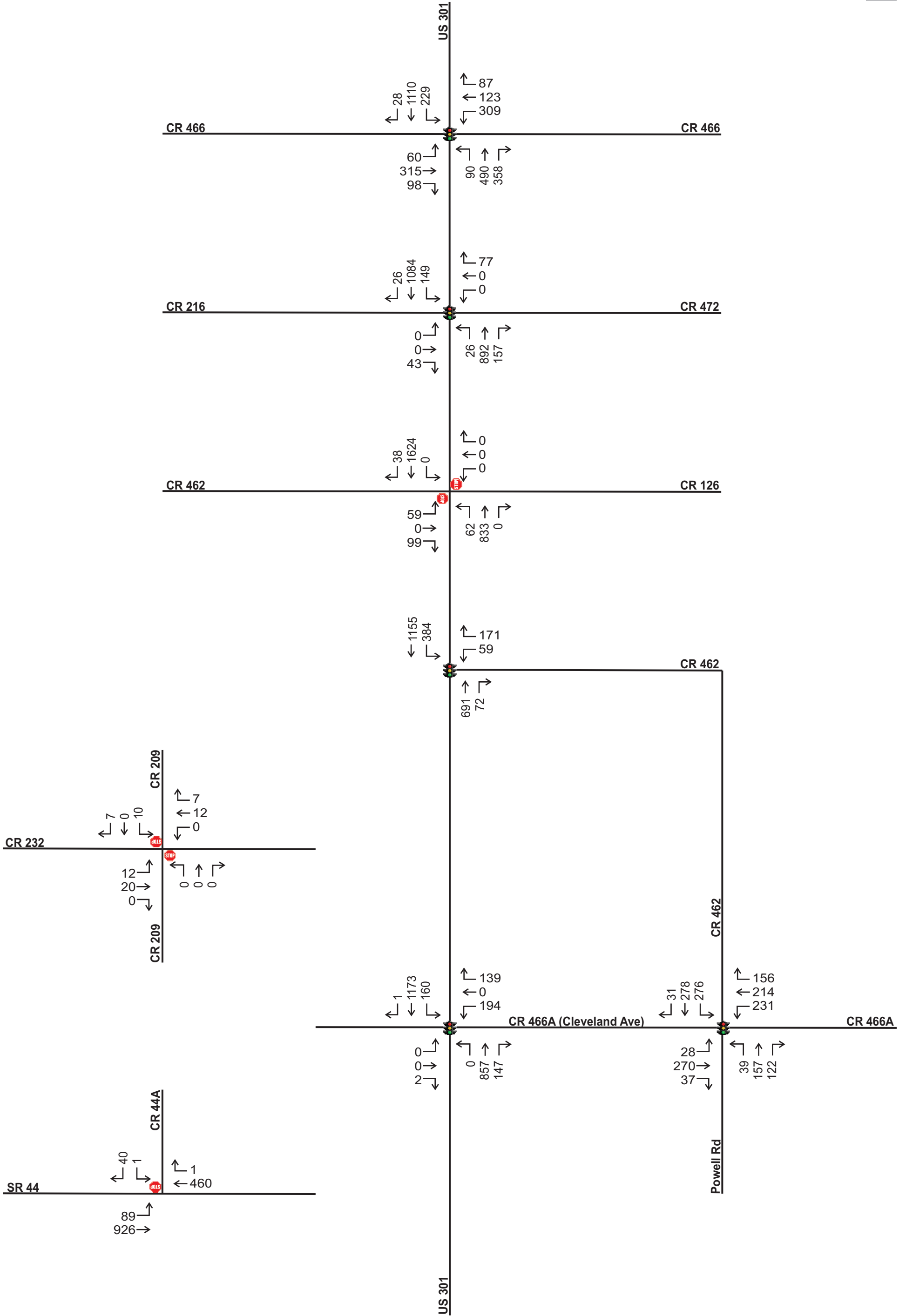
**Peak hour directional volumes were obtained from PM peak hour turning movement counts collected by TMC in 2021

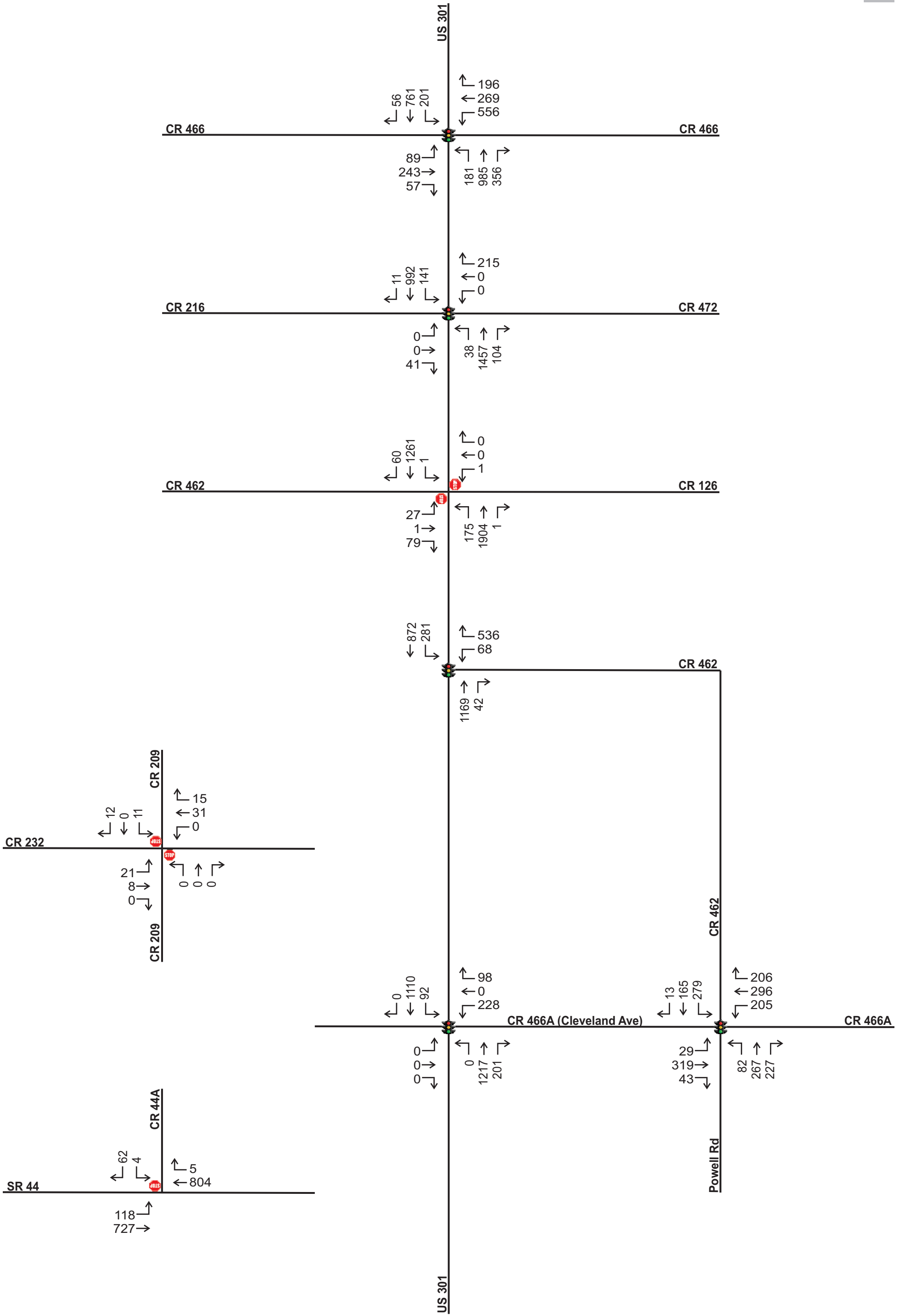
***Peak hour directional volumes were obtained from 24-hour counts collected by TMC in 2021

The existing conditions analysis indicates that all the study roadway segments currently operate within the adopted LOS during the AM and PM peak hours.

2.2 Intersection Capacity Analysis

An intersection capacity analysis was conducted using *Synchro* software and methods of the *Highway Capacity Manual, 6th Edition (HCM)*. The analysis was performed using existing intersection geometry, existing intersection control, and turning movement volumes during the AM and PM peak hours. Existing intersection turning movement counts were collected by TMC on July 22, July 27, and August 31, 2021. Traffic counts taken during the off-peak season were adjusted using appropriate seasonal factors obtained from FDOT *2019 Peak Season Factor Category Report* for Sumter County. The raw turning movement counts, and the *2019 Peak Season Factor Category Report* used in the analysis are included in **Appendix F**. The existing AM and PM peak hour intersection volumes are displayed in **Figure 2** and **Figure 3**, respectively.





A summary of the intersection capacity analysis is shown in **Table 3**. Detailed *HCM* analysis worksheets and signal timing sheets are included in **Appendix G**. The unsignalized intersection of US 301 and CR 462/CR 126 currently experiences high delay on the stop-controlled eastbound and westbound approaches. The remaining study intersections currently operate at an adequate overall LOS.

Table 3
Existing Intersection Capacity Analysis

Intersection	Traffic Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 & CR 466	Signal	AM	53.9	D	60.8	E	39.4	D	42.4	D	46.1	D
		PM	56.1	E	169.4	F	42.5	D	38.8	D	76.5	E
US 301 & CR 472/CR 216	Signal	AM	25.3	C	28.4	C	14.4	B	11.7	B	13.5	B
		PM	31.8	C	41.1	D	23.4	C	13.3	B	20.6	C
US 301 & CR 462/CR 126	TWSC	AM	278.7	F	0.0	A	17.4	C	0.0	A	--	--
		PM	106.8	F	217.1	F	16.8	C	17.8	C	--	--
US 301 & CR 462	Signal	AM	N/A	N/A	21.8	C	13.6	B	12.2	B	13.2	B
		PM	N/A	N/A	78.9	E	19.2	B	24.8	C	29.1	C
CR 209 & CR 232	TWSC	AM	7.3	A	0.0	A	0.0	A	8.8	A	--	--
		PM	7.4	A	0.0	A	0.0	A	9.0	A	--	--
US 301 & CR 466A (Cleveland Ave)	Signal	AM	22.2	C	26.3	C	17.9	B	10.7	B	15.1	B
		PM	0.0	A	37.5	D	17.9	B	9.1	A	16.0	B
CR 466A & CR 139/CR 462	Signal	AM	30.4	C	25.1	C	18.7	B	15.8	B	22.0	C
		PM	31.5	C	25.7	C	21.4	C	17.4	B	23.8	C
SR 44 & CR 44A	TWSC	AM	8.7	A	0.0	A	N/A	N/A	10.6	B	--	--
		PM	10.5	B	0.0	A	N/A	N/A	14.8	B	--	--

TWSC: Two-Way Stop Control. Worst movement delay reported at TWSC intersections

N/A: Movements not applicable

"--" Delay and/or LOS not established. Delay expressed in seconds/vehicle

3.0 PROJECT TRAFFIC

3.1 Trip Generation

A trip generation analysis was performed for the proposed development using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. Pass-by rates were based on Sumter County TIA Guidelines, which are limited to 20%. Internal Capture was calculated based on ITE *Trip Generation Manual, 3rd Edition*. The resulting trip generation analysis is summarized in **Table 4**. ITE information sheets and internal capture calculation spreadsheets are provided in **Appendix H**.

Table 4
Trip Generation Analysis

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	736 DU	8.86	6,521	0.72	530	133	397	0.94	692	436	256
220	Multi-Family Residential (Townhouses)	224 DU	7.38	1,653	0.46	103	24	79	0.54	121	76	45
221	Multi-Family Residential (Apartments)	300 DU	5.44	1,632	0.36	108	28	80	0.44	132	81	51
820	Retail/Commercial	162,000 KSF	51.52	8,346	0.94	152	94	58	4.79	776	372	404
<i>Total Trip Generation</i>				18,152		893	279	614		1,721	965	756
<i>Internal Capture (12% Daily; 3.5% AM; 12% PM)</i>				1,177		26	6	19		113	71	42
<i>Pass-by Retail (20%)</i>				1,469		29	18	11		137	65	71
Net New External Trips				15,506		838	254	583		1,471	828	643

Source: Trip generation analysis is based on ITE Trip Generation Manual, 10th Edition

ITE regression equations are used when R-squared is greater than 0.75 or number of studies ≥20

Internal Capture was calculated based on ITE Trip Generation Manual, 3rd Edition and provided in the Attachments

Daily internal capture was based on the average for AM (3.5%) and PM (20.5%) calculated values. PM internal capture was limited to 12%

Pass-by rates are based on Sumter County TIA Guidelines (Max 20%)

The proposed development is projected to generate 15,506 daily external trips, of which 838 trips occur during the AM peak hour and 1,471 trips occur during the PM peak hour.

3.2 Trip Distribution

A trip distribution pattern was initially estimated using the recently adopted *Central Florida Regional Planning Model (CFRPM) Version 7.0*. However, most of Twisted Oaks Pointe's residents are expected to work at The Villages due to its proximity to the project. Therefore, the model distribution was manually adjusted based on local knowledge, professional engineering judgement, and the location of Twisted Oaks Pointe with respect to The Villages to accurately reflect prevailing travel patterns in the vicinity of the site and the surrounding transportation network. The adjusted trip distribution is presented in **Figure 4**, and the raw model plots are included in **Appendix I**.



Twisted Oaks Pointe
21101 v2.1

4

4.0 PROJECTED CONDITIONS ANALYSIS

An analysis of projected conditions was conducted to determine the impact of the proposed mixed-use development on the study roadway segments, the study intersections, and the proposed site access driveways. The project buildout year for the analysis is 2027.

4.1 Planned and Programmed Improvements

Lake-Sumter Metropolitan Planning Organization (LSMPO) 2045 Long Range Transportation Plan and *LSMPO Transportation Improvement Program (TIP)* were reviewed. No funded roadway or intersection improvements were identified in the published information within the study area.

4.2 Roadway Segment Capacity Analysis

Projected traffic on the study roadway segments is composed of background traffic and the project-generated trips. Background traffic is a combination of traffic growth at the project buildout and vested trips. Traffic growth at the project buildout was estimated based on annual growth rates derived from historical AADT available on the FTO database or 2020 *Sumter County Annual Traffic Counts*. A minimum of 1% annual growth rate was applied to roadway segments for which minimal or no growth was detected.

Vested trips are those generated by seven (7) approved developments within the study area, provided by Sumter County. These developments include Turkey Run, Triumph South, Oxford Crossings, Parkview at Brownwood, Wildwood Residential, Wildwood Cottages, and Villas at Wildwood. Relevant vested trip data used in the analysis is provided in **Appendix J**.

The project trips were assigned to the study roadway segments based on the project's trip generation and trip distribution pattern. Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study roadway segments to their capacities and service volumes. **Table 5** and **Table 6** summarize the projected roadway segment capacity analysis under the projected conditions for the AM and PM peak hours, respectively.

Table 5
Projected Roadway Segment Capacity Analysis - AM Peak Hour

Roadway Segment	# of Lns	LOS Std	PH Dir Cap	AGR %	Dir	Vested Trips	2027 Backg'd			Project		Projected Conditions			
							Vol	LOS	V/C	Dist	Trips	Vol	LOS	V/C	
Buena Vista Blvd															
CR 466A to St Charles Pl	4	D	1,467	1.00%	NB/EB SB/WB	11 10	1,259 1,008	D D	0.86 0.69	20%	117 51	1,376 1,059	D D	0.94 0.72	
St Charles Pl to Odell Cir S End	4	D	1,467	1.00%	NB/EB SB/WB	0 0	776 755	D D	0.53 0.51	20%	117 51	893 806	D D	0.61 0.55	
Odell Cir S End to Bonita Blvd	4	D	1,467	1.00%	NB/EB SB/WB	0 0	679 592	D C	0.46 0.40	20%	117 51	796 643	D C	0.54 0.44	
Bonita Blvd to Odell Cir N End	4	D	1,467	1.00%	NB/EB SB/WB	0 0	713 758	D D	0.49 0.52	15%	88 38	801 796	D D	0.55 0.54	
Odell Cir N End to Stillwater Tr	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,112 1,258	D D	0.76 0.86	10%	58 25	1,170 1,283	D D	0.80 0.87	
Stillwater Tr to Ternberry Forest Dr	4	D	1,467	1.00%	NB/EB SB/WB	0 0	950 836	D D	0.65 0.57	5%	29 13	979 849	D D	0.67 0.58	
Ternberry Forest Dr to CR 472 (Rainey Tr)	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,013 1,119	D D	0.69 0.76	5%	29 13	1,042 1,132	D D	0.71 0.77	
CR 472 (Rainey Tr) to Belvedere Blvd	4	D	1,467	1.00%	NB/EB SB/WB	0 0	912 919	D D	0.62 0.63	15%	88 38	1,000 957	D D	0.68 0.65	
Belvedere Blvd to Tall Trees Ln	4	D	1,467	1.00%	NB/EB SB/WB	0 0	939 898	D D	0.64 0.61	15%	88 38	1,027 936	D D	0.70 0.64	
Tall Trees Ln to Laurel Manor Dr	4	D	1,467	1.00%	NB/EB SB/WB	0 0	898 934	D D	0.61 0.64	15%	88 38	986 972	D D	0.67 0.66	
Laurel Manor Dr to CR 466	4	D	1,467	1.00%	NB/EB SB/WB	0 0	892 817	D D	0.61 0.56	15%	88 38	980 855	D D	0.67 0.58	
CR 466 to Saddlebrook Ln	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,052 1,006	D D	0.72 0.69	10%	58 25	1,110 1,031	D D	0.76 0.70	
Saddlebrook Ln to El Camino Real	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,035 1,038	D D	0.71 0.71	10%	58 25	1,093 1,063	D D	0.75 0.72	
CR 44A															
SR 44(W) to CR 213	2	D	1,467	1.00%	NB/EB SB/WB	13 11	91 49	B B	0.06 0.03	5%	13 29	104 78	B B	0.07 0.05	
CR 462															
CR 229 to CR 223	2	D	1,190	1.00%	NB/EB SB/WB	0 0	100 34	B B	0.08 0.03	3%	8 18	108 52	B B	0.09 0.04	
CR 223 to CR 209	2	D	1,190	1.00%	NB/EB SB/WB	0 0	203 119	B B	0.17 0.10	5%	13 29	216 148	B B	0.18 0.12	
CR 209 to CR 462/ CR 462 (Realigned)	2	D	1,190	1.00%	NB/EB SB/WB	0 0	0 0	-- --	-- --	10%	25 58	217 * 177 *	B B	0.18 0.15	
CR 462/ CR 462 (Realigned) to Roundabout	2	D	825	1.00%	NB/EB SB/WB	0 0	0 0	-- --	-- --	5%	13 29	328 * 213 *	C C	0.40 0.26	
Roundabout to US 301/ SR 35	4	D	1,790	1.00%	NB/EB SB/WB	0 0	0 0	-- --	-- --	85%	496 216	729 * 402 *	C C	0.41 0.22	
US 301/ SR 35 to CR 131	2	F	1,640	1.21%	NB/EB SB/WB	33 47	493 541	B B	0.30 0.33	30%	175 76	668 617	C C	0.41 0.38	
CR 131 to CR 121	2	F	1,640	1.21%	NB/EB SB/WB	0 0	460 494	B B	0.28 0.30	30%	175 76	635 570	C B	0.39 0.35	
CR 121 to CR 134	2	F	1,640	1.00%	NB/EB SB/WB	8 28	496 720	B C	0.30 0.44	30%	175 76	671 796	C C	0.41 0.49	
CR 134 to CR 466A	2	F	1,640	1.00%	NB/EB SB/WB	193 139	682 831	C C	0.42 0.51	30%	175 76	857 907	C D	0.52 0.55	
CR 466															
CR 209 to US 301/SR 35	2	D	713	1.00%	NB/EB SB/WB	28 38	450 296	D C	0.63 0.41	5%	29 13	479 309	D C	0.67 0.43	
US 301/ SR 35 to CR 105	4	D	1,800	1.00%	NB/EB SB/WB	41 31	1,195 1,122	C C	0.66 0.62	10%	58 25	1,253 1,147	C C	0.70 0.64	
CR 105 to CR 103	4	D	1,800	1.00%	NB/EB SB/WB	0 0	975 798	C C	0.54 0.44	10%	58 25	1,033 823	C C	0.57 0.46	
CR 103 to CR 101	4	D	1,800	1.00%	NB/EB SB/WB	0 0	1,107 1,274	C C	0.62 0.71	10%	58 25	1,165 1,299	C C	0.65 0.72	
CR 101 to Buena Vista Blvd	4	D	1,800	1.00%	NB/EB SB/WB	0 0	1,215 1,386	C C	0.68 0.77	10%	58 25	1,273 1,411	C C	0.71 0.78	
Buena Vista Blvd to Morse Blvd	4	D	1,800	1.00%	NB/EB SB/WB	0 0	1,005 1,104	C C	0.56 0.61	15%	88 38	1,093 1,142	C C	0.61 0.63	
Morse Blvd to CR 100/ Lake County Line	4	D	1,800	1.00%	NB/EB SB/WB	0 0	1,238 1,154	C C	0.69 0.64	15%	88 38	1,326 1,192	C C	0.74 0.66	

Table 5
Projected Roadway Segment Capacity Analysis - AM Peak Hour (Continued)

Roadway Segment	# of Lns	LOS Std	PH Dir Cap	AGR %	Dir	Vested Trips	2027 Backg'd			Project		Projected Conditions			
							Vol	LOS	V/C	Dist	Trips	Vol	LOS	V/C	
CR 466A															
US 301/SR 35 to CR 462/Powell Rd	2	D	825	1.00%		NB/EB	102	606	D	0.73	15%	88	694	D	0.84
						SB/WB	120	613	D	0.74		38	651	D	0.79
CR 462/Powell Rd to C-133 (NE 57th Dr)	4	D	1,900	1.00%		NB/EB	103	1,257	C	0.66	40%	233	1,490	C	0.78
						SB/WB	78	1,278	C	0.67		102	1,380	C	0.73
C-133 (NE 57th Dr) to Buena Vista Blvd	4	D	1,900	1.19%		NB/EB	28	1,345	C	0.71	40%	233	1,578	C	0.83
						SB/WB	28	1,452	C	0.76		102	1,554	C	0.82
Buena Vista Blvd to Canal St	4	D	1,900	1.00%		NB/EB	13	891	C	0.47	20%	117	1,008	C	0.53
						SB/WB	13	990	C	0.52		51	1,041	C	0.55
Canal St to Morse Blvd	4	D	1,900	1.00%		NB/EB	0	878	C	0.46	20%	117	995	C	0.52
						SB/WB	0	976	C	0.51		51	1,027	C	0.54
CR 472															
US 301/SR 35 to CR 117	2	D	713	1.00%		NB/EB	20	449	D	0.63	20%	117	566	D	0.79
						SB/WB	86	233	C	0.33		51	284	C	0.40
CR 117 to Lynn Haven Ln	2	D	713	1.00%		NB/EB	0	500	D	0.70	20%	117	617	D	0.87
						SB/WB	0	226	C	0.32		51	277	C	0.39
Lynn Haven Ln to Buena Vista Blvd	2	D	675	1.00%		NB/EB	0	506	D	0.75	20%	117	623	D	0.92
						SB/WB	0	153	C	0.23		51	204	C	0.30
CR 209															
CR 232 to CR 462 E	2	D	525	1.00%		NB/EB	0	20	C	0.04	5%	29	49	C	0.09
						SB/WB	0	18	C	0.03		13	31	C	0.06
CR 462 E to CR 216	2	D	616	1.00%		NB/EB	0	58	C	0.09	5%	29	87	C	0.14
						SB/WB	0	87	C	0.14		13	100	C	0.16
CR 216 to CR 466	2	D	525	1.00%		NB/EB	0	58	C	0.11	5%	29	87	C	0.17
						SB/WB	0	87	C	0.17		13	100	C	0.19
CR 221															
CR 44A to CR 462 E	2	D	675	1.00%		NB/EB	0	48	C	0.07	5%	13	61	C	0.09
						SB/WB	0	58	C	0.09		29	87	C	0.13
CR 229															
CR 462 to CR 466	2	D	1,190	1.00%		NB/EB	0	143	B	0.12	5%	29	172	B	0.14
						SB/WB	0	149	B	0.13		13	162	B	0.14
CR 232															
CR 221 to US 301/SR 35	2	D	675	1.00%		NB/EB	0	11	C	0.02	5%	13	24	C	0.03
						SB/WB	0	7	C	0.01		29	36	C	0.05
Morse Blvd N															
CR 466A to Odell Cir (S)	4	D	1,467	1.00%		NB/EB	0	1,136	D	0.77	16%	93	1,229	D	0.84
						SB/WB	0	1,196	D	0.82		41	1,237	D	0.84
Odell Cir (S) to Bonita Blvd	4	D	1,467	1.00%		NB/EB	0	719	D	0.49	16%	93	812	D	0.55
						SB/WB	0	718	D	0.49		41	759	D	0.52
Bonita Blvd to Odell Cir (N)	4	D	1,467	1.00%		NB/EB	0	606	C	0.41	12%	70	676	D	0.46
						SB/WB	0	604	C	0.41		31	635	C	0.43
Odell Cir (N) to Stillwater Tr	4	D	1,467	1.00%		NB/EB	0	789	D	0.54	8%	47	836	D	0.57
						SB/WB	0	765	D	0.52		20	785	D	0.54
Stillwater Tr to CR 466	4	D	1,467	1.00%		NB/EB	0	1,351	D	0.92	2%	12	1,363	D	0.93
						SB/WB	0	1,346	D	0.92		5	1,351	D	0.92
US 301/SR 35															
CR 514 to CR 468 (Warm Springs Avenue)	2	D	704	1.00%		NB/EB	0	354	C	0.50	5%	13	367	C	0.52
						SB/WB	0	346	C	0.49		29	375	C	0.53
CR 468 (Warm Springs Avenue) to SR 91/FL's Turnpike	2	D	1,200	1.67%		NB/EB	0	750	C	0.62	5%	13	763	C	0.64
						SB/WB	0	714	C	0.59		29	743	C	0.62
SR 91/FL's Turnpike to CR 156 (Clay Drain Rd)	2	D	1,250	1.00%		NB/EB	0	199	B	0.16	5%	13	212	B	0.17
						SB/WB	0	207	B	0.17		29	236	B	0.19
CR 156 (Clay Drain Rd) to SR 44	4	D	2,100	1.00%		NB/EB	0	199	B	0.09	5%	13	212	B	0.10
						SB/WB	0	207	B	0.10		29	236	B	0.11
SR 44 to CR 44A	4	D	2,000	1.00%		NB/EB	4	855	C	0.43	10%	25	880	C	0.44
						SB/WB	4	878	C	0.44		58	936	C	0.47
CR 44A to CR 466A (Cleveland Ave)	4	D	1,630	1.00%		NB/EB	37	938	D	0.58	10%	25	963	D	0.59
						SB/WB	59	960	D	0.59		58	1,018	D	0.62
CR 466A (Cleveland Ave) to CR 462 (S)	4	D	2,000	1.02%		NB/EB	19	1,044	C	0.52	25%	64	1,108	C	0.55
						SB/WB	15	1,041	C	0.52		146	1,187	C	0.59
CR 462 (S) to CR 462 (N)	4	D	2,000	1.17%		NB/EB	8	1,085	C	0.54	30%	175	1,260	C	0.63
						SB/WB	8	1,043	C	0.52		76	1,119	C	0.56
CR 462 (N) to CR 222	4	D	2,000	1.17%		NB/EB	0	1,077	C	0.54	30%	175	1,252	C	0.63
						SB/WB	0	1,035	C	0.52		76	1,111	C	0.56
CR 222 to CR 472	4	D	2,000	1.00%		NB/EB	0	941	C	0.47	30%	175	1,116	C	0.56
						SB/WB	0	1,193	C	0.60		76	1,269	C	0.63
CR 472 to CR 466	4	D	2,000	1.45%		NB/EB	0	1,223	C	0.61	10%	58	1,281	C	0.64
						SB/WB	0	1,350	C	0.67		25	1,375	C	0.69

Source: 2014/2015 Sumter County Transportation Management System (TMS) Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database
Background traffic includes vested trips from seven (7) committed developments as provided by Sumter County
*Projected directional volumes were obtained from projected turning movement counts at the project buildout

Table 6
Projected Roadway Segment Capacity Analysis - PM Peak Hour

Roadway Segment	# of Lns	LOS Std	PH Dir Cap	AGR %	Dir	Vested Trips	2027 Backg'd			Project		Projected Conditions		
							Vol	LOS	V/C	Dist	Trips	Vol	LOS	V/C
Buena Vista Blvd														
CR 466A to St Charles Pl	4	D	1,467	1.00%	NB/EB SB/WB	26 27	1,162 1,050	D D	0.79 0.72	20%	129 166	1,291 1,216	D D	0.88 0.83
St Charles Pl to Odell Cir S End	4	D	1,467	1.00%	NB/EB SB/WB	0 0	780 767	D D	0.53 0.52	20%	129 166	909 933	D D	0.62 0.64
Odell Cir S End to Bonita Blvd	4	D	1,467	1.00%	NB/EB SB/WB	0 0	610 627	C C	0.42 0.43	20%	129 166	739 793	D D	0.50 0.54
Bonita Blvd to Odell Cir N End	4	D	1,467	1.00%	NB/EB SB/WB	0 0	682 752	D D	0.46 0.51	15%	96 124	778 876	D D	0.53 0.60
Odell Cir N End to Stillwater Tr	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,097 1,195	D D	0.75 0.81	10%	64 83	1,161 1,278	D D	0.79 0.87
Stillwater Tr to Ternberry Forest Dr	4	D	1,467	1.00%	NB/EB SB/WB	0 0	892 1,002	D D	0.61 0.68	5%	32 41	924 1,043	D D	0.63 0.71
Ternberry Forest Dr to CR 472 (Rainey Tr)	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,047 1,098	D D	0.71 0.75	5%	32 41	1,079 1,139	D D	0.74 0.78
CR 472 (Rainey Tr) to Belvedere Blvd	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,006 987	D D	0.69 0.67	15%	96 124	1,102 1,111	D D	0.75 0.76
Belvedere Blvd to Tall Trees Ln	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,007 958	D D	0.69 0.65	15%	96 124	1,103 1,082	D D	0.75 0.74
Tall Trees Ln to Laurel Manor Dr	4	D	1,467	1.00%	NB/EB SB/WB	0 0	940 911	D D	0.64 0.62	15%	96 124	1,036 1,035	D D	0.71 0.71
Laurel Manor Dr to CR 466	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,059 860	D D	0.72 0.59	15%	96 124	1,155 984	D D	0.79 0.67
CR 466 to Saddlebrook Ln	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,066 1,005	D D	0.73 0.69	10%	64 83	1,130 1,088	D D	0.77 0.74
Saddlebrook Ln to El Camino Real	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,060 985	D D	0.72 0.67	10%	64 83	1,124 1,068	D D	0.77 0.73
CR 44A														
SR 44(W) to CR 213	2	D	1,467	1.00%	NB/EB SB/WB	22 25	95 138	B B	0.06 0.09	5%	41 32	136 170	B B	0.09 0.12
CR 462														
CR 229 to CR 223	2	D	1,190	1.00%	NB/EB SB/WB	0 0	70 121	B B	0.06 0.10	3%	25 19	95 140	B B	0.08 0.12
CR 223 to CR 209	2	D	1,190	1.00%	NB/EB SB/WB	0 0	128 225	B B	0.11 0.19	5%	41 32	169 257	B B	0.14 0.22
CR 209 to CR 462/ CR 462 (Realigned)	2	D	1,190	1.00%	NB/EB SB/WB	0 0	0 0	-- --	-- --	10%	83 64	261 * 359 *	B B	0.22 0.30
CR 462/ CR 462 (Realigned) to Roundabout	2	D	825	1.00%	NB/EB SB/WB	0 0	0 0	-- --	-- --	5%	41 32	474 * 532 *	D D	0.57 0.64
Roundabout to US 301/ SR 35	4	D	1,790	1.00%	NB/EB SB/WB	0 0	0 0	-- --	-- --	85%	546 704	866 * 1,144 *	D D	0.48 0.64
US 301/ SR 35 to CR 131	2	F	1,640	1.21%	NB/EB SB/WB	60 49	491 738	B C	0.30 0.45	30%	193 249	684 987	C D	0.42 0.60
CR 131 to CR 121	2	F	1,640	1.21%	NB/EB SB/WB	0 0	431 689	B C	0.26 0.42	30%	193 249	624 938	C D	0.38 0.57
CR 121 to CR 134	2	F	1,640	1.00%	NB/EB SB/WB	27 15	716 545	C B	0.44 0.33	30%	193 249	909 794	D C	0.55 0.48
CR 134 to CR 466A	2	F	1,640	1.00%	NB/EB SB/WB	247 330	936 860	D C	0.57 0.52	30%	193 249	1,129 1,109	D D	0.69 0.68
CR 466														
CR 209 to US 301/SR 35	2	D	713	1.00%	NB/EB SB/WB	54 40	356 558	D D	0.50 0.78	5%	32 41	388 599	D D	0.54 0.84
US 301/ SR 35 to CR 105	4	D	1,800	1.00%	NB/EB SB/WB	44 59	1,186 1,450	C C	0.66 0.81	10%	64 83	1,250 1,533	C C	0.69 0.85
CR 105 to CR 103	4	D	1,800	1.00%	NB/EB SB/WB	0 0	908 1,071	C C	0.50 0.59	10%	64 83	972 1,154	C C	0.54 0.64
CR 103 to CR 101	4	D	1,800	1.00%	NB/EB SB/WB	0 0	1,177 1,346	C C	0.65 0.75	10%	64 83	1,241 1,429	C C	0.69 0.79
CR 101 to Buena Vista Blvd	4	D	1,800	1.00%	NB/EB SB/WB	0 0	1,336 1,535	C C	0.74 0.85	10%	64 83	1,400 1,618	C C	0.78 0.90
Buena Vista Blvd to Morse Blvd	4	D	1,800	1.00%	NB/EB SB/WB	0 0	1,062 1,218	C C	0.59 0.68	15%	96 124	1,158 1,342	C C	0.64 0.75
Morse Blvd to CR 100/ Lake County Line	4	D	1,800	1.00%	NB/EB SB/WB	0 0	1,285 1,100	C C	0.71 0.61	15%	96 124	1,381 1,224	C C	0.77 0.68

Table 6
Projected Roadway Segment Capacity Analysis - PM Peak Hour (Continued)

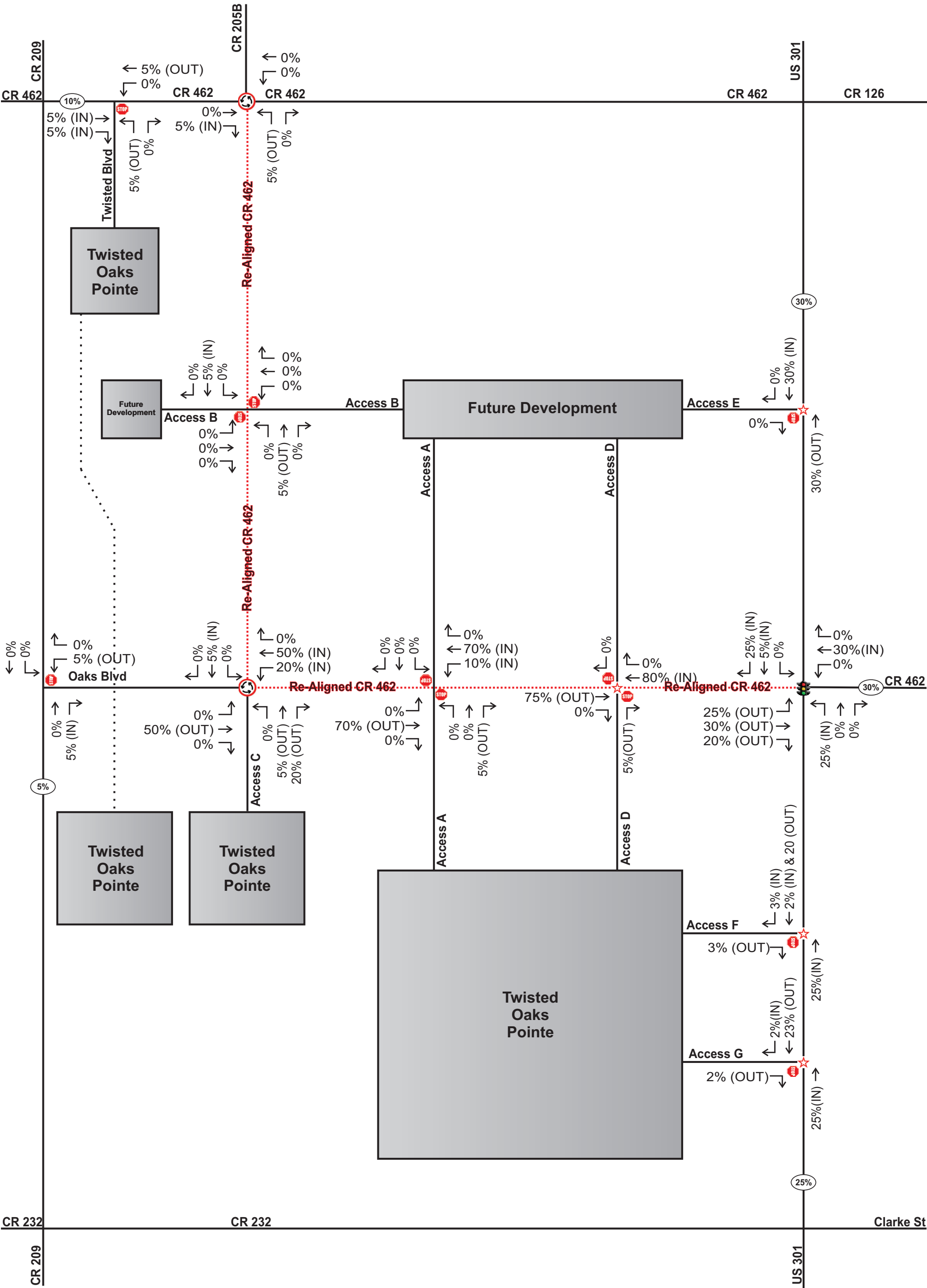
Roadway Segment	# of Lns		LOS	PH Dir	Cap	AGR %	Dir	Vested Trips	2027 Backg'd			Project		Projected Conditions		
	Vol	LOS							V/C	Dist	Trips	Vol	LOS	V/C		
CR 466A																
US 301/SR 35 to CR 462/Powell Rd	2	D	825	1.00%	NB/EB SB/WB	179 172	692 702	D D	0.84 0.85	15%	95 123	787 825	D D	0.95 1.00		
CR 462/Powell Rd to C-133 (NE 57th Dr)	4	D	1,900	1.00%	NB/EB SB/WB	167 181	1,314 1,390	C C	0.69 0.73	40%	257 331	1,571 1,721	C C	0.83 0.91		
C-133 (NE 57th Dr) to Buena Vista Blvd	4	D	1,900	1.19%	NB/EB SB/WB	69 70	1,394 1,463	C C	0.73 0.77	40%	257 331	1,651 1,794	C C	0.87 0.94		
Buena Vista Blvd to Canal St	4	D	1,900	1.00%	NB/EB SB/WB	33 33	896 1,015	C C	0.47 0.53	20%	129 166	1,025 1,181	C C	0.54 0.62		
Canal St to Morse Blvd	4	D	1,900	1.00%	NB/EB SB/WB	0 0	863 982	C C	0.45 0.52	20%	129 166	992 1,148	C C	0.52 0.60		
CR 472																
US 301/SR 35 to CR 117	2	D	713	1.00%	NB/EB SB/WB	123 29	418 243	D C	0.59 0.34	20%	129 166	547 409	D D	0.77 0.57		
CR 117 to Lynn Haven Ln	2	D	713	1.00%	NB/EB SB/WB	0 0	290 398	C D	0.41 0.56	20%	129 166	419 564	D D	0.59 0.79		
Lynn Haven Ln to Buena Vista Blvd	2	D	675	1.00%	NB/EB SB/WB	0 0	352 286	D C	0.52 0.42	20%	129 166	481 452	D D	0.71 0.67		
CR 209																
CR 232 to CR 462 E	2	D	525	1.00%	NB/EB SB/WB	0 0	38 24	C C	0.07 0.05	5%	32 41	70 65	C C	0.13 0.12		
CR 462 E to CR 216	2	D	616	1.00%	NB/EB SB/WB	0 0	94 44	C C	0.15 0.07	5%	32 41	126 85	C C	0.20 0.14		
CR 216 to CR 466	2	D	525	1.00%	NB/EB SB/WB	0 0	94 44	C C	0.18 0.08	5%	32 41	126 85	C C	0.24 0.16		
CR 221																
CR 44A to CR 462 E	2	D	675	1.00%	NB/EB SB/WB	0 0	68 73	C C	0.10 0.11	5%	41 32	109 105	C C	0.16 0.16		
CR 229																
CR 462 to CR 466	2	D	1,190	1.00%	NB/EB SB/WB	0 0	163 121	B B	0.14 0.10	5%	32 41	195 162	B B	0.16 0.14		
CR 232																
CR 221 to US 301/SR 35	2	D	675	1.00%	NB/EB SB/WB	0 0	12 13	C C	0.02 0.02	5%	41 32	53 45	C C	0.08 0.07		
Morse Blvd N																
CR 466A to Odell Cir (S)	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,163 1,128	D D	0.79 0.77	16%	103 133	1,266 1,261	D D	0.86 0.86		
Odell Cir (S) to Bonita Blvd	4	D	1,467	1.00%	NB/EB SB/WB	0 0	721 733	D D	0.49 0.50	16%	103 133	824 866	D D	0.56 0.59		
Bonita Blvd to Odell Cir (N)	4	D	1,467	1.00%	NB/EB SB/WB	0 0	602 605	C C	0.41 0.41	12%	77 99	679 704	D D	0.46 0.48		
Odell Cir (N) to Stillwater Tr	4	D	1,467	1.00%	NB/EB SB/WB	0 0	757 750	D D	0.52 0.51	8%	51 66	808 816	D D	0.55 0.56		
Stillwater Tr to CR 466	4	D	1,467	1.00%	NB/EB SB/WB	0 0	1,310 1,351	D D	0.89 0.92	2%	13 17	1,323 1,368	D D	0.90 0.93		
US 301/SR 35																
CR 514 to CR 468 (Warm Springs Avenue)	2	D	704	1.00%	NB/EB SB/WB	0 0	407 417	C C	0.58 0.59	5%	41 32	448 449	C C	0.64 0.64		
CR 468 (Warm Springs Avenue) to SR 91/FL's Turnpike	2	D	1,200	1.67%	NB/EB SB/WB	0 0	839 882	C C	0.70 0.73	5%	41 32	880 914	C D	0.73 0.76		
SR 91/FL's Turnpike to CR 156 (Clay Drain Rd)	2	D	1,250	1.00%	NB/EB SB/WB	0 0	244 234	B B	0.20 0.19	5%	41 32	285 266	B B	0.23 0.21		
CR 156 (Clay Drain Rd) to SR 44	4	D	2,100	1.00%	NB/EB SB/WB	0 0	244 234	B B	0.12 0.11	5%	41 32	285 266	B B	0.14 0.13		
SR 44 to CR 44A	4	D	2,000	1.00%	NB/EB SB/WB	11 10	1,086 994	C C	0.54 0.50	10%	83 64	1,169 1,058	C C	0.58 0.53		
CR 44A to CR 466A (Cleveland Ave)	4	D	1,630	1.00%	NB/EB SB/WB	89 69	1,149 1,129	D D	0.70 0.69	10%	83 64	1,232 1,193	D D	0.76 0.73		
CR 466A (Cleveland Ave) to CR 462 (S)	4	D	2,000	1.02%	NB/EB SB/WB	39 42	1,245 1,248	C C	0.62 0.62	25%	207 161	1,452 1,409	C C	0.73 0.70		
CR 462 (S) to CR 462 (N)	4	D	2,000	1.17%	NB/EB SB/WB	20 20	1,238 1,287	C C	0.62 0.64	30%	193 249	1,431 1,536	C C	0.72 0.77		
CR 462 (N) to CR 222	4	D	2,000	1.17%	NB/EB SB/WB	0 0	1,218 1,267	C C	0.61 0.63	30%	193 249	1,411 1,516	C C	0.71 0.76		
CR 222 to CR 472	4	D	2,000	1.00%	NB/EB SB/WB	0 0	1,339 1,011	C C	0.67 0.51	30%	193 249	1,532 1,260	C C	0.77 0.63		
CR 472 to CR 466	4	D	2,000	1.45%	NB/EB SB/WB	0 0	1,588 1,439	C C	0.79 0.72	10%	64 83	1,652 1,522	C C	0.83 0.76		

Source: 2014/2015 Sumter County Transportation Management System (TMS) Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database
Background traffic includes vested trips from seven (7) committed developments as provided by Sumter County
*Projected directional volumes were obtained from projected turning movement counts at the project buildout

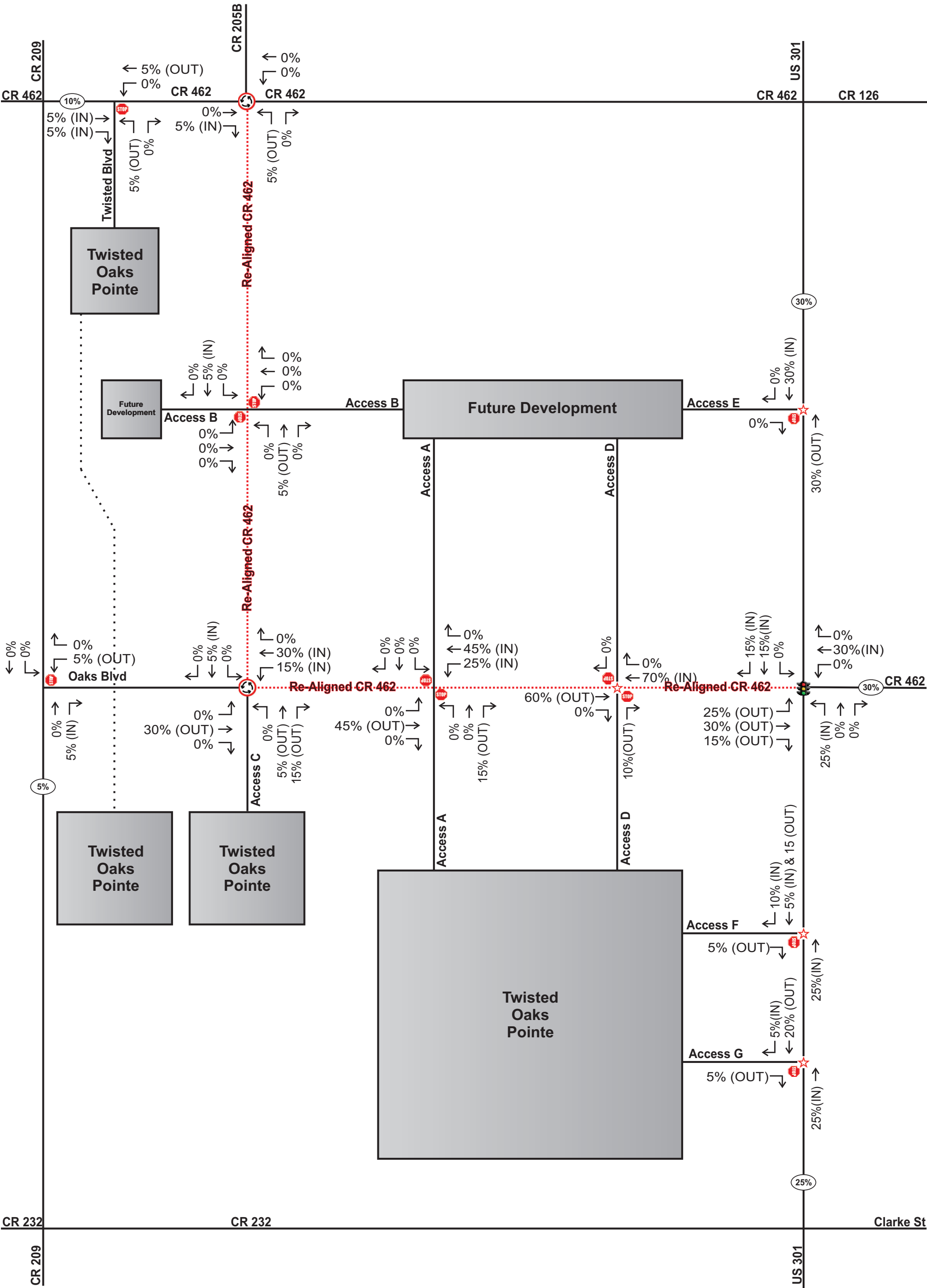
The analysis reveals that all study roadway segments are projected to continue to operate within their adopted capacities at the project buildout. It should be noted that Sumter County has recently adopted LOS F for CR 462 from US 301 to CR 466A.

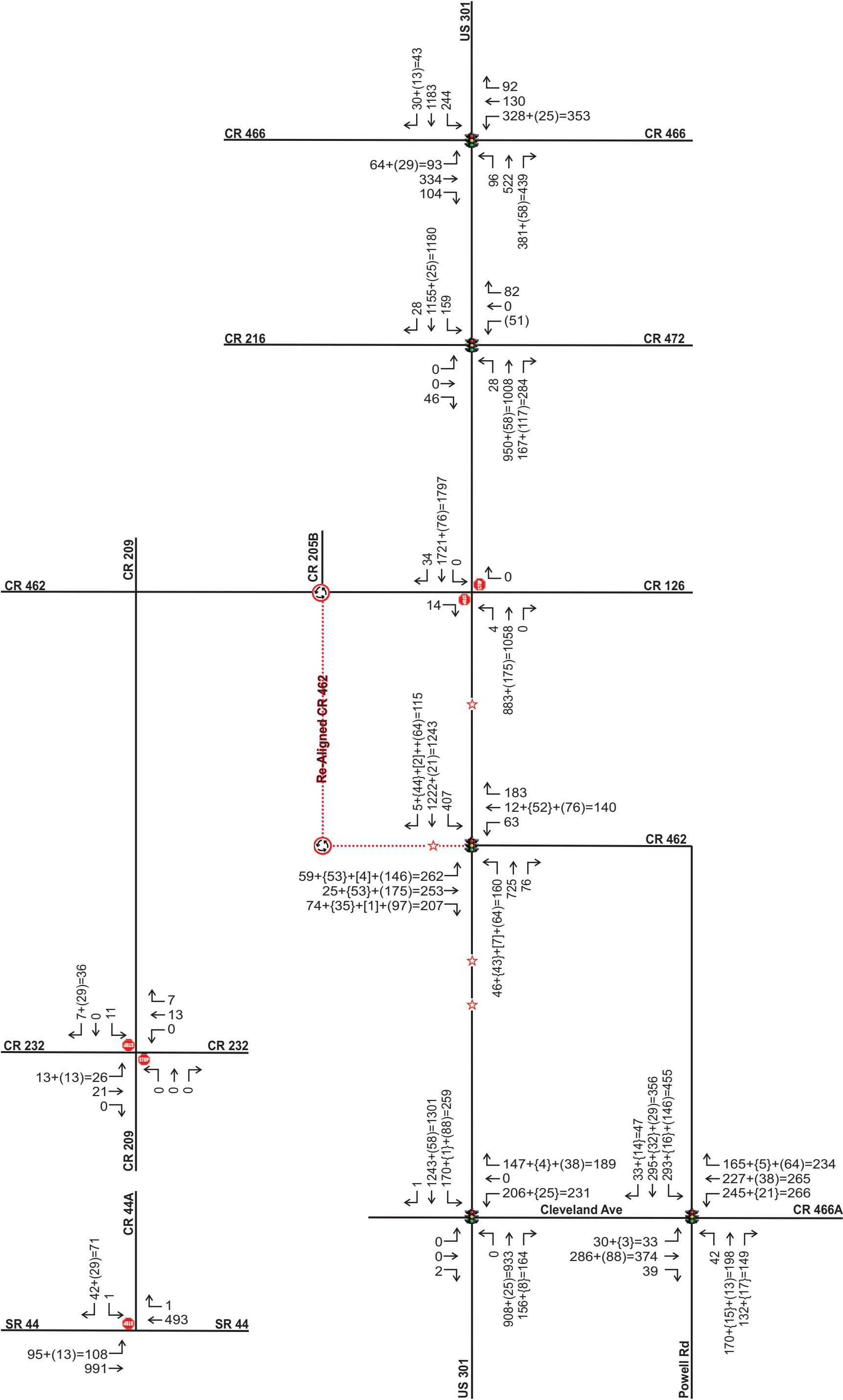
4.3 Intersection Capacity Analysis

Projected intersection volumes were computed by applying a corresponding annual growth rate for each approach to the existing turning movement volumes and then adding the vested trips and the project-generated directional trips. Distribution of the AM and PM project trips on the proposed site access driveways are illustrated in **Figure 5A** and **Figure 5B**, respectively. Trips generated by the potential future development were calculated based on assumptions and incorporated in the vested trips. Projected intersection volume calculation spreadsheets are included in **Appendix K**. Projected peak hour volumes for the study intersections are presented in **Figure 6A** and **Figure 6B** for the AM peak hour, and **Figure 7A** and **Figure 7B** for the PM peak hour. **Table 7A** presents results of the intersection capacity analysis under background and projected conditions, while **Table 7B** presents results of the intersection capacity analysis for all proposed project access driveways. Detailed *HCM* analysis worksheets are included in **Appendix L**.

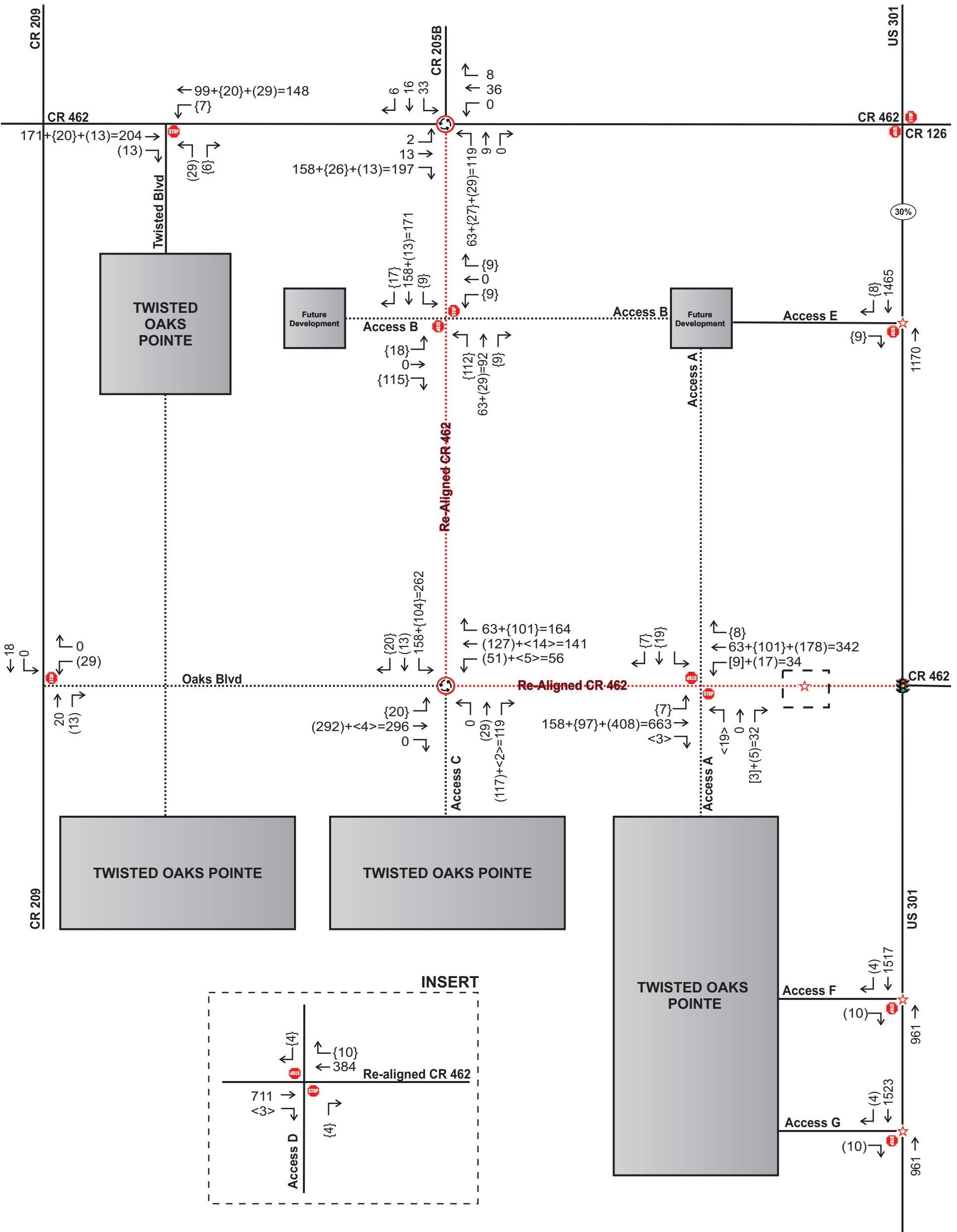


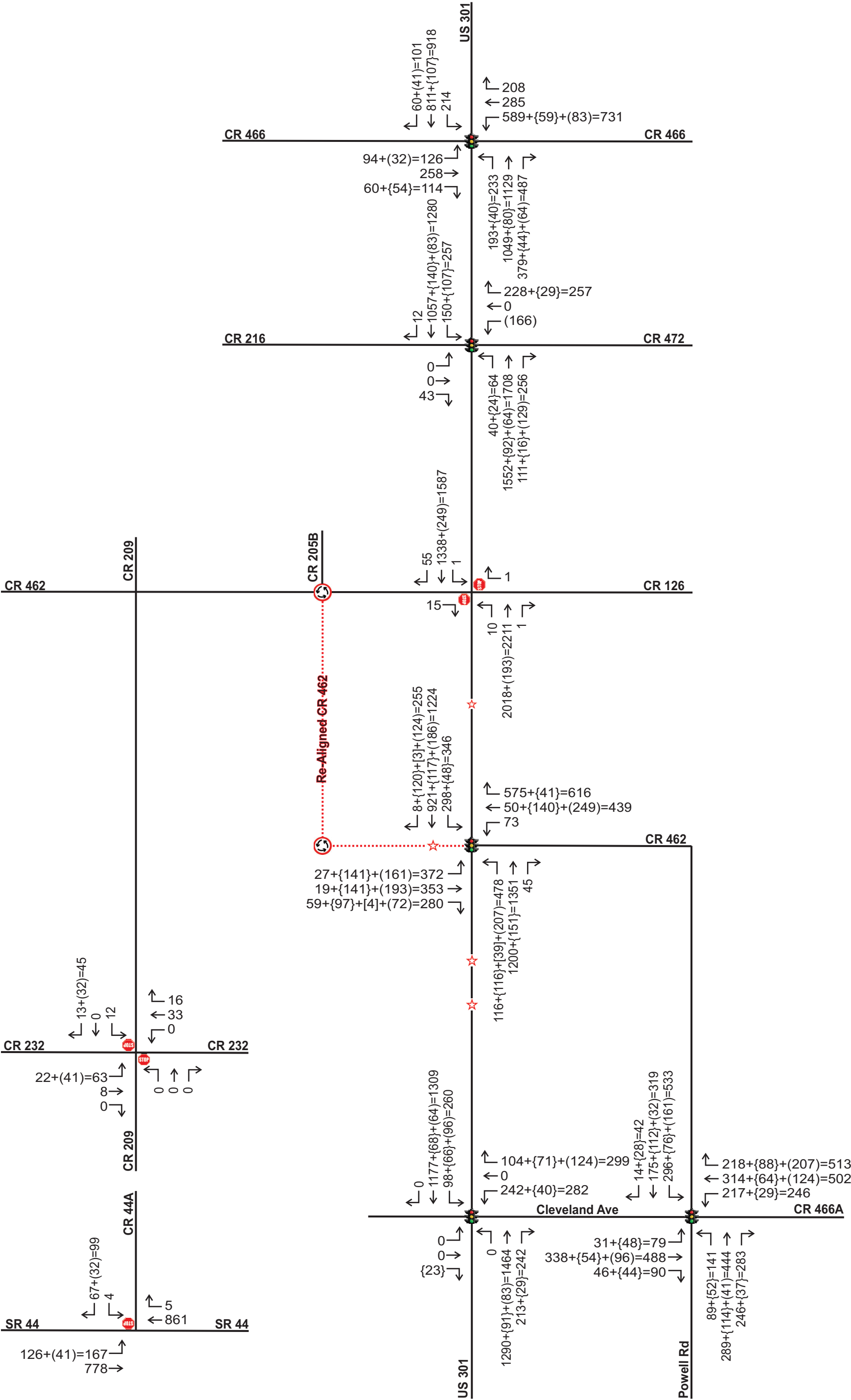
Legend:
★ Future Right-in/Right-out Access Driveways





Legend:
Background + {Vested} + [Pass-by] + (Project) = Total
★ Future Right-in/Right-out Access Driveways





Legend:
Background + {Vested} + [Pass-by] + (Project) = Total
★ Future Right-in/Right-out Access Driveways

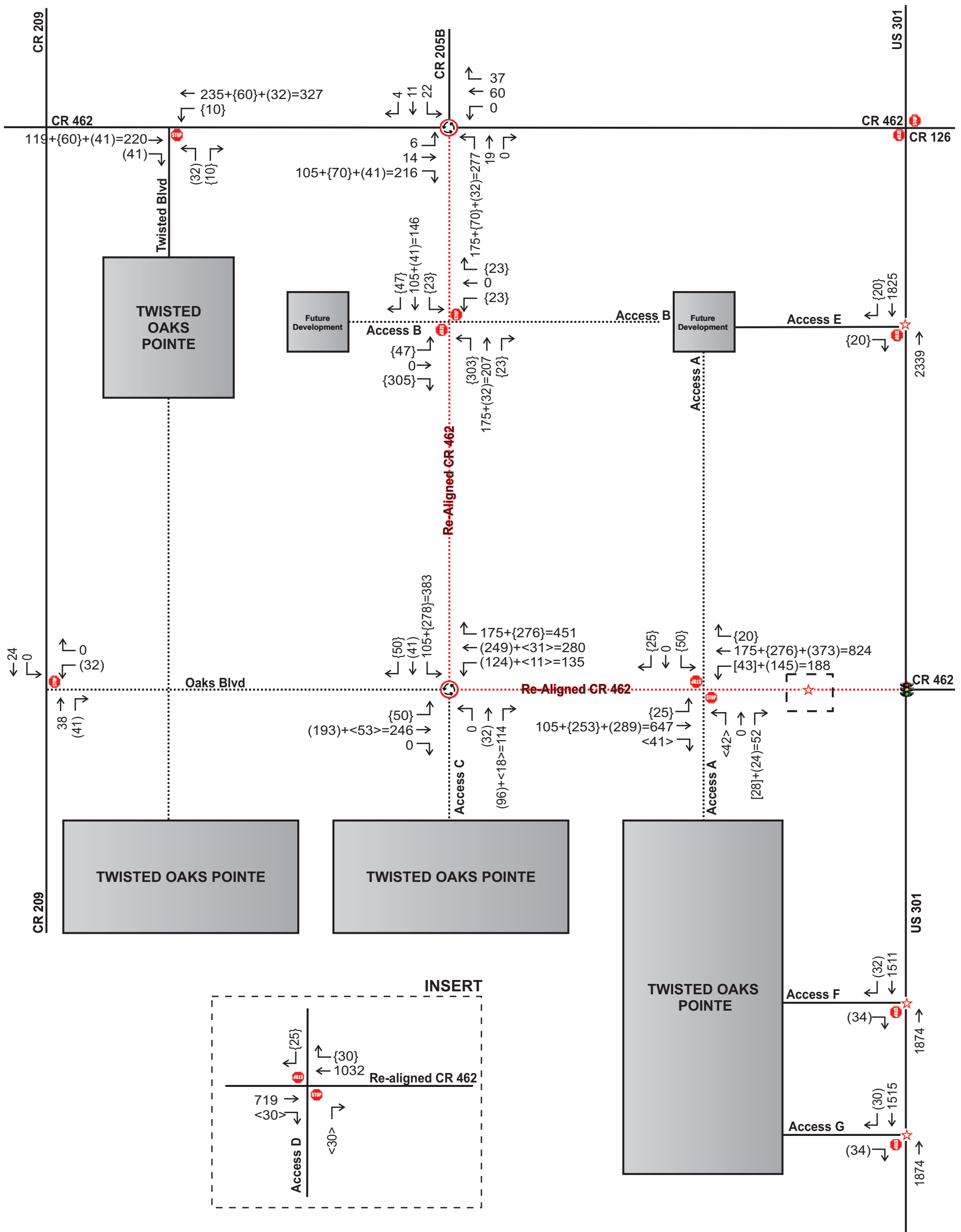


Table 7A
Projected Intersection Capacity Analysis

Intersection	Traffic Control	Peak Period	Scenario	EB		WB		NB		SB		Overall	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 & CR 466	Signal	AM	Background	58.3	E	79.5	E	42.0	D	46.5	D	52.1	D
			Projected	59.9	E	97.4	F	42.1	D	46.9	D	55.5	E
		PM	Background	58.3	E	284.4	F	52.1	D	44.9	D	108.1	F
			Projected	58.8	E	>300	F	51.3	D	45.8	D	131.7	F
US 301 & CR 472/CR 216	Signal	AM	Background	26.8	C	30.6	C	14.6	B	11.9	B	13.8	B
			Projected	28.1	C	31.0	C	16.8	B	13.0	B	15.7	B
		PM	Background	33.6	C	44.0	D	29.6	C	14.5	B	24.6	C
			Projected	13.2	B	20.7	C	296.4	F	42.2	D	167.7	F
US 301 & CR 462/CR 126 (Projected Directional)	TWSC	AM	Background	>300	F	0.0	A	19.2	C	0.0	A	--	--
			Projected	20.0	C	0.0	A	17.1	C	0.0	A	--	--
		PM	Background	185.6	F	>300	F	18.9	C	19.3	C	--	--
			Projected	17.8	C	24.3	C	15.3	C	22.2	C	--	--
US 301 & CR 462/ CR 462 (Realigned)	Signal	AM	Background	N/A	N/A	24.9	C	15.2	B	10.9	B	13.0	B
			Projected	33.7	C	42.6	D	40.0	D	30.5	C	34.6	C
		PM	Background	N/A	N/A	142.2	F	23.3	C	15.4	B	34.8	C
			Projected	110.4	F	139.3	F	141.2	F	118.7	F	128.7	F
CR 209 & CR 232	TWSC	AM	Background	7.3	A	0.0	A	0.0	A	8.8	A	--	--
			Projected	7.3	A	0.0	A	0.0	A	8.7	A	--	--
		PM	Background	7.4	A	0.0	A	0.0	A	8.9	A	--	--
			Projected	7.4	A	0.0	A	0.0	A	9.0	A	--	--
US 301 & CR 466A (Cleveland Ave)	Signal	AM	Background	23.1	C	27.6	C	19.3	B	11.7	B	16.4	B
			Projected	27.6	C	33.9	C	25.0	C	16.1	B	21.5	C
		PM	Background	35.5	D	48.3	D	49.6	D	18.5	B	36.5	D
			Projected	38.1	D	53.2	D	85.2	F	28.9	C	57.1	E
CR 466A & CR 139/CR 462	Signal	AM	Background	31.7	C	26.6	C	19.9	B	17.0	B	23.1	C
			Projected	35.2	D	30.5	C	25.1	C	20.5	C	26.9	C
		PM	Background	34.7	C	31.7	C	30.1	C	27.2	C	30.8	C
			Projected	39.7	D	39.2	D	39.7	D	97.3	F	55.2	E
SR 44 & CR 44A	TWSC	AM	Background	8.8	A	0.0	A	N/A	N/A	10.7	B	--	--
			Projected	8.9	A	0.0	A	N/A	N/A	10.8	B	--	--
		PM	Background	10.8	B	0.0	A	N/A	N/A	15.4	C	--	--
			Projected	11.3	B	0.0	A	N/A	N/A	16.0	C	--	--

TWSC: Two-Way Stop Control. Worst movement delay reported at TWSC intersections

N/A: Movements not applicable

"--" Delay and/or LOS not established. Delay expressed in seconds/vehicle

Table 7B
Projected Intersection Capacity Analysis (Access Driveways)

Intersection	Traffic Control	Peak Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
CR 462 (Realigned) & Access Driveway A	TWSC	AM	8.1	A	9.2	A	13.4	B	13.7	B	--	--
		PM	10.1	B	10.5	B	25.7	D	45.0	E	--	--
CR 462 (Realigned) & Access Driveway B	TWSC	AM	0.0	A	0.0	A	10.9	B	9.5	A	--	--
		PM	0.0	A	0.0	A	11.6	B	13.1	B	--	--
CR 462 (Realigned) & Oaks Blvd / Access C	RA	AM	6.8	A	4.0	A	6.4	A	5.6	A	5.5	A
		PM	8.7	A	6.3	A	7.1	A	10.5	B	7.9	A
CR 462 (Realigned) & Access Driveway D	TWSC	AM	0.0	A	0.0	A	10.9	B	9.5	A	--	--
		PM	0.0	A	0.0	A	11.6	B	13.1	B	--	--
CR 462 & Twisted Blvd	TWSC	AM	0.0	A	7.7	A	11.0	B	N/A	N/A	--	--
		PM	0.0	A	7.8	A	12.7	B	N/A	N/A	--	--
CR 209 & Oaks Blvd	TWSC	AM	N/A	N/A	8.9	A	0.0	A	0.0	A	--	--
		PM	N/A	N/A	9.1	A	0.0	A	0.0	A	--	--
US 301 & Access Driveway E	TWSC	AM	16.3	C	N/A	N/A	0.0	A	0.0	A	--	--
		PM	21.5	C	N/A	N/A	0.0	A	0.0	A	--	--
US 301 & Access Driveway F	TWSC	AM	16.8	C	N/A	N/A	0.0	A	0.0	A	--	--
		PM	18.2	C	N/A	N/A	0.0	A	0.0	A	--	--
US 301 & Access Driveway G	TWSC	AM	16.9	C	N/A	N/A	0.0	A	0.0	A	--	--
		PM	18.2	C	N/A	N/A	0.0	A	0.0	A	--	--

TWSC: Two-Way Stop Control. Worst movement delay reported at TWSC intersections

N/A: Movements not applicable

"--" Delay and/or LOS not established. Delay expressed in seconds/vehicle

The analysis reveals that the following study intersections are projected to operate below the adopted LOS under the projected conditions due to background traffic:

- US 301 and CR 466

The stop-controlled intersection of US 301 and CR 462/CR 126 is projected to operate above capacity under background traffic conditions; however, it is projected to operate at an adequate LOS when converted to a two-way stop-control (TWSC) with a directional median opening for northbound left turning vehicles only.

The analysis also reveals that the following signalized intersections are projected to operate below the adopted LOS under the projected conditions with the project trips:

- US 301 and CR 472/CR 216
- US 301 and CR 462/ CR 462 (Realigned)

All proposed project access driveways are projected to operate at an adequate LOS. The remaining study intersections are projected to provide an adequate overall LOS under the projected conditions.

4.4 Mitigation Measures

The following three (3) signalized intersections are projected to be deficient at the project buildout:

- US 301 and CR 462/ CR 462 (Realigned)
- US 301 and CR 466
- US 301 and CR 472/CR 216

The improvements required to obtain a satisfactory operation of the signalized intersection of US 301 and CR 462/ CR 462 (Realigned) are summarized in **Table 8**.

Table 8
US 301 and CR 462/ CR 462 (Realigned) Intersection Improvements

Intersection Improvements	95th %tile Q Length (veh) ¹	95th %tile Q Length (feet) ²	Length
Add Eastbound dual turn lanes	13.9	348	350 ft
Add Eastbound through lane	N/A	--	--
Add Eastbound right turn lane	3.5	88	155 ft
Restrip existing Westbound left turn lane to a through lane	N/A	--	--
Add Westbound left turn lane	3.5	88	240 ft
Extend the existing Northbound left turn lane	17.7	443	445 ft
Add second Northbound left turn lane	17.7	443	445 ft
Add second Southbound left turn lane	13.5	338	340 ft
Add Southbound right turn lane	0.6	15	240 ft
Add a second Eastbound lane on CR 462 to accommodate Southbound dual left lanes	N/A	N/A	250 ft
Optimize signal timing	N/A	N/A	--
Upgrade to a mast arm signal	N/A	N/A	--

(1) The 95th %tile Q lengths were obtained from the Synchro Analysis outputs

(2) Based on average length of vehicles of 25 feet

The operation of the following signalized intersections would be improved by retiming the traffic signal controllers:

- US 301 and CR 466
- US 301 and CR 472/CR 216

The intersection capacity analysis for the three (3) aforementioned signalized intersections under the improved conditions is summarized in **Table 9**. Detailed *HCM* analysis worksheets, including signal timing plans, are provided in **Appendix L**.

Table 9
Intersection Capacity Analysis with Improvements

Intersection	Traffic Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 & CR 466	Signal	AM	72.3	E	59.1	E	28.3	C	48.5	D	48.4	D
		PM	75.5	E	79.5	E	65.5	E	79.9	E	74.1	E
US 301 & CR 472/ CR 216	Signal	AM	27.8	C	30.8	C	17.2	B	13.0	B	15.8	B
		PM	34.1	C	127.6	F	58.1	E	31.1	C	53.8	D
US 301 & CR 462/ CR 462 (Realigned)	Signal	AM	31.6	C	33.7	C	34.9	C	26.2	C	30.0	C
		PM	69.6	E	108.0	F	77.7	E	67.1	E	78.1	E

Delay expressed in seconds/vehicle

5.0 ACCESS ANALYSIS

The development is proposed to be accessed via three (3) full access driveways on CR 462 (realigned), one (1) full access driveway on CR 462, and one (1) full access driveway on CR 209. In addition, one (1) right-in/right-out access driveway is proposed on CR 462 (realigned) and three (3) right-in/right-out access driveways are proposed on US 301. US 301 is a 4-lane divided roadway with a posted speed limit of 45 mph in the vicinity of the site. The realigned CR 462 will be composed of two (2) segments: a north segment and an east segment. The north segment will be a 2-lane divided roadway with a proposed posted speed limit of 35 mph from the first proposed roundabout at Oaks Boulevard to the second proposed roundabout at CR 462/CR 205B. The east segment will be a 4-lane divided roadway with a proposed posted speed limit of 35 mph from US 301 to the first proposed roundabout at Oaks Boulevard. The remaining segment of CR 462, from the second roundabout at CR 205B to CR 209, is a 2-lane undivided roadway with a posted speed limit from 55 mph. CR 209 is a 2-lane undivided roadway with a posted speed limit of 35 mph. The design speeds for US 301, CR 462 (realigned), CR 462, and CR 209 considered in the access analysis are 50 mph, 40 mph, 50 mph, and 40 mph, respectively.

A review of warrants for turn lanes was conducted for the proposed access driveways in accordance with *National Cooperative Highway Research Program (NCHRP) Report 457* methodology to ensure smooth traffic flow and maintain capacity on CR 462 (realigned), CR 462, and CR 209 during peak hours. For the warranted turn lanes, the total turn lane lengths were calculated as the sum of deceleration and queue storage lengths as per *Exhibit 212-1 of FDOT Design Manual (FDM)*, included in **Appendix M**. The turn lane warrant analysis sheets are provided in **Appendix M**.

CR 462 (Realigned) at Access Driveway A

Left Turn Lanes

The warrant analysis results show that only a westbound left turn lane is warranted on CR 462 (realigned) at Access Driveway A; however, for the purpose of balancing the geometry of the intersection, a left turn lane is proposed for both approaches. The total left turn lane length required on CR 462 (realigned) is composed of deceleration length and queue storage length. The dimensions for the total length are calculated as follows:

Westbound Left Turn Lane:

Deceleration Length @ 40 mph = 155 feet

Queue Storage Length = $5/6 \times \text{Left Turn Volume (188)} = 157$ feet (Use 160 feet)

Total Left Turn Lane Length = Deceleration Length + Queue Storage Length

Total Left Turn Lane Length = $155 + 160 = 315$ feet (including a 50-foot taper)

Eastbound Left Turn Lane:

Deceleration Length @ 40 mph = 155 feet

Queue Storage Length = $5/6 \times \text{Left Turn Volume (25)} = 21$ feet (use 25 feet)

Total Left Turn Lane Length = Deceleration Length + Queue Storage Length

Total Left Turn Lane Length = $155 + 25 = 180$ (including a 50-foot taper)

Right Turn Lanes (EBR & WBR)

The warrant analysis result shows that right turn lanes are not warranted on CR 462 (realigned) at Access Driveway A. However, the Developer is proposing to construct both right turn lane. Based on a design speed of 40 mph, both right turn lanes should be 155 feet.

CR 462 (Realigned) at Access Driveway B

Left Turn Lanes

The warrant analysis result shows that only a northbound left turn lane is warranted on CR 462 (realigned) at Access Driveway B; however, for the purpose of balancing the geometry of the intersection, a left turn lane is proposed for both approaches. The left turn lane lengths required on CR 462 (realigned) is composed of deceleration length and queue storage length. The dimensions for the total length are calculated as follows:

Northbound Left Turn Lane:

Deceleration Length @ 40 mph = 155 feet

Queue Storage Length = $5/6 \times \text{Left Turn Volume (303)} = 252.5$ feet (Use 275 feet)

Total Left Turn Lane Length = Deceleration Length + Queue Storage Length

Total Left Turn Lane Length = $155 + 275 = 430$ feet (including a 50-foot taper)

Southbound Left Turn Lane:

Deceleration Length @ 40 mph = 155 feet

Queue Storage Length = $5/6 \times \text{Left Turn Volume (23)} = 19$ feet (Use 25 feet)

Total Left Turn Lane Length = Deceleration Length + Queue Storage Length

Total Left Turn Lane Length = 155 + 25 = 180 feet (including a 50-foot taper)

Right Turn Lanes (NBR & SBR)

The warrant analysis result shows that a northbound right turn lane and a southbound right turn lane are both not warranted on CR 462 (realigned) at Access Driveway B.

CR 462 at Twisted Boulevard

Left Turn Lane

The warrant analysis result shows that a westbound left turn lane is not warranted on CR 462 at Twisted Boulevard.

Right Turn Lane

The warrant analysis result shows that an eastbound right turn lane is warranted on CR 462 at Twisted Boulevard. Based on a design speed of 55 mph, the right turn lane should be 350 feet.

CR 209 at Oaks Boulevard

Left Turn Lane

The warrant analysis result shows that a southbound left turn lane is not warranted on CR 209 at Oaks Boulevard.

Right Turn Lane

The warrant analysis result shows that a northbound right turn lane is not warranted on CR 209 at Oaks Boulevard.

CR 462 (Realigned) at Access Driveway D

Right Turn Lane

The warrant analysis results shows that right turn lanes are not warranted on CR 462 (realigned) at Access Driveway D. However, the Developer is proposing to add eastbound and westbound right turn lanes on CR 462 (realigned) at Access Driveway D. Based on a design speed of 40 mph, both right turn lanes should be 155 feet (including a 50-foot taper).

US 301 at Access Driveway E

Right Turn Lane

The warrant analysis result shows that a southbound right turn lane is warranted on US 301 at Access Driveway E. Based on a design speed of 50 mph, a right turn lane of 240 feet (including a 50-foot taper) should be constructed on US 301 at Access Driveway E.

US 301 at Access Driveway F

Right Turn Lane

The warrant analysis result shows that a southbound right turn lane is warranted on US 301 at Access Driveway F. Based on a design speed of 50 mph, a right turn lane of 240 feet (including a 50-foot taper) should be constructed on US 301 at Access Driveway F.

US 301 at Access Driveway G

Right Turn Lane

The warrant analysis result shows that a southbound right turn lane is warranted on US 301 at Access Driveway G. Based on a design speed of 50 mph, a right turn lane of 240 feet (including a 50-foot taper) should be constructed on US 301 at Access Driveway G.

6.0 EVALUATION OF CR 462 REALIGNMENT

The impact of the proposed realignment of CR 462 was fully analyzed. The study area was determined to include impacted roadway segments, intersections, and access driveways.

6.1 Proposed CR 462 Realignment and Geometry

The Developer of this project is proposing to be realign CR 462 from US 301 to CR 209. The configuration of the proposed realignment is composed of three (3) segments described as follows:

- Segment 1: 4-Lane divided roadway from US 301 to a proposed 2-Lane roundabout at the proposed Access Driveway C/Oaks Boulevard with a posted speed limit of 35 mph. The west leg of the proposed roundabout, Oaks Boulevard, will serve portions of the Twisted Oaks Pointe development and connects to CR 209.
- Segment 2: 2-Lane divided roadway from the roundabout at the Access Driveway C/Oaks Boulevard to a 1-Lane roundabout at CR 462 and CR 205B with a posted speed limit of 35 mph.
- Segment 3: 2-Lane undivided roadway from the proposed second roundabout at CR 462 and CR 205B to CR 209 with a posted speed limit of 45 mph.

Figure 8 shows the proposed realignment of CR 462 and the site access driveways.

6.2 Study Area

The study area includes roadway segments and intersections along the realigned CR 462 from US 301 to CR 209. The following roadway segments were analyzed during the AM and PM peak hours:

- CR 462/CR 462 (realigned)
 - CR 209 to CR 462/CR 205B Roundabout
 - CR 462/CR 205B Roundabout to Roundabout at Oaks Boulevard/Access C
 - Roundabout at Oaks Boulevard/Access C to US 301
- Oaks Boulevard
 - CR 209 to Roundabout at Oaks Boulevard/Access C



In addition, the following intersections, numbered 3 and 5 in **Figure 8**, were analyzed during the AM and PM peak hours:

- CR 462 (Realigned) and Oaks Boulevard/Access Driveway C (Proposed Roundabout)
- CR 462 (Realigned) and CR 462/CR 205B (Proposed Roundabout)

6.3 Projected Roadway Segment Capacity Analysis

Projected traffic on the study roadway segments was obtained from projected turning movement counts for intersections within the study area. Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study roadway segments to their capacities and service volumes. **Table 10** summarizes the projected roadway segment capacity analysis under the projected conditions for the AM and PM peak hours, respectively.

Table 10
Projected Roadway Segment Capacity Analysis for CR 462 Realignment

Roadway Segment	# of Lns	Median Type	Area Type	LOS Std	PH Dir Cap	Dir	Projected AM Pk Conditions			Projected PM Pk Conditions		
							Vol	LOS	V/C	Vol	LOS	V/C
CR 462/ CR 462 (Realigned)												
CR 209 to CR 462/CR 205B Roundabout	2	Undivided	Urban	D	790	NB/EB SB/WB	217 ** 177 **	C C	0.27 0.22	261 ** 359 **	C C	0.33 0.45
CR 462/CR 205B Roundabout to Roundabout at Oaks Boulevard/Access	2	Divided	Urban	D	710 *	NB/EB SB/WB	295 ** 213 **	C C	0.42 0.30	474 ** 533 **	D D	0.67 0.75
Roundabout at Oaks Boulevard/Access C to US 301	4	Divided	Urban	D	1,470 *	NB/EB SB/WB	677 ** 368 **	D C	0.46 0.25	749 ** 1,032 **	D D	0.51 0.70
Oaks Boulevard												
CR 209 to Roundabout at Oaks Boulevard/Access C	2	Undivided	Urban	D	675 *	NB/EB SB/WB	316 ** 161 **	C C	0.47 0.24	296 ** 330 **	C D	0.44 0.49

*Capacity was determined based on 2020 FDOT QLOS Handbook - Table 7 with proper adjustments for County roads
 **Projected directional volumes were obtained from projected turning movement counts at the project buildout

The analysis indicates that all the study roadway segments are projected to operate within their adopted capacities at the project buildout.

6.4 Projected Intersection Capacity Analysis

Projected intersection volumes were determined based on a combination of existing travel behavior and professional engineering judgment to accurately re-distribute traffic at the project buildout. Projected intersection volume calculation spreadsheets are included in **Appendix N**. Projected peak hour volumes for the study intersections were previously presented in **Figure 6A** and **Figure 6B** for the AM peak hour, and in **Figure 7A** and **Figure 7B** for the PM peak hour. **Table 11** presents results of the intersection capacity analysis under projected conditions. Detailed *HCM* analysis worksheets are included in **Appendix N**.

Table 11
Projected Intersection Capacity Analysis for CR 462 Realignment

Intersection	Traffic Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
CR 462 (Realigned) and Oaks Boulevard/Access Driveway C	RA	AM	6.8	A	4.0	A	6.4	A	5.6	A	5.5	A
		PM	8.7	A	6.3	A	7.1	A	10.5	B	7.9	A
CR 462 (Realigned) and CR 462/CR 205B	RA	AM	4.3	A	3.4	A	3.7	A	3.6	A	3.9	A
		PM	4.4	A	4.7	A	4.9	A	4.2	A	4.6	A

The analysis indicates that both proposed roundabouts are projected to operate at an acceptable LOS.

6.5 Access Management Review

Access control classification, access management standard, Sumter County *Land Development Code (LDC)*, and Sumter County Engineering Manual were reviewed to evaluate the connection spacing on US 301 and the realigned CR 462.

US 301 is designated as Access Class 4 and has a posted speed limit of 45 mph. Based on guidance of FDOT *Rule 14-97 of the Access Control Classification System and Access Management Standards*, provided in **Appendix O**, the minimum connection spacing requirement is found to be 440 feet. The future three (3) Ri/Ro access driveways on US 301 meet the connection spacing requirements.

Per *Sumter County Engineering Manual*, CR 462 is classified as a major collector. Per Sumter County's *LDC*, the minimum connection spacing requirement for major collectors for new developments is 660 feet. Excerpts from *Sumter County LDC and Sumter County Engineering Manual* are provided in **Appendix O**. The access driveways A and B intended to serve Twisted Oaks Pointe are proposed to provide access to CR 462 (realigned), which is a 2-lane divided facility with a proposed speed limit of 35 mph. Access Driveway A is proposed to be located 660 feet west of US 301 and 610 feet east of the proposed 4-legged roundabout. Access Driveway B is proposed to be located 660 feet north of the proposed 4-legged roundabout. Therefore, Access Driveway A and Access Driveway B both meet the spacing connection requirements.

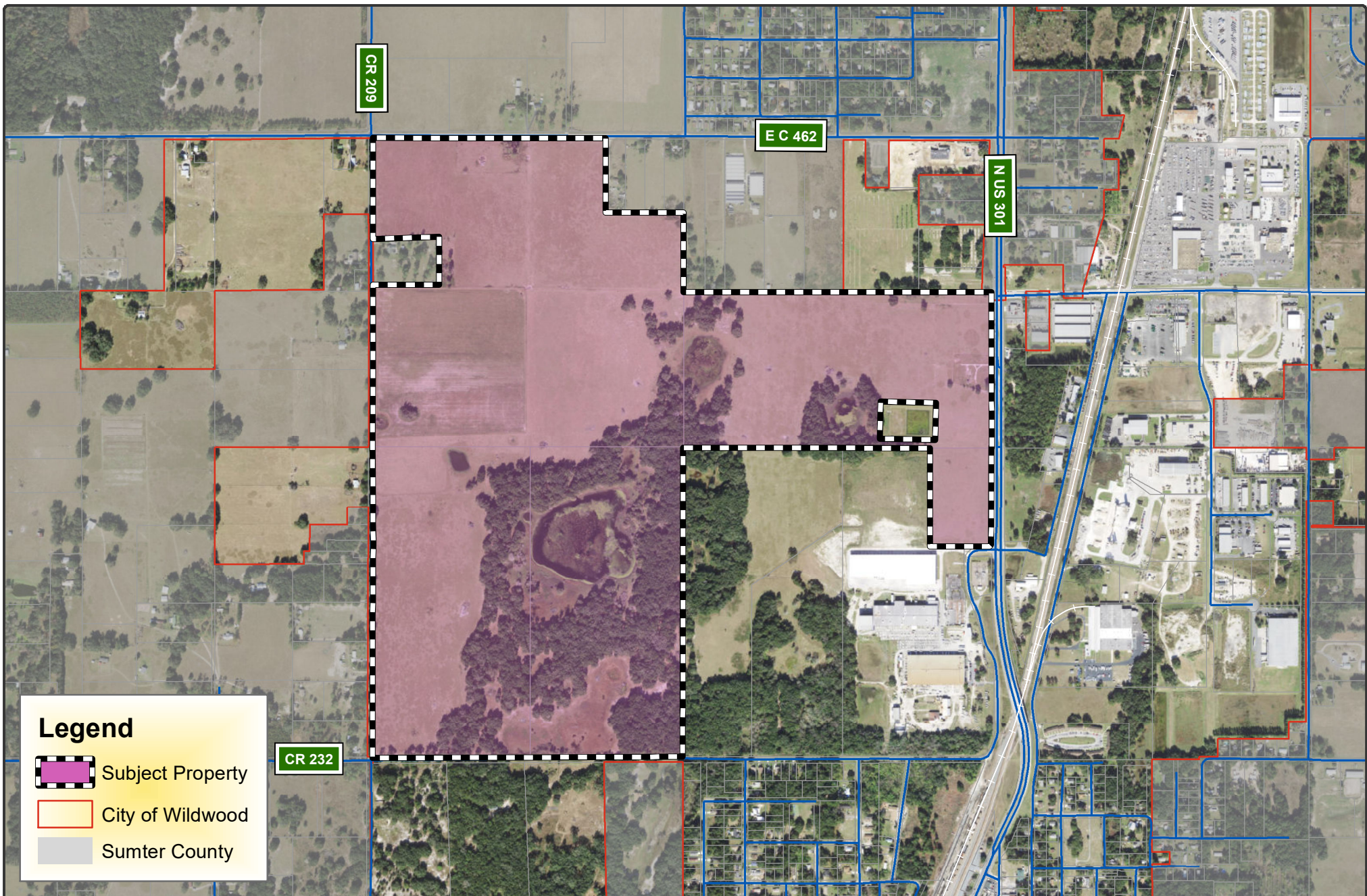
7.0 STUDY CONCLUSIONS

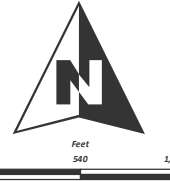
This TIA was conducted to assess the impact of the proposed mixed-use development of Twisted Oaks Pointe. The proposed development is located west of US Highway 301, north of Clarke Street/CR 232, and south of CR 462 in City of Wildwood, Florida. The project consists of 736 single-family dwelling units, 224 townhouse dwelling units, 300 apartment dwelling units, and three (3) commercial buildings totaling 162,000 square feet with an anticipated full buildout year of 2027.

The analysis evaluated the proposed development's impact on roadway segments and intersections within the project's influence area, included a preliminary access review, and evaluated a proposed realignment of CR 462 to assess its impact on the adjacent roadway segments and intersections. The results of the analysis are summarized below:

- The proposed development is projected to generate 15,506 daily trips, of which 838 trips occur during the AM peak hour and 1,471 trips occur during the PM peak hour.
- The roadway capacity analysis indicates that all study roadway segments are projected to operate at acceptable LOS at the project buildout.
- The intersection capacity analysis shows that the following intersections are projected to operate below the adopted LOS at the project buildout due to background traffic:
 - US 301 and CR 466
 - US 301 and CR 472/CR 216
 - US 301 and CR 462 north/CR 126
- The intersection capacity analysis shows that the following intersections are projected to operate below the adopted LOS at the project buildout due to the project trips:
 - US 301 and CR 462/CR 462 (Realigned)
- All proposed access driveways are projected to operate at acceptable LOS.
- To mitigate the impact of the proposed development on the study intersections:

- Re-time the traffic signal controller for the intersection of US 301 and CR 466.
- Re-time the traffic signal controller for the intersection of US 301 and CR 472/ CR 216.
- Convert the intersection of US 301 and CR 462 north/CR 126 to a directional median opening with northbound and southbound left turn movements.
- Improve US 301 and CR 462/CR 462 (Realigned) by the following measures:
 - a) Construct 350-foot eastbound dual left turn lanes (including a 50-foot taper)
 - b) Construct an eastbound through turn lane
 - c) Construct a 155-foot eastbound right turn lane
 - d) Restripe existing Westbound left turn lane to a through lane
 - e) Restripe existing striped median to a 240-foot Westbound left turn lane
 - f) Extend existing northbound left turn lane to 445 feet
 - g) Construct a second 445-foot northbound left turn lane (including a 50-foot taper)
 - h) Construct a second 340-foot southbound left turn lane (including a 50-foot taper)
 - i) Construct a 240-foot southbound right turn lane (including a 50-foot taper)
 - j) Construct a second eastbound lane on CR 462 to accommodate southbound dual left lanes
 - k) Retime the signal controller
 - l) Upgrade the existing span wire signal to a mast arm signal
- CR 462 (realigned) at Access Driveway A should be improved with a 315-foot westbound left turn lane, a 180-foot eastbound left turn lane and a 155-foot westbound right turn.
- CR 462 (realigned) at Access Driveway B should be improved with a 430-foot northbound left turn lane and a 180-foot southbound left turn lane.
- CR 462 at Twisted Boulevard should be improved with a 240-foot eastbound right turn lane.
- CR 462 (realigned) at Access Driveway D should be improved with a 155-foot eastbound right turn lane and a 155-ft westbound right turn lane.
- US 301 at Access Driveways E, F and G should be improved with 240-foot southbound right turn lanes.
- The realigned CR 462 study roadway segments are projected to operate at an adequate LOS at the project buildout. The evaluation of both proposed roundabouts along the realigned CR 462 indicates that both roundabouts are projected to operate adequately at project buildout.



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 Feet 0 540 1,080	PD 2106-002 TWISTED OAKS PARCELS D31-006, D31-007, D31-008, D31-029, D31-030 & D31-039	MAP 1B LOCATION MAP FEBRUARY 2022
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WILDWOOD FLORIDA

City of Wildwood

Project # PD 2106-002 - Comment letter #7

Project Name: Twisted Oaks PD (amending O'Dell PD)

Representative: Morris Engineering, Inc.

Date: 6/7/2022

CITY ATTORNEY

Comments to draft PD document submitted.

DEVELOPMENT SERVICES

Legal Description is being confirmed.

SUMTER COUNTY PUBLIC WORKS– ROADS AND BRIDGES & TRAFFIC ANALYSIS

TIA was accepted with conditions on 5/4/22.

UTILITIES – WATER/WASTEWATER

ROW and easements are needed for water and sewer. No tap root bearing trees would be allowed to be planted in the easement. If the city has to perform maintenance in an area where landscaping is planted within the easement, the City is not responsible for damages or replacement.

WHEREAS, the City Commission of the City of Wildwood passed and ordained Ordinance 621 on November 10, 2008; and

WHEREAS, said Ordinance was recorded February 23, 2009, in O.R. Book 2038, Page 688, Public Records of Sumter County, Florida; and

WHEREAS, the City Commission had extended that Ordinance through subsequent Commission approval; and

WHEREAS, the first O'Dell Planned Development Amendment Application was filed on February 28, 2014; and

WHEREAS, the City Commission passed and ordained Ordinance O2014-22, which amended and restated Ordinance 621 in its entirety, on June 23, 2014; and

WHEREAS, Said Ordinance was recorded on July 7, 2014, in O.R. Book 2805, Page 555, Public Records of Sumter County, Florida; and

~~**WHEREAS**, the City now wishes to Amend and Restate Ordinance O2014-22 in its entirety be enacting this Ordinance O2017-21; and~~

~~**WHEREAS**, the City Commission passed and ordained Ordinance O2017-21, which amended and restated Ordinance O2014-22 in its entirety, on May 22, 2017; and~~

~~**WHEREAS**, Said Ordinance was recorded on June 9, 2017, in O.R. Book 3266, Page 687, Public Records of Sumter County, Florida; and~~

~~**WHEREAS**, the City Commission had extended Ordinance O2017-21 through subsequent Commission approval; and~~

~~**WHEREAS**, the City now wishes to Amend and Restate Ordinance O2017-21 in its entirety be enacting this Ordinance O2022-43; and~~

WHEREAS, it is the intention of the City for this amendment and restatement to supersede Ordinance O201~~74-221~~; and

NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of Wildwood, Florida, as follows:

The application filed by ~~James M. & Mildred B. O'Dell Living Trust~~ Morris Engineering & Consulting, LLC ("Agent") as Agent for KL Twisted Oaks, LLC, ("Developer") (hereinafter referred as the, "Developer") for a ~~Planned Development Amendment~~ Mixed Use Planned Development was heard by and before the City Commission, Wildwood, Florida on this ____ day of _____, ~~2024~~27. Based upon the verified application and supporting documents, analyses, maps, charts, other evidence and instruments, the advice, report and recommendations of the Project Review Committee and the testimony adduced and evidence received at the Public

6/10/2022 1

Hearing by the Planning and Zoning Board on ~~May 13, 2014~~July 5, 2022 and otherwise being fully advised, the City Commission does hereby find and determine as follows:

SECTION 1: GENERAL FINDINGS

- A. That the ~~Twisted Oaks James M. & Mildred B. O'Dell Living Trust~~ Planned Development ~~Amendment~~ Application (hereinafter referred to as the "Project") was duly and properly filed herein on ~~March 31, 2017~~June 23, 2021;
- B. That all fees required to be borne and paid by the Developer have been paid in accordance with the City of Wildwood Fee Schedule;
- C. That the Project was reviewed by the Project Review Committee and found to meet or exceed the minimum standards of the City's Comprehensive Plan, Land Development Regulations, Code of Ordinances, and all other applicable ordinances and regulations;
- D. That the Developer intends to develop a Project consisting of ~~387.2986~~430.44 acres, more or less, which is situated in Wildwood, Florida. This land is legally described ~~on the Conceptual Development Plan attached hereto as in~~ Exhibit "~~AB~~" attached hereto;
- E. That the Developer has complied with the conceptual development plan provision as required by Section 8.4 of the Land Development Regulations; ~~and~~;
- F. That the City has complied with the due notice requirements of subsection ~~3.3(B)(3)~~8.2(E) ~~and (F)~~ of the Land Development Regulations.

SECTION 2: FINDINGS REGARDING PLANNED DEVELOPMENT OVERLAY

- A. That the ~~Applicant Developer~~ has applied for a ~~Mixed Use~~ Planned Development ~~Amendment (MUPD)~~ of the lands described in "Exhibit A";
- B. That the zoning district of the subject land described in "Exhibit A" is classified as ~~NMU-7 Planned Development (PD) and C-3~~ on the City of Wildwood Zoning Map. The Project was an approved PD prior to the City adopting ~~new its current~~ Land Development Regulations and zoning map;
- C. That the Project is consistent with ~~both~~ the City of Wildwood Comprehensive Plan, the intent and purpose of the City of Wildwood Land Development Regulations, and does promote the public health, safety, morals, welfare, and orderly growth of the City of Wildwood;
- D. That the City of Wildwood Land Development Regulations are consistent with the provisions of the "Planned Development Agreement" as hereinafter set forth in Section 3 of this Ordinance. With respect to any conflict between the Land Development Regulations and the "Planned Development Agreement," the provisions of the "Planned Development Agreement" shall govern. Unless specific conditions are included in the "Planned

Development Agreement” waiving or replacing the terms and conditions of the Land Development Regulations, the terms and conditions of the most current Land Development Regulations shall prevail; ~~and~~.

- E. This Ordinance shall become effective immediately upon its approval and adoption by the City Commission.

SECTION 3: PLANNED DEVELOPMENT AGREEMENT: GENERAL PROVISIONS

- A. Development Concept. The Project shall be developed as a Planned Development substantially in accordance with this Ordinance. This Planned Development Agreement shall govern the development of the Project.
- B. Conceptual Development Plan. The Project includes a conceptual development plan pursuant to Section 8.4 of the Land Development Regulations. The Master Concept conceptual development Pplan prepared by HRGreen-Morris Engineering & Consulting, LLC dated April 14, 2014 (revision date) June 23, 2021 May 26 16, 2022 as amended, is incorporated into this Ordinance as “Exhibit B” attached hereto. The Master Concept conceptual development Pplan is substantially consistent with City of Wildwood Comprehensive Plan.

- 1) The Master Concept conceptual development Pplan illustrates the general location of the following land uses:

- a. Commercial Retail;
~~_____ Commercial Office and Medical facilities;~~
- b. Industrial
- b. ~~_____ Institutional~~
- c. Single Family Residential Detached;
- e.d. Single Family Attached
- d. ~~_____ Multi-family Residential~~; and
- e. Townhomes/Villas
- f. Apartments/Condominiums; and
- g. Amenity Area
- e. ~~_____ Parks/Recreation~~

- 2) The ~~conceptual development~~Master Concept Pplan is conceptual in nature and may be affected or modified by final zoning approval and conditions, ~~by compensating~~

~~storage capacity in flood prone areas, final wetland or protected species locations and jurisdictional boundaries, final engineering, permitting, surveys, or conservation easements. by floodplain management regulations, final wetland or protected species locations and jurisdictional boundaries, final engineering, permitting, surveys, or conservation easements. If there are any inconsistencies between the written ordinance and the Master Concept Plan, the written ordinance will supersede.~~

C. Development Program. The Project shall be developed in ~~three (3)~~ phases as shown on the Master Concept Plan in accordance with the conceptual development plan, Pplan, and this Section.

1) Residential Development. The residential component of the Project shall contain a mix of two (2) or more of the following housing types:

a. Single Family Detached (SFD)

b. Single Family Attached (SFA)

c. Apartments/Condominium Buildings (ACB)

e.d. Townhomes/Villas

e. Land Use Breakdown. Acreages devoted to each land use over the life of the Project shall be in accordance with the following table:

<u>Land Use</u>	<u>Total (Acres)</u>
<u>Residential (Category A)</u>	<u>308.13 (79.56%)</u>
<u>Commercial Retail/Industrial* (Category B)</u>	<u>25.18 (6.50%)</u>
<u>Recreational (Category D)</u>	<u>48.34 (12.48%)</u>
<u>CR 462 Re-Route ROW</u>	<u>5.62 (1.45%)</u>
<u>Total</u>	<u>387.29</u>

* Industrial uses are limited to Commercial Parcel 1 as depicted on the Master Concept Plan. Allowable uses will be limited to Light Industrial Uses as designated within the City of Wildwood Land Development Code and the square footage allocated to industrial will be determined utilizing the Land Use (Trip) Equivalency Matrix, further defined below, by converting Commercial Retail Uses.

The below table breaks down the open space provided within the development. The above numbers are inclusive of these acreages and may be subject to slight deviations during the design and development stages. The Development will maintain a minimum of 96.82 acres (25%) open space throughout the life of the project.

<u>Wetlands & Buffers</u>	<u>33.60</u> <u>(8.68%9.43%)</u>
<u>Lakes (50% of Dry Retention Pondsof Retention Ponds)</u>	<u>25.26</u> <u>(6.52%)9.04</u> <u>(2.54%)</u>

<u>Other Open Space (As Identified in Exhibit B – Master Concept Plan)</u>	<u>88.2871.15</u> <u>(22.79%19.96%)</u>
<u>TotalOther Open Space</u>	<u>147.1413.79</u> <u>(37.9931.92%)</u>

Additional acreage within the Project Development area consists of the remaining 50% of the ~~dry retention areas, wet retention areas,~~ proposed amenity area, and rights-of-way.

- 2) ~~Land Use Breakdown.~~ Acreages devoted to each land use over the life of the Project shall be in accordance with the following table:

Land Use	Total (Acres)
Commercial Retail	24.90125.1 89.57
Office / Medical facilities	10.00
Single Family Residential	164.40293. 17352.26
CR 462 Re-Route ROW	9.85
Total	387.29

The below table breaks down additional land uses located within the commercial and residential areas noted above. The above numbers are inclusive of these additional breakdowns and may be subject to slight deviations during the design and development stages.

<u>Wetlands & Buffers</u>	<u>31.8333.61</u>
<u>Multi-family Residential</u>	<u>42.40</u>
<u>Parks/Recreation</u>	<u>11.90</u>
<u>Lakes</u>	<u>50.51</u>
<u>ROW & Dedications</u>	<u>37.54</u>
<u>Other Open Space</u>	<u>112.36</u>
Total	253.60387. 29

Note: There are 176.80 acres within the project that consist of drainage retention areas, open space, wetlands, and right-of-way for a total project area of 430.40 acres.

- 3)2) Maximum Development Potential. Residential and non-residential development within the Project shall not exceed the following:

Non Residential:

Land Use	Max Total Building Square Feet (SF)
Commercial Retail	222,000162,000
<u>Industrial</u>	
<u>Office / Medical facilities</u>	40,000

Depending on market demands, the Land Use (Trip) Equivalency Matrix may be utilized to convert Commercial Retail to other non-residential uses as allowed within the Oxford Neighborhood Mixed Use (ONMU) land use as well as Light Industrial Uses within Commercial Parcel 1, as identified on the Master Concept Plan. At no time can the acreage, as identified in the Land Use Table, allocated to Commercial Retail Use be adjusted without modifying the PD Agreement.

the non-residential portion of the project may develop according to a sliding scale between non-residential mixes provided the maximum caps are not exceeded and the Project meets the minimum requirements of the Oxford Neighborhood Mixed Use (ONMU) land use.

Residential:

Land Use	<u>Maximum Minimum Units</u>	<u>Maximum AcreageUnit s</u>
Single Family Detached (SFD)	<u>900650</u>	<u>480735</u>
Single Family Attached (SFA) <u>and Apartments/Condominium BuildingsVillas/Town homes</u>	<u>6750</u>	<u>45248</u>
<u>Apartments/Condominium Buildings</u>	<u>0</u>	<u>277</u>
<u>TOTAL</u>	<u>650</u>	<u>1,260</u>

Depending on market demands, the residential portion of the Project may develop according to a sliding scale between single family detached, single family attached, villas/townhomes and apartment or condominium multi-family residential acres and unit counts. The maximum number of residential units shall not exceed 1,260, unless the Land Use (Trip) Equivalency Matrix is utilized to convert other uses to residential. maximum number indicated. 1000. However, market demands may warrant a shift between the percentage number of single family detached, attached, villas/townhomes and multi-family unitsuses. Apartment/condominium and single family attached, villas/townhomes allocations may be interchanged; however, the combined allocation between the two categories shall not exceed 820 units. The residential portion of the projects shall meet the minimum requirements of the Oxford Neighborhood Mixed Use (ONMU) land use.

- 3) Land Use (Trip) Equivalency Matrix. Land uses may be converted in accordance with the following Table provided doing so does not conflict with the requirements of the allowable uses in the Oxford Neighborhood Mixed Use (ONMU) land use. At no time can the Land Use (Trip) Equivalency Matrix be utilized to alter the acreages of Land Uses as designated in this PD. The coefficients are based on the trip generation, per the Institute of Transportation Engineers Trip Generation Manual, 10th Edition.

Land Use		CHANGE TO					NOTES	
		Residential, Single Family	Residential, Townhome/Villa (Per Unit)	Residential, Apartment/Condo (Per Unit)	Retail/ Commercial (1,000 SF)	Light Industrial (1,000 SF)	ITE Code	PM Peak Rate
CHANGE FROM	Residential, Single Family	N/A	1.77	2.25	0.26	1.57	210	0.99
	Residential, Townhome/Villa (Per Unit)	0.56	N/A	1.27	0.15	0.89	220	0.56
	Residential, Apartment/Condo (Per Unit)	0.44	0.79	N/A	0.12	0.7	221	0.44
	Retail/ Commercial (1,000 SF)	3.81	6.8	8.66	N/A	6.05	820	3.81
	Light Industrial (1,000 SF)	0.63	1.13	1.43	0.17	N/A	110	0.63

As development needs arise, amendments to the land use (trip) equivalency matrix may be carried out through approval of an updated matrix incorporated as an exhibit to the Planned Development Agreement.

- 4) All signage identifying the project, located adjacent to US N 301, CR 462 and CR 209 shall comply with the City of Wildwood Land Development Regulations and Design District Standards. A Master Signage Plan shall be provided as Exhibit D, and in accordance with 3.(c)(6)
1. ~~3.24.(E)(1)(4) Double faced signs — Modify for the allowance of a sign with two faces and less than 24" apart or less than 24" apart or less be considered as two signs for the projects main entrance on US301 to allow this to be considered one sign.~~
 2. ~~3.24.(E)(4)(2) — Allow permanent sign on a parcel in a residential use to be illuminated by external, indirect illumination to allow subdivision monument signage illumination.~~
 3. ~~3.24.(E)(18)(3) — Allow one monument sign at each development entrance for the individual subdivision within the overall development.~~

- D. All signage identifying the project, located adjacent to US N 301, CR 462 and CR 209 shall comply with the City of Wildwood Land Development Regulations and Design District Standards.
- E. Amendments. All modifications requiring an amendment to the Planned Development Agreement shall require review by the Project Review Committee, review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development.
- ~~D. The Development Services Director, or designee, shall have the authority to approve non-substantial changes to the conceptual development plan without a public hearing. The determination of what constitutes a non-substantial change shall be at the Development Services Director's discretion. All modifications requiring an amendment to the Planned Development Agreement shall require review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development.~~
- F. Future Approvals. After this Ordinance is recorded, and prior to any construction occurring, a site plan or subdivision ~~preliminary~~improvement plan shall be submitted for review and approval in the manner required by Chapter 4 or Chapter 5 of the Land Development Regulations, whichever Chapter is applicable:
- ~~E.~~
- 1) Developer's Agreement. Prior to approval of a site plan or a subdivision ~~preliminary~~improvement plan, the City and the Developer agree to enter into Utility or Developer's Agreements to address the provision of water, wastewater and reuse water to the Project. The agreement shall also specify, among other items, the ownership and maintenance of infrastructure associated with the Project.
- G. Principal Uses. The following uses shall be allowed within the Project.
- 1) All permitted and special exception uses listed in Chapter 3, Table 3-6 of the Land Development Regulations for the NMU-7 zoning district.
 - 2) Wholesaling, warehousing, bulk storage or distribution establishments and similar uses
 - 3) Research laboratories and associated activities
 - 4) Light manufacturing, assembling, processing or fabricating
 - 5) Manufacturing of nonhazardous materials
- ~~Principal uses (P) and Special Exception (SE) uses listed in Chapter 3, Table 3-6 of the Land Development Regulations for the Neighborhood Mixed Use - 7 (NMU-7) zoning district shall be allowed.~~
- ~~a. 2) Medical facilities such as hospitals that meet the Conditional Use criteria prescribed in Section 3.8 of the Land Development Regulations shall also be allowed.~~

F.H. Development Standards. Unless otherwise noted, the Project shall adhere to the zoning district standards prescribed in Chapter 3 of the Land Development Regulations for the Neighborhood Mixed Use - 7 (NMU-7) zoning district.

1) Residential Standards

a. Single Family Attached Villas/Townhomes and Apartment/Condominium Buildings: ~~The minimum distance between structures shall be 20 feet.~~

i. Minimum Size – 640 SF

a.ii. Minimum Lot Width – 20 feet

b. Single Family Detached:

i. Minimum Lot Size – ~~5,500~~4,400 SF

~~ii.~~ Minimum Lot Width – 50-40 feet

iii. c. Setbacks:

1. Front – 15 foot setback from primary structure and 20 foot setback for garages

2. Sides – ~~5 feet setback on lots less than 7,500 SF and 10 foot setback on lots over 7,500 SF~~

3. Side Setback on Secondary Road – 10 feet

4. Rear – 15 feet

5. Multi-Family Building Separation – 10 feet minimum

2) Non-Residential Standards

Non-residential standards shall follow the current regulations for the City of Wildwood.

The Florida Energy Conservation Code 2017 edition and the Florida Plumbing Code 2020 edition will be used in the design of the project. or the then-current edition of such codes at the time of building permit submission if such codes have been updated between the Effective Date of this Agreement and such time, will be used in the design of the project.

I. Design District Standards. Unless otherwise noted, the Project shall adhere to the Community Design District Standards applicable pursuant to section 6.12 of the Land Development Regulations.

H.

I.J. Recreation and Open Space. The Project shall include the open spaces depicted on the Master Concept Plan and shall maintain a minimum of 25% ~~(107.7 acres)~~ open space as noted in the Design District Standards.

1) Parks and Recreation. The Project shall include common areas which may include open spaces for passive recreation, a pool, and a clubhouse. The Amenity area is noted on the Master Concept Plan.

4)2) Buffers.

- a. The Project shall contain a minimum 10 foot perimeter landscape buffer along US 301, C-462, ~~realigned section of C-462. No landscape buffer shall be required along~~ CR 209 and CR 232. ~~However, additional right-of-way shall be provided to the City by the Developer.~~ In lieu of the required buffer along CR 209 & CR 232, a decorative wall ~~shall~~ may be constructed.
- b. The Project shall contain 10 foot wide interior landscape buffers between changes of use.
- c. The Project shall contain 25 foot wide upland landscape ~~landscape~~ buffers adjacent to wetlands.
- d. Any on site booster pumps, tanks, or lift stations needed to serve the Project shall be screened, buffered and located outside of the perimeter buffer.

2)3) Open Space. Open space shall include wetlands, preservation areas, greenspace, and landscape buffers. Open space may also include trails, plazas, courtyards, and other public similar public areas. Open space may also include recreation areas and amenities provided said amenities or area is not enclosed within air conditioned space. For purposes of meeting open space requirements, up to 50% of the drainage retention areas ~~(stormwater management areas)~~ may be included in the open space calculation; however, the amount of open space credit from the drainage retention areas shall not exceed 50% of the open space requirement. A Community Development District (CDD), homeowner's association, adjoining property owners or other private entity must maintain all such elements. Open space shall not include open bodies of water, ~~rights-of-ways~~, yards or lots of record per plat, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.

J.K. Environmental Considerations.

1) Gopher Tortoise Survey. Prior to development of the site, the Developer shall conduct a 100% survey for gopher tortoises.

- 2) Wetlands. Developer is required to submit an updated Formal Determination of Wetlands and Other Surface Waters from the Southwest Florida Water Management District.

K.L. Public Facilities.

- 1) Potable Water, Wastewater, and Reuse Water. The Project shall be connected to the City's Potable Wwater and Sanitary Sewer wastewater systems prior to issuance of any Ccertificates of Ooccupancy-being-issued. The Project will also connect to the City's reuse water system prior to certificates of occupancy being issued, if available. Expansion of the City's Potable Water and Sanitary Sewer systems, including necessary utility easements, -shall be negotiated by a separate Developer's Agreement between the City and the Developer. Said agreement shall specify cost, ownership and maintenance, and timetables for delivery of services.
- 2) Solid Waste. Solid waste services shall be provided by the City or the City's contracted refuse service provider.
- 3) Stormwater. The Project shall contain a stormwater management system which meets the requirements of the Southwest Florida Water Management District, and Chapter 6, Ssection 6.4 of the City's Land Development Regulations.
- 4) Underground Utilities. All on site utilities shall be underground. Developer is responsible for running utilities underground for the Project. The City shall insure that any utilities within any public utilities easement serving lands other than the Planned Development shall be underground.
- 5) Lighting. Exterior lighting of all buildings and parking lots shall be designed so that light is not directed off the Project. Exterior light fixtures should be fully shielded or designed with light-angle cut-offs so as to eliminate spill light, trespass light, and glare. Lighting throughout the Project will comply with the requirements set forth in the City Land Development Code and Design District Standards.
- 6) Transportation Concurrency: The responsibility to fund the improvements listed in Section L of this ordinance will be the responsibility of the Applicant/Developer. These improvements were identified in the Traffic Impact Analysis approved by Sumter County Public Works and are attached as Exhibit C.
- 7) Fire. The Florida Fire Prevention Code, 7th Edition applies to this development design.
- 8) Police. All traffic control signals or devices must comply with the Florida State Statutes regarding the installation. All traffic control signals or devices must conform

to the manual and specifications published by the Florida Department of Transportation, to include but not limited to signs, size and height.

- 6)9) Easements. Project shall provide 20 foot Utility Easements along CR 209, CR 232 and the realigned C-462. See Exhibit "C." Buffer landscaping may be planted within the easement. No tap root bearing trees are allowed in the easement. If the City needs to perform maintenance in the easement, the City is not responsible for damages or replacement of landscaping. All easements shall be approved by the City. as long as proper spacing is provided in order to avoid conflicts.
- 7)10) Right-of-Way. Developer shall donate right-of-way along CR 209 and CR 232 to provide a total of 50 feet from centerline. See Exhibit "C."

L.M. Access and Transportation.

- 1) Access. Project access will be provided pursuant to the attached Master Concept Plan and Exhibit C, which consists of the following: ThreeProject may provide Up to two (32) right-in/right-out access drivewayspoints on US 301 for commercial areas, four (4) full access pointsdriveways on C-462 realignment for commercial and office areas, two (2)one (1) right-in/right-out access pointsdriveway on C-462 realignment, for residential areas. The Project may also provide two (2) access points on CR 232, two (2) and one (1) full access driveway points on CR 209, and two (2) access points on C-462 realigned for the residential areas. Internal cross-access shall be provided between land uses. Driveway permits for access on to C-462 shall be obtained through Sumter County. Driveway permits for US 301 shall be obtained through the Florida Department of Transportation (FDOT). Driveway permits for CR 209 and CR 232 shall be obtained through the City of Wildwood. The Developer shall be responsible for milling and resurfacing of CR 209 adjacent to the development after all improvements are made.
- 2) Transportation System Improvements. The Developer shall be responsible for the following improvements, as shown in Exhibit C, which may be subject to impact fee credits from Sumter County. The Developer shall be fully responsible for the following improvements to the transportation system to mitigate transportation impacts of the Project. TheseAny additional These improvements were will be are identified in the Traffic Impact Analysis accepted with conditions by Sumter County Public Works on 5/4/2022. to be submitted with the Planned Development application:
 - a. a. Construction of 315-foot westbound left turn lane, a 180 foot eastbound left turn lane and a 155 ft. westbound right turn at CR 462 (realigned) & Access Driveway A.
 - b. Construct 350 ft. right turn lane at Access on Twisted Boulevard.

- c. Construct a 430 ft. northbound left turn lane and a 180 ft. southbound left turn lane at CR 462 (realigned) & Access Driveway B.
- d. Construct a 155 ft. eastbound right turn lane and a 155 ft. westbound right turn lane at CR 462 (realigned) at Access Driveway D.
- e. Construct 240 ft. southbound right turn lanes on US 301 at Access Driveways E, F, and G.
- f. Construct 240 ft. right turn lanes on all three right in/right out driveways on US 301 and on CR 462 (realigned).
- g. Re-time the traffic signal controller for the following intersections: US 301 & CR 466 and US 301 & CR 462/CR216.
- h. Convert the intersection of US 301 and CR 462 north/CR 126 to a directional median opening with northbound and southbound left turn movements.
- i. Improve US 301 and CR 462/CR 462 (Realigned) by the following:
- j. Construct 350 foot eastbound dual left turn lanes (including a 50 foot taper)
- k. Construct an eastbound through turn lane
- l. Construct a 155 foot eastbound right turn lane
- m. Restripe existing Westbound left turn lane to a through lane
- n. Restripe existing striped median to a 240 foot westbound left turn lane
- o. Extend existing northbound left turn lane to 445 feet
- p. Construct a second 445 foot northbound left turn lane (including a 50 ft. taper)
- q. Construct a second 340 foot southbound left turn lane (including a 50 ft. taper)
- r. Construct a 240 foot southbound right turn lane (including a 50 ft. taper)
- s. Construct a second eastbound lane on CR 462 to accommodate southbound dual left lanes
- t. Retime the signal controller
- a. Upgrade the existing span wire signal to a mast arm signal
- u.

- 2) g. The Developer shall donate sufficient right-of-way and construct ~~a two lane and 4-lane~~ roadway segments for the realignment of C-462, pursuant to the Master Concept Plan. Sufficient right-of-way will be based on the C-462 Preliminary Engineering Study conducted by Sumter County provided there is no updated design information provided by Sumter County before construction of the realignment. Developer will install a temporary traffic light at the intersection of US301 and the new CR462 extension to accommodate the new east bound traffic on CR462. If the County has already begun working on the permanent Traffic Signal System for the US301 and new CR462 Intersection, Developer will not be required to install a temporary traffic light. Developer will pay the City of Wildwood the amount of Two Hundred Thousand (\$200,000) Dollars to be utilized by the City as part of the CR209

~~Improvements that run the entire length of the development's property line. The City will submit a request for payment upon the CR209 Improvement Project being approved by the City Commission. The funds stated can only be used for roadway improvements on CR209 that is adjacent to the development's property line. Developer shall donate right-of-way along CR 209 and along CR 232 to provide a total of 50' from centerline.~~

3) _____

3) ~~h.b.~~ Individual development pods and land uses shall be interconnected by a series of roadways and trails within the Project. Internal roadways and trails shall be developed in accordance with the ~~Master Concept conceptual development P~~plan and the typical roadway provided for local roads.

4) _____

4) ~~i. c.~~ The Project shall provide a system of ~~, multi-use trails consisting of unpaved nature trails around the wetland areas, five (5) foot wide sidewalks to be provided on both sides of internal roadways and a five (5) foot sidewalks on one side of the street and a 10 foot wide multi-use path on the opposite side of realigned the main spine road/CR 462 on both sides of streets~~ that encourage walking and bicycling within the development as shown on the ~~Master Concept conceptual development p~~Pplan.

5) _____

5) ~~j. d.~~ Golf carts. Golf carts may be allowed to utilize the multi-use paths ~~and CDD owned roadways~~ within the Project pending final engineering approval at the time of site plan. ~~The City reserves the right to deny use of golf carts within the Project should such use present a safety concern.~~

6) _____

7) ~~k. e.~~ Gates. A portion of the residential development areas, including the single-family, apartment/condominium and villa/townhome areas, may be gated to restrict access to residents only. ~~Development entrance at CR 209 may have a faux be gated.~~

M.N. Maintenance of Common Areas. Maintenance and repair of structures, ~~paved areas (internal roadways and parking)~~, lawn mowing, and landscaping maintenance of all common areas within the Project shall be the responsibility of the ~~property owner~~Twisted Oaks CDD or its designee such as a property owners association, at no cost or obligation to the City. ~~In the event of noncompliance with the City Land Development Regulations, the City maintains the right to enforce same against the Developer, its successors or assigns, as may be applicable, by and through its code enforcement procedure and special magistrate.~~ The Developer shall provide guidelines to the City for approval, not to be reasonably withheld, conditioned or delayed, for the maintenance of common areas. The City will be granted the right to enforce the common areas maintenance obligations against the ~~Developer, property owner~~ as may be applicable, and to be reimbursed for the

reasonable attorney's fees, costs and expenses, as may be reasonably incurred by the City.

N.O. Enforcement of Rules and Regulations. For the maintenance of the common areas referenced in Section 3(M) above, the applicable provisions in the Guidelines: (i) shall be made applicable to the Project; and (ii) shall be reviewed/approved by the City of Wildwood and a certificate of occupancy being issued for completed improvements; and (iii) will provide that the City of Wildwood shall have the right, but not the obligation, to enforce such maintenance obligations against a violating party and that the City should be entitled to reasonable attorney's fees and costs for enforcement regardless of whether or not a suit has been filed.

O.P. Impact Fees. The Planned Development shall be subject to all impact fees applicable at the time of permitting. All impact fees are to be paid before issuance of any building permit. Proof of Sumter County impact fees paid shall be provided to the City of Wildwood. Any applicable impact fees adopted by the City of Wildwood, Sumter County or the Sumter County School Board prior to issuance of building permits shall also be applicable to the Planned Development.

P.Q. Expiration of Planned Development Agreement. Significant Actual construction must begin within the Project boundary (as legally described in Exhibit A) Planned Development within 24 months of the final adoption of ~~the this~~ Planned Development Agreement. If no significant construction has started on the approved Project Planned Development within 24 months, the Planned Development shall lapse and be of no further effect. The City Commission may extend the Planned Development for periods of up to twelve (12) six (6) months provided the applicant can show good cause why said the Project was delayed under the originally approved Planned Development Agreement. However, the City Commission shall not allow extensions beyond 84 48 months after the effective date of this Ordinance.

SECTION 4: SEVERABILITY

If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

SECTION 5: EFFECTIVE DATE

This Ordinance shall be effective upon adoption during the second and take effect upon its final reading by the ~~City Commission of the~~ City of Wildwood City Commission.

PASSED AND ORDAINED in regular session of the City Commission of the City of Wildwood, Sumter County, Florida, this ____ day of _____, 2022~~17~~.

CITY COMMISSION

6/10/2022 _____ 15

SEAL

CITY OF WILDWOOD, FLORIDA

Ed Wolf, Mayor

ATTEST: _____
~~Cassandra Lippincott~~Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

Approved as to form:

~~Ashley Hunt~~, City Attorney