



PLANNING & ZONING BOARD - CITY OF WILDWOOD
Special Magistrate – Lindsay C.T. Holt

Agenda
Regular Meeting
July 5, 2022 2:15 PM
City Hall Commission Chamber
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: Planning & Zoning Board

II. APPROVAL OF SUMMARY MINUTES

III. OLD BUSINESS

IV. NEW BUSINESS

1. RZ 2204-002 Bigham Plaza

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Parcel G33-078

The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 (Sumter County) to NMU-4 (City) for the parcel listed above on 0.92 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment CP 2204-003. **Staff recommends approval.**

2. **RZ 2205-001 TSG Development - Clay Drain Rd.**

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Parcels G17-014 & G18-001

The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from A10C (Sumter County) and MHP (City) to M-1 (City) for the parcels listed above on 30 acres MOL.

Staff recommends approval and favorable recommendation of Ordinance Number O2022-48 (attached) subject to approval of O2022-46, which establishes a Future Land Use appropriate to the proposed zoning.

3. **RZ 2205-003 Encounter Expansion**

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Parcels D32A003, D32-158 & D32-057

The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from R4C (Sumter County) to Institutional (City) for the parcel listed above on 7.2 acres MOL. **Staff recommends approval and favorable recommendation of Ordinance Number O2022-47 subject to approval of O2022-45, which establishes a Future Land Use appropriate to the proposed zoning.**

4. **RZ 2206-001 Thomas - Wildwood**

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE. _

The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 and A10C (Sumter County) to C-2 (City) for the parcel listed above on 4.86 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment CP 2206-001 (O2022-52). **Staff recommends approval.**

5. **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.

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.**

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

Parcel D29A017

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.**

7. **LDR staff revisions**

An Ordinance of the City of Wildwood, Florida; Amending the Land Development Regulations of the City of Wildwood, Florida; Providing for Codification in the Land Development Regulations; Providing for Conflict; Providing for Severability; and Providing for an Effective Date.

Proposed revisions to the City of Wildwood Land Development Regulations

V. ADJOURNMENT

APPEAL: NECESSITY OF RECORD. In order to appeal the Board/Special Magistrate's decision of this matter, a verbatim record of the proceedings is required. The Board/Special Magistrate assumes no responsibility for furnishing said record.

July 5, 2022 2:15 PM

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: RZ 2204-002 Bigham Plaza

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:
Effective Date: Termination Date:
Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case #	RZ 2204-002 Bigham Plaza
Ordinance #	O2022-51
Applicant	Sandspur Construction Inc
Owner	468 Properties LLC
Property Location	On Warm Springs Avenue, approximately 1.26 miles west of Florida's Turnpike.
Parcel Number	G33-078
Date	6/30/22

The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 (Sumter County) to NMU-4 (City) for the parcel listed above on 0.92 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment CP 2204-003.

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), staff believes the zoning change to NMU-4 should be granted based on the following criteria:

(a) Whether the proposed change is consistent with the comprehensive plan;

The proposed rezoning to NMU-4 is consistent with the proposed Future Land Use Map designation of South Wildwood Neighborhood Mixed Use and the intent of the 2035 Comprehensive Plan as stated in FLU Policies 1.5.2, 1.5.3 and 1.5.4.

(b) The existing land use pattern of the surrounding area;

The proposed rezoning to NMU-4 is compatible with the current land use development pattern along the south side of Warm Springs Ave. The property is intended to be used for a commercial retail professional plaza to serve the residential development in the Warm Springs Avenue area. A medical office practice is planned on property east of the subject property and several other medical/dental offices are planned west of the subject property. These properties underwent future land use changes within the last few years.

(c) The possibility of adversely affecting public facilities such as schools, utilities, streets, etc;

Schools: As the proposed project is commercial in nature, no impacts to school capacity are expected.

Potable Water & Sewer: According to the City's 2019 Utility System Master Plan, the subject

parcels are in an infill demand area. City water is available to the subject property, but city sewer is not. The applicant will need to work with the Sumter County Health Department concerning septic provisions or work with surrounding property owners on an agreement to bring wastewater services to the site before development begins.

Streets: Warm Springs Ave. is maintained by Sumter County. Bigham Trail will be maintained by the city after the two-year inspection punch list corrections are satisfied.

(d) Whether changed or changing conditions make the passage of the proposed amendment necessary;

Commercial development pressure has been occurring on Warm Springs Ave. since it was improved a few years ago. The growth of The Villages led to the needed improvement on Warm Springs Ave. Properties along Warm Springs Ave. east of N US 301 have been requesting changes in future land use and zoning to accommodate commercial/office type development. The rezoning is necessary to accommodate the proposed use of the property and to bring the property into compliance with the proposed Future Land Use designation. The NMU-4 zoning district is appropriate based on development along Warm Springs Ave. and the intended future use of the property.

(e) Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety;

Access to the property will likely be from Bigham Trail, which will be maintained by the City after the two-year inspection punch list corrections are satisfied. Bigham Trail is a two-lane road with a paved width of 22 feet with 42 feet of ROW. Warm Springs Ave. is a four-lane divided collector roadway operating at a LOS C at the subject property location. Sumter County annual traffic counts show 926 PM peak hour trips for Warm Springs Ave. in 2020. Per the 10th edition ITE manual, the trip generation for the existing abandoned residential structures currently on the property is essentially 0 trips/day. The proposed 10,000 sf commercial retail professional plaza would generate 553 trips/day. The applicant will work with the City and Sumter County Public Works at the site plan stage to determine the appropriate access. A full traffic impact analysis will be required at the site plan stage to determine any traffic mitigation that might be needed to accommodate the increase in trips.

(f) Whether the proposed change will be a deterrent to the improvement or development of adjacent property;

The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. Properties along Warm Springs Ave. have been annexing into the City for development over the last few years. Properties that remain in Sumter County's jurisdiction are allowed to develop according to their jurisdiction's future land use and zoning designations.

**ZONING DESIGNATION
SURROUNDING PROPERTIES**

NORTH	ARD (City)
SOUTH	NMU-4 (City)
EAST	RR1(County)
WEST	NMU-4 (City)

If approved, the applicant will be required to submit a site plan to the city prior to development. The site plan will need to follow all requirements as established in the City's Land Development Regulations and Design District Standards.

Staff recommends approval and favorable recommendation of Ordinance Number O2022-51 (attached) subject to approval of O2022-50, which establishes a Future Land Use appropriate to the proposed zoning.

A handwritten signature in black ink, reading "Kyla Luna". The signature is written in a cursive, flowing style.

Kyla Luna
Planner, Development Services

ORDINANCE NO. O2022-51

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA;
PROPOSING A ZONING MAP AMENDMENT TO THE
OFFICIAL ZONING MAP IN ACCORDANCE WITH
SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT
REGULATIONS; PROVIDING FOR CODIFICATION;
PROVIDING FOR CONFLICT; PROVIDING FOR
SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE
DATE.

WHEREAS, the City of Wildwood, Florida, is proposing to amend the Official Zoning Map of said City, to include a rezoning of real property described as follows, to-wit:

Parcel G33-078
468 Properties LLC (Owner)
0.92 Acres +/-

LEGAL DESCRIPTION:

Parcel G33-078 (per O.R Book 3488, page 594) Beginning at the NW corner of the NW ¼ of the NW ¼ of section 33, Township 19 South, Range 23 East; run thence East, 210 feet; thence South, 399 feet; thence West, 210 feet; thence North, 399 feet to the Point of Beginning, LESS Road Right of Way and LESS the West 105 feet thereof (OR 128, page 107), Sumter County, Florida.

CONTAINS 0.92 ACRES, MORE OR LESS.

This property is to be reclassified from RR1 (Sumter County) to NMU-4 (City).

AND WHEREAS, the rezoning is consistent with the City's Comprehensive Plan and Land Development Regulations.

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

SECTION 1. The Official Zoning Map of the City of Wildwood, Florida is hereby amended to include the above-referenced property as indicated above. The amendment to the Official Zoning Map is attached hereto as "Exhibit A" and incorporated herein by reference.

SECTION 2. All ordinances or parts of ordinances in conflict herewith, be, and the

same are hereby repealed.

SECTION 3. 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 4. This Ordinance shall take effect 31 days after its final reading by the City Commission of the City of Wildwood.

DONE AND ORDAINED this _____ day of _____, 2022, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION

CITY OF WILDWOOD, FLORIDA

Ed Wolf, Mayor

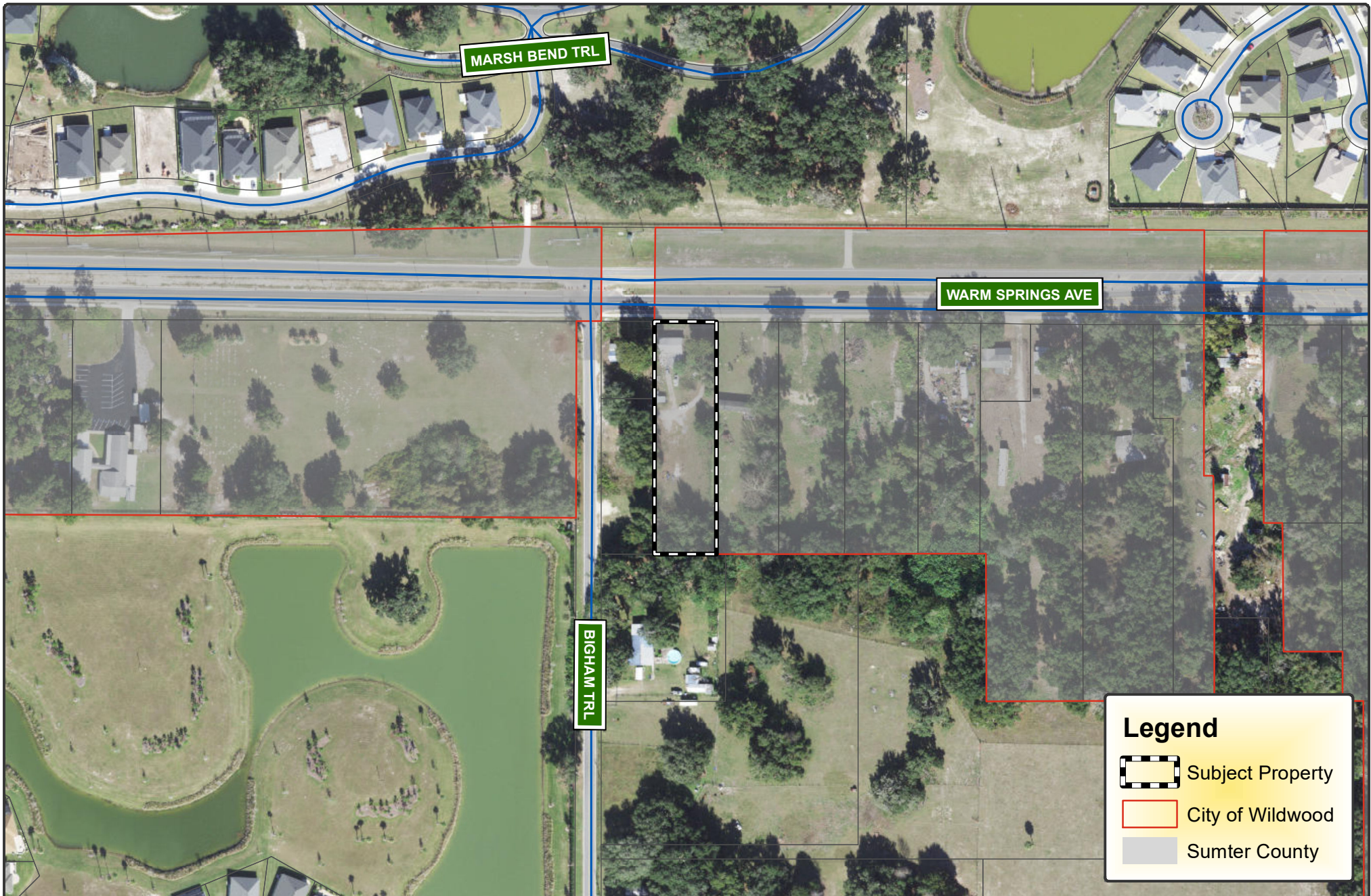
ATTEST: _____
Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

Approved as to form:

City Attorney



Legend

-  Subject Property
-  City of Wildwood
-  Sumter County



CITY OF WILDWOOD

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



CP 2204-003 / RZ 2204-002

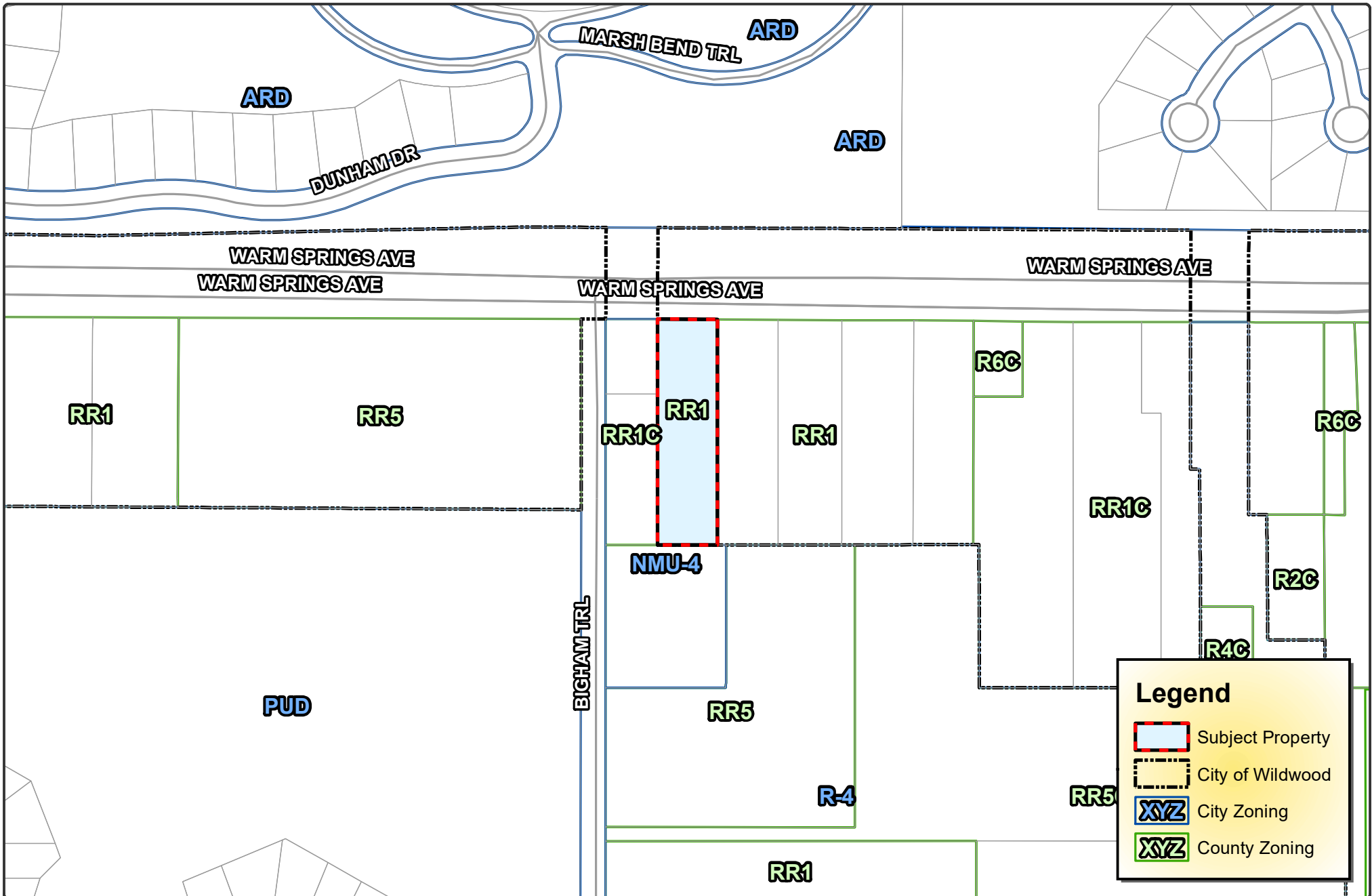
BIGHAM PLAZA

PARCEL G33-078

MAP 1B

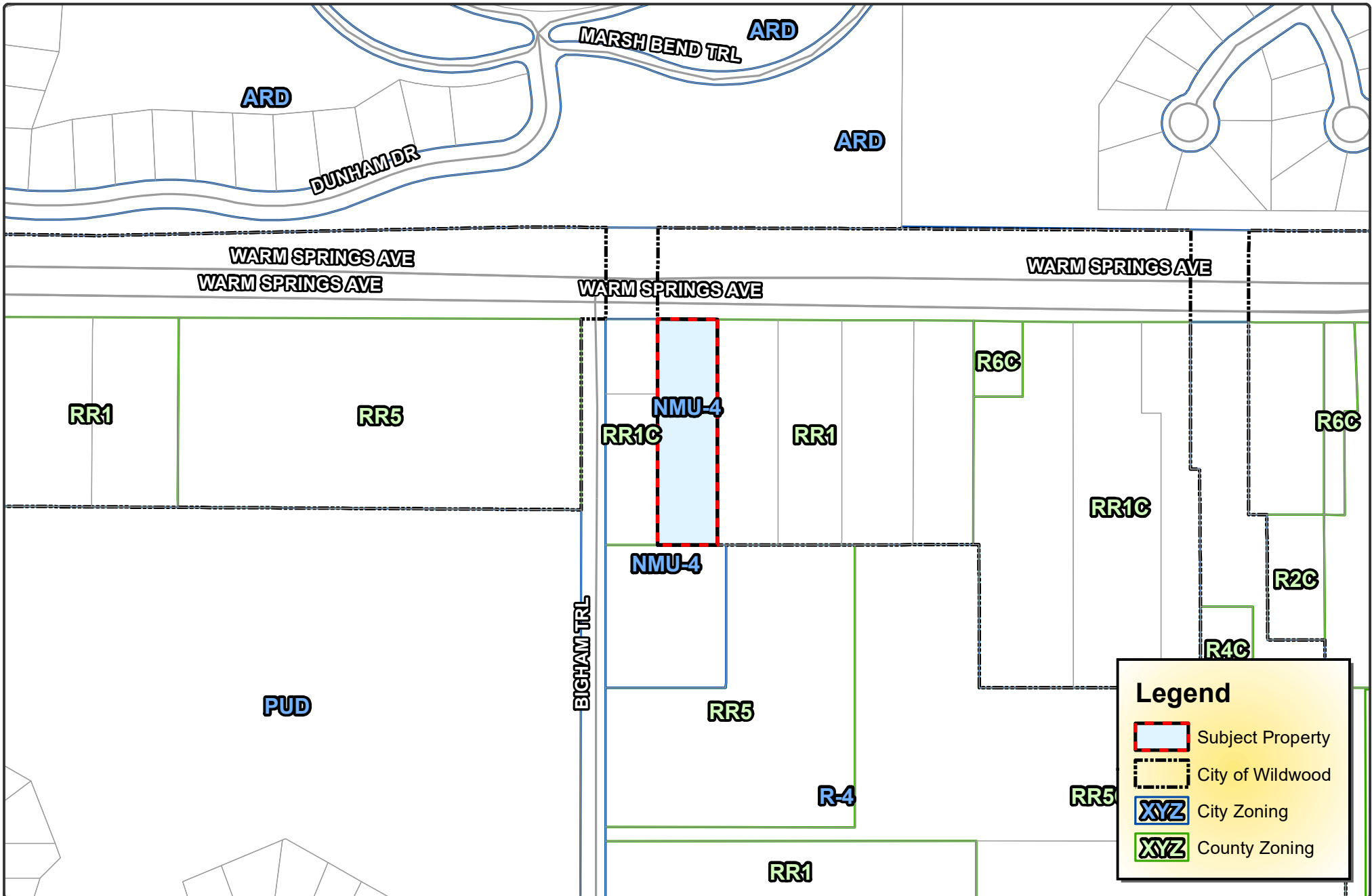
LOCATION
MAP

MAY
2022



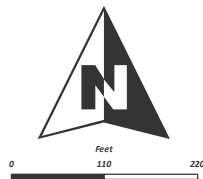
Legend

- Subject Property
- City of Wildwood
- City Zoning
- County Zoning



CITY OF
WILDWOOD

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



RZ 2204-002
BIGHAM PLAZA

PARCEL G33-078

MAP 3B

PROPOSED ZONING
PENDING COMMISSION
APPROVAL

MAY
2022

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: RZ 2205-001 TSG Development - Clay Drain Rd.

REQUESTED ACTION:

Staff recommends approval and favorable recommendation of Ordinance Number O2022-48 (attached) subject to approval of O2022-46, which establishes a Future Land Use appropriate to the proposed zoning.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case #	RZ 2205-001 TSG Development, Inc. – Clay Drain Rd.
Ordinance #	O2022-48
Applicant	Michael Rankin, LPG URP, Inc.
Owner	James and Lynda Gough
Property Location	Clay Drain Rd., approximately 0.5 miles east from US 301
Parcel Number(s)	G17-014 & G18-001
Date	6/20/22

The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from A10C (Sumter County) and MHP (City) to M-1 (City) for the parcels listed above on 30 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment CP 2205-001.

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), staff believes the zoning change should be granted based on the following criteria:

(a) Whether the proposed change is consistent with the comprehensive plan;

The proposed rezoning to M-1 is consistent with the proposed Future Land Use Map designation of Industrial and the intent of the Comprehensive Plan as stated in FLU Policy 1.1.15 and Economic Development Policy 1.4.2.

(b) The existing land use pattern of the surrounding area;

The proposed rezoning to M-1 is compatible with the current zoning along Clay Drain Road in this area. The property is intended to be used as for industrial purposes and is in close proximity to other properties with an industrial zoning designation.

(c) The possibility of adversely affecting public facilities such as schools, utilities, streets, etc;

Schools: Since the proposed use on the property will be industrial, city schools will not be impacted by this proposed project.

Potable Water & Sewer: City water and sewer are available to the subject property.

The applicant/owner will work with City utilities at the site plan stage to connect to City water and sewer.

Streets: Access to the property will be from Clay Drain Road, which is maintained by the City and will be improved in the near future. Clay Drain Road is currently a two lane 30 foot wide roadway that operates at a LOS C.

(d) Whether changed or changing conditions make the passage of the proposed amendment necessary;

Industrial development has been occurring along Clay Drain Road over the last few years. The rezoning is necessary to accommodate the proposed use of the property and to bring the property into compliance with the proposed Future Land Use designation. The M-1 zoning district is appropriate based on development occurring along Clay Drain Road and the intended future use of the property.

(e) Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety;

The existing Future Land Use on the subject property of Mobile Home Park and Urban Residential, if developed, would create 103 PM peak hour trips. The proposed Future Land Use change to Industrial would create 261 PM peak hour trips, an increase of 158 PM peak hour trips. The applicant will work with the City at the site plan stage to determine the appropriate access. A full traffic impact analysis will be required at the site plan stage to determine any traffic mitigation that might be needed based on the improvements planned for Clay Drain Road. Between 10 ft. and 36 ft. of right of way donation may be required to accommodate the widening of Clay Drain Road.

(f) Whether the proposed change will be a deterrent to the improvement or development of adjacent property;

The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. Properties along Clay Drain Road are a mix of industrial and commercial development. Properties that remain in Sumter County's jurisdiction are allowed to develop according to their jurisdiction's future land use and zoning designations.

ZONING DESIGNATION SURROUNDING PROPERTIES	
NORTH	CH (COUNTY)
SOUTH	RR1 (COUNTY), M-1, AG-5 (CITY)
EAST	M-1 (CITY)
WEST	MHP (CITY)

If approved, the applicant will be required to submit a site plan to the City prior to development. The site plan will need to follow all requirements as established in the City's Land Development Regulations and Design District Standards.

Staff recommends approval and favorable recommendation of Ordinance Number

O2022-48 (attached) subject to approval of O2022-46, which establishes a Future Land Use appropriate to the proposed zoning.

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.

Roxann Read, AICP, CFM
Development Services Assistant Director

ORDINANCE NO. O2022-48

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA;
PROPOSING A ZONING MAP AMENDMENT TO THE
OFFICIAL ZONING MAP IN ACCORDANCE WITH
SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT
REGULATIONS; PROVIDING FOR CODIFICATION;
PROVIDING FOR CONFLICT; PROVIDING FOR
SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE
DATE.

WHEREAS, the City of Wildwood, Florida, is proposing to amend the Official Zoning Map of said City, to include a rezoning of real property described as follows, to-wit:

Parcels G17-014 & G18-001
James and Lynda Gough (Owner)
30 Acres +/-

LEGAL DESCRIPTION:

The East ½ of the East ½ of the Northeast ¼ of the Northeast ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida; subject to right of way for Clay Drain Road, if any, lying south side thereof.

AND

The West ½ of Northwest ¼ of the Northwest ¼ of Section 17, Township 19 South, Range 23 East, Sumter County, Florida; subject to right of way for Clay Drain Road, if any, lying south side thereof.

CONTAINS 30 ACRES, MORE OR LESS.

This property is to be reclassified from A10C (Sumter County) and MHP (City) to M-1 (City).

AND WHEREAS, the rezoning is consistent with the City's Comprehensive Plan and Land Development Regulations.

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

SECTION 1. The Official Zoning Map of the City of Wildwood, Florida is hereby amended to include the above-referenced property as indicated above. The amendment

to the Official Zoning Map is attached hereto as "Exhibit A" and incorporated herein by reference.

SECTION 2. All ordinances or parts of ordinances in conflict herewith, be, and the same are hereby repealed.

SECTION 3. 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 4. This Ordinance shall take effect 31 days after its final reading by the City Commission of the City of Wildwood.

DONE AND ORDAINED this _____ day of _____, 2022, by the City Commission of the City of Wildwood, Florida.

**CITY COMMISSION
CITY OF WILDWOOD, FLORIDA**

Ed Wolf, Mayor

ATTEST: _____
Susan Patterson, City Clerk

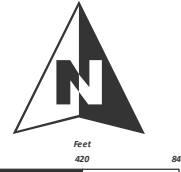
First Reading: _____

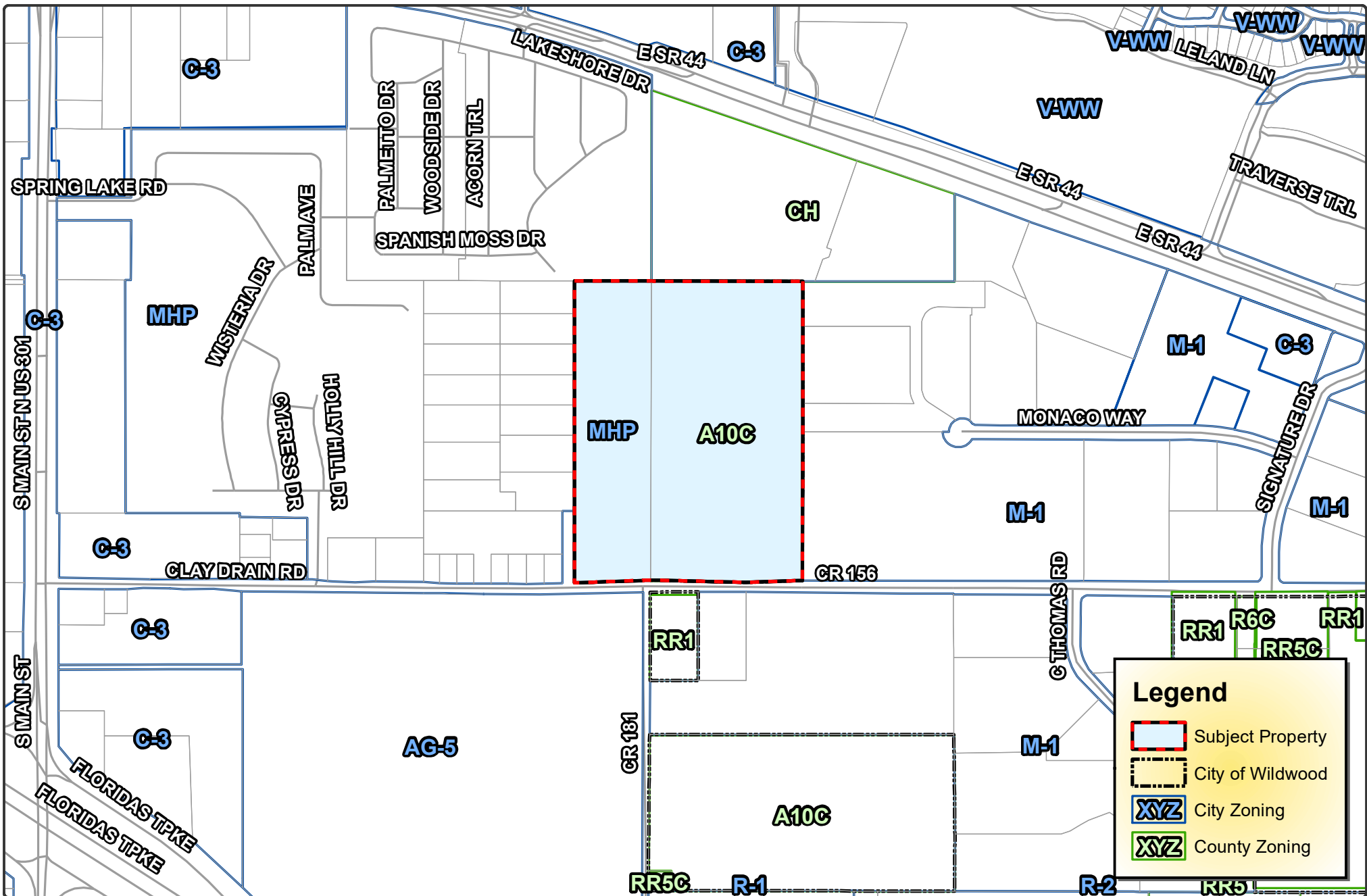
Second Reading: _____

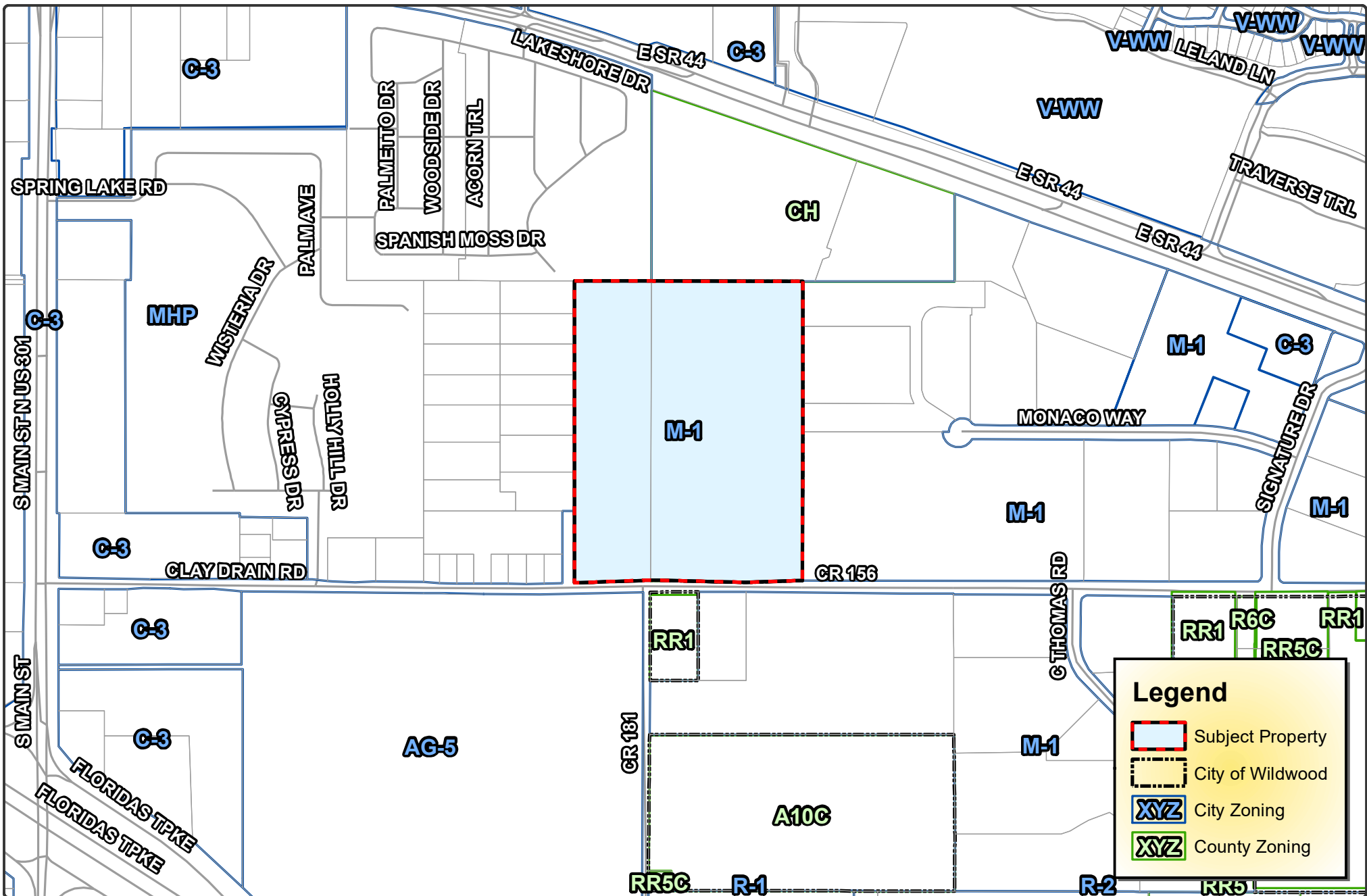
Approved as to form:

City Attorney



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 Feet 0 420 840	CP 2205-001 / RZ 2205-001 TSG DEVELOPMENT, INC - CLAY DRAIN RD PARCELS G17-014 & G18-001	MAP 1B LOCATION MAP MAY 2022
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Legend

Subject Property

City of Wildwood

City Zoning

County Zoning

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: RZ 2205-003 Encounter Expansion

REQUESTED ACTION: Staff recommends approval and favorable recommendation of Ordinance Number O2022-47 subject to approval of O2022-45, which establishes a Future Land Use appropriate to the proposed zoning.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case #	RZ 2205-003 Encounter Expansion
Ordinance #	O2022-47
Applicant	Bradley Werlin II
Owner	Encounter Church FL, Inc.
Property Location	C 462, approximately 0.7 miles east of N US 301
Parcel Number(s)	D32A003, D32-158 & D32-057
Date	6/20/22

The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from R4C (Sumter County) to Institutional (City) for the parcel listed above on 7.2 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment CP 2205-003 (O2022-45).

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), staff believes the zoning change should be granted based on the following criteria:

(a) Whether the proposed change is consistent with the comprehensive plan;

The proposed rezoning to Institutional is consistent with the proposed Future Land Use Map designation of Public Facilities and the intent of the Comprehensive Plan as stated in FLU Policy 1.1.21.

(b) The existing land use pattern of the surrounding area;

The proposed rezoning to Institutional is compatible with the designation assigned this type of development in the area. The applicant plans to construct a 12,000 SF church on the subject property, similar to developments located along E C 462 in the area. Parcels in the vicinity of the subject property within the city limits currently have Institutional zoning designations.

(c) The possibility of adversely affecting public facilities such as schools, utilities, streets, etc;

Schools: Due to the proposed development being non-residential in nature, a School Impact Analysis is not needed.

Potable Water & Sewer: Water and sewer are available at the subject property. The

applicant will work with the City Utilities Department to connect to water and sewer at site plan stage.

Streets: E C 462 is a county maintained major urban collector roadway with a posted speed limit of 40 mph operating at a LOS D. The City's Interlocal Service Boundary Agreement with Sumter County has established this segment of roadway as LOS F.

(d) **Whether changed or changing conditions make the passage of the proposed amendment necessary;**

The property was annexed into the City on June 27, 2022 and requires a city zoning designation in order to develop. The rezoning is necessary to accommodate the proposed use of the property and to bring the property into compliance with the Future Land Use designation. The Institutional zoning district is appropriate based on development in the local area and the intended future use of the property.

(e) **Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety;**

According to the trip generation statement submitted using the ITE Trip Generation Manual, a 12,000 SF church is expected to generate 109 daily trips and a 7 trip AM peak generation. The property owner will work with Sumter County Public Works on allowable access to the property, road improvements that may be needed and approval of the final TIA at the site plan stage prior to development.

(f) **Whether the proposed change will be a deterrent to the improvement or development of adjacent property;**

The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. The surrounding properties are permitted to develop in accordance with their zoning map designation. Properties that are in the City's jurisdiction and those that remain in Sumter County's jurisdiction are allowed to develop according to their jurisdiction's future land use and zoning designations.

ZONING DESIGNATION SURROUNDING PROPERTIES	
NORTH	RR5C, RR1C (COUNTY)
SOUTH	INS (CITY)
EAST	RR5C (COUNTY)
WEST	M-1 (CITY)

If approved, the applicant will be required to submit a site plan to the city prior to development. The site plan will need to follow all requirements as established in the City's Land Development Regulations and Design District Standards.

Staff recommends approval and favorable recommendation of Ordinance Number O2022-47 subject to approval of O2022-45, which establishes a Future Land Use appropriate to the proposed zoning.

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.

Roxann Read, AICP, CFM
Development Services Assistant Director

ORDINANCE NO. O2022-47

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA;
PROPOSING A ZONING MAP AMENDMENT TO THE
OFFICIAL ZONING MAP IN ACCORDANCE WITH
SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT
REGULATIONS; PROVIDING FOR CODIFICATION;
PROVIDING FOR CONFLICT; PROVIDING FOR
SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE
DATE.

WHEREAS, the City of Wildwood, Florida, is proposing to amend the Official Zoning Map of said City, to include a rezoning of real property described as follows, to-wit:

Parcels D32A003, D32-158 & D32-057
Encounter Church FL, Inc. (Owner)
7.2 Acres +/-

LEGAL DESCRIPTION:

Parcel D32-057

Begin at the NW corner of the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 32, Township 18 South, Range 23 East, Sumter County, Florida, run thence S. 89D59'55"E along the North line of said SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ a distance of 661.70 feet to the NE corner of said SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$, run thence S 0D11'57"W, along the East line of said SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ a distance of 427.42 feet, said point being the NE corner of Lot 4, Happy Valley Subdivision as per plat thereof recorded in plat book 4, page 38 of the public records of Sumter County, Florida, run thence N 89D58'35"W along the North line of said Happy Valley Subdivision a distance of 661.62 feet to the West line of said SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$, said point being the NW corner of Lot 1 of said Happy Valley Subdivision, run thence N 0D11'19"E along the West line of said SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ a distance of 427.16 feet to the Point of Beginning. Together and with tan easement for ingress and egress over and across the following described parcel: Commence at the NE corner of said lot 4 of said Happy Valley Subdivision, run thence N 89D58'35"W along the North line of said Lot 4 a distance of 154.12 feet to the NW corner of said Lot 4 and the POB, thence continue N 89D58'35"W a distance of 25.00 feet, run thence S 0D11'19"W, parallel with the West line of said Lot 4, a distance of 200.00 feet to the North right of way line of County Road 462, run thence S 89D58'35"E along said North right of way line a distance of 25 feet to the SW corner of said Lot 4, run thence N 0D11'19"E along the West line of said Lot 4 a distance of 200.00 feet to the POB.

Parcel D32A003

Lot 3, Happy Valley Subdivision Unit One, according to the map or plat thereof as recorded in Plat Book 4, Page 38, Public Records of Sumter County, Florida

Parcel D32-158

Commence at the NE corner of Lot 4, Happy Valley Subdivision Unit 1, run thence N 89 deg 58' 35" W 154.12 Feet to POB, Thence run N 89 deg 58'35" W 50 feet, thence run S 00 deg 11'19" W 200 feet, thence run S 89 Deg 58'35" E 50 feet, thence run N 00 deg 11'19" E 200 feet to POB.

CONTAINS 7.2 ACRES, MORE OR LESS.

This property is to be reclassified from R4C (Sumter County) to Institutional (City).

AND WHEREAS, the rezoning is consistent with the City's Comprehensive Plan and Land Development Regulations.

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

SECTION 1. The Official Zoning Map of the City of Wildwood, Florida is hereby amended to include the above-referenced property as indicated above. The amendment to the Official Zoning Map is attached hereto as "Exhibit A" and incorporated herein by reference.

SECTION 2. All ordinances or parts of ordinances in conflict herewith, be, and the same are hereby repealed.

SECTION 3. 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 4. This Ordinance shall take effect 31 days after its final reading by the City Commission of the City of Wildwood.

DONE AND ORDAINED this _____ day of _____, 2022, by the City Commission of the City of Wildwood, Florida.

**CITY COMMISSION
CITY OF WILDWOOD, FLORIDA**

Ed Wolf, Mayor

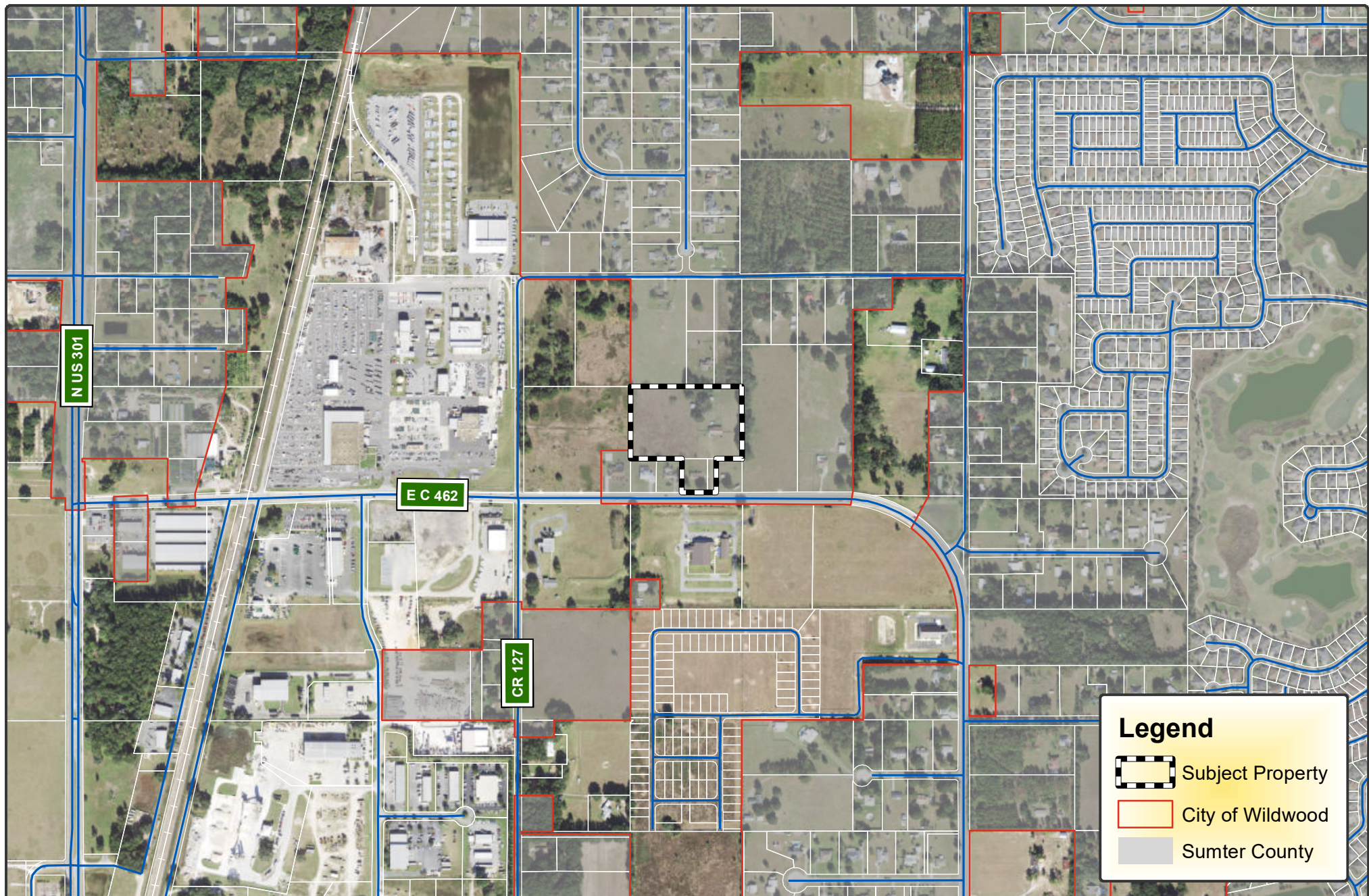
ATTEST: _____
Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

Approved as to form:

City Attorney



Legend

-  Subject Property
-  City of Wildwood
-  Sumter County



CITY OF WILDWOOD

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



CP 2205-003 / RZ 2205-003

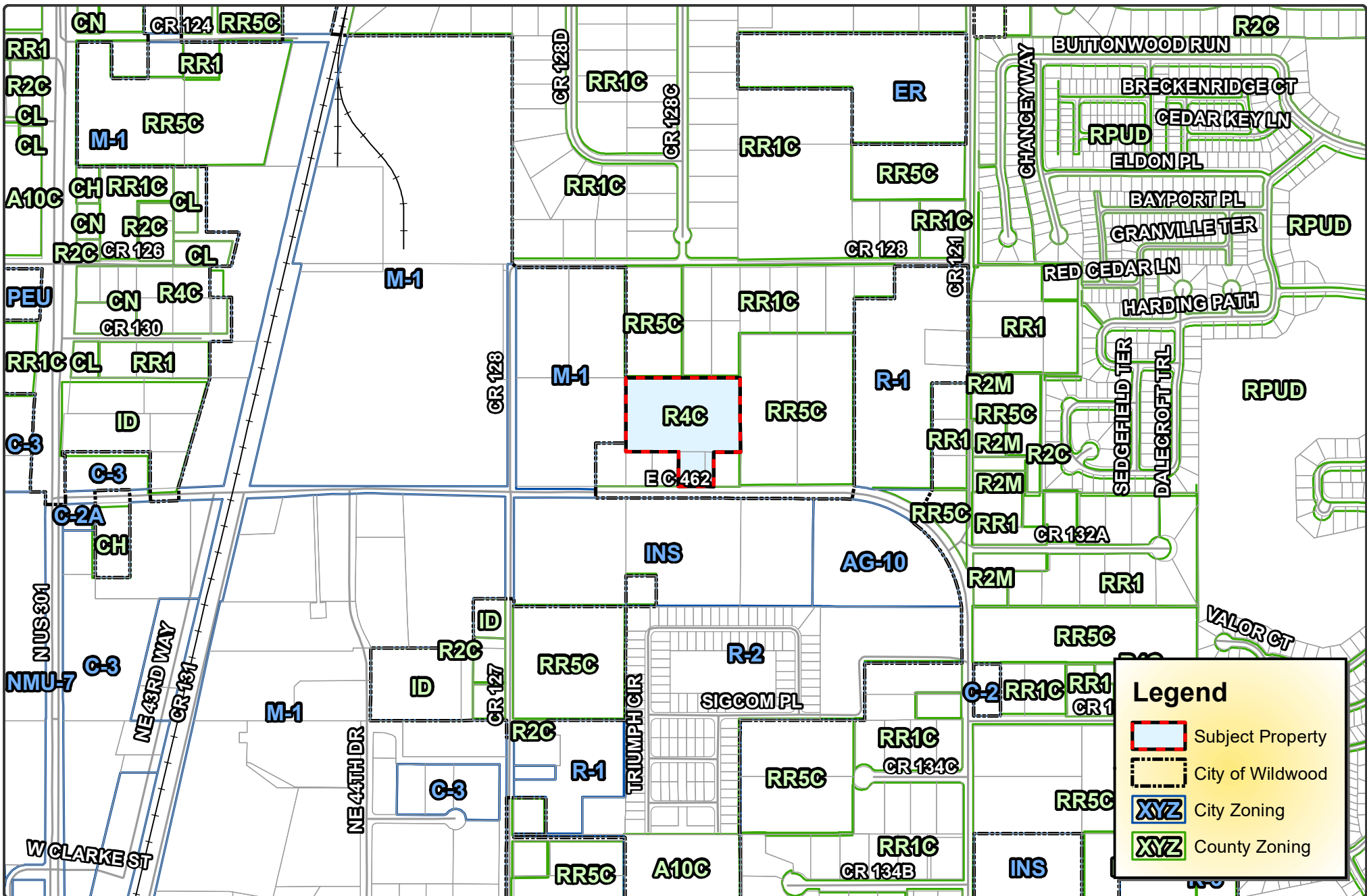
ENCOUNTER EXPANSION

PARCELS D32A003, D32-158 & D32-057

MAP 1B

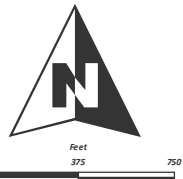
LOCATION
MAP

MAY
2022





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



Page 30 of 164

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: RZ 2206-001 Thomas - Wildwood

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:
Effective Date: Termination Date:
Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	RZ 2206-001
Ordinance Number	O2022-53
Parcel Number	G33-154
Property Location	The subject property is generally located on the west side of Marsh Bend Trail and approximately 0.9 miles south of Warm Springs Avenue.
Owner	Thomas Group Investments #1, LLC
Applicant	CHW

The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 and A10C (Sumter County) to C-2 (City) for the parcel listed above on 4.86 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment CP 2206-001 (O2022-52).

ANALYSIS: The applicant is proposing a commercial development with a mix of uses consisting of a strip mall and a storage facility at the site. Commercial development is encouraged in the City to serve existing as well as new residents.

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), staff believes the zoning change to C-2 should be granted based on the following criteria:

(a) Whether the proposed change is consistent with the comprehensive plan;

The proposed rezoning to C-2 is consistent with the proposed Future Land Use Map designation of General Commercial (COM) and the intent of the Comprehensive Plan as stated in FLU Policy 1.1.14.

(b) The existing land use pattern of the surrounding area;

The land use pattern of the surrounding area is residential and commercial. The proposed C-2 zoning designation will serve as a transition in this area to serve city residents.

(c) The possibility of adversely affecting public facilities such as schools, utilities, streets, etc;

Schools:

The proposed project is not expected to generate any school aged children, as the property is being amended to allow a general commercial designation.

Potable Water & Sewer:

There is an existing 12" water main on the east side of Marsh Bend Trail and a 16" force main on the west side of Marsh Bend Trail. The City's 2019 Utility Master Plan indicates the water capacity is 6.7 million gpd and the City's permitted wastewater capacity is 3.55 MGD. The owner will need to work with the City to service the property with utilities.

Streets:

The applicant has submitted a trip generation statement completed by CHW in May 2022. The project's proposed access at this time is expected to be from Marsh Bend Trail. Morning peak trips are 52 and evening peak trips are 88. A full traffic analysis will be required at the site plan stage.

(d) Whether changed or changing conditions make the passage of the proposed amendment necessary:

Development pressure has been increasing in the city as a result of the growth of The Villages®. A commercial development at the subject property can serve residents of this development as well as surrounding property owners.

(e) Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety:

The property owner will be working with Sumter County to develop a methodology and full TIA for review when the proposed site plan is submitted.

(f) Whether the proposed change will be a deterrent to the improvement or development of adjacent property:

The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. Properties in the vicinity have been developed by The Villages into a more suburban style over the last few years. That unique development style is expected to continue into the future. Surrounding properties are permitted to develop in accordance with their zoning map designation.

ZONING DESIGNATION
SURROUNDING PROPERTIES

NORTH	R-3 (CITY)
SOUTH	A10C (SUMTER COUNTY)
EAST	ARD (CITY)
WEST	R-3 (CITY)

If the rezoning is approved, the applicant will be required to submit a site plan to the City prior to development. The site plan will need to follow requirements established in the City's Land Development Regulations and the Design District Standards as well as any Planned Development Agreements or Developer's Agreements that may be needed.

Staff recommends approval and a favorable recommendation of Ordinance Number O2022-53 (attached) subject to approval of O2022-52, which establishes a Future Land Use appropriate to the proposed zoning.

DATED: 06/29/2022

Terri O'Neal

Terri O'Neal
Planner II, Development Services

ORDINANCE NO. O2022-53

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA;
PROPOSING A ZONING MAP AMENDMENT TO THE
OFFICIAL ZONING MAP IN ACCORDANCE WITH
SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT
REGULATIONS; PROVIDING FOR CODIFICATION;
PROVIDING FOR CONFLICT; PROVIDING FOR
SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE
DATE.

WHEREAS, the City of Wildwood, Florida, is proposing to amend the Official Zoning Map of said City, to include a rezoning of real property described as follows, to-wit:

Parcels G33-154
Thomas Group Investments #1, LLC (Owner)
4.86 Acres +/-

LEGAL DESCRIPTION:

THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND THE EAST 35.57 FEET OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS THE NORTH 208.71 FEET THEREOF, LESS THE NORTH 30 FEET OF THE SOUTHEAST 1/4 OF THE SOUTHEAST OF SAID SECTION 33; AND LESS ROAD RIGHT OF WAY,

TOGETHER WITH THAT CERTAIN 1986 FLEETWOOD SINGLE WIDE MOBILE HOME, SERIAL NO. 31700999.

LESS AND EXCEPT:

COMMENCE AT THE SOUTH 1/4 CORNER OF SECTION 33, TOWNSHIP 19 SOUTH, RANGE 23 EAST, THENCE RUN S 89°48'04" E ALONG THE SOUTH LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 33, A DISTANCE OF 1,290.43 FEET; THENCE N 00°30'15" E, A DISTANCE OF 631.15 FEET FROM A POINT OF BEGINNING; THENCE CONTINUE N 00°30'15" E, A DISTANCE OF 487.10 FEET TO A POINT ON A LINE 206.71 FEET (*SIC) SOUTH OF AND PARALLEL TO THE NORTH LINE OF SAID SECTION 33; THENCE S 89°44'49" E, ALONG SAID PARALLEL LINE, A DISTANCE OF 35.57 FEET; THENCE N 00°30'15" E, A DISTANCE OF 178.71 FEET TO A POINT ON A LINE, 30 FEET SOUTH AND PARALLEL TO SAID NORTH LINE OF SECTION 33; THENCE S 89°44'49" E, ALONG SAID PARALLEL LINE, A DISTANCE OF 1,274.89 FEET TO THE WEST RIGHT-OF-WAY LINE OF COUNTY ROAD 501; THENCE S 00°27'25" W, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 204.43 FEET TO A POINT OF CURVATURE ON A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 3,050.00 FEET, A CHORD BEARING OF S 03°42'26" E, A CHORD DISTANCE OF 442.94 FEET; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND SAID

WEST RIGHT-OF-WAY LINE, THROUGH A CENTRAL ANGLE OF 8°19'42", A DISTANCE OF 443.33 FEET;
THENCE

S 07°52'16" E, ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 18.91 FEET; THENCE N 89°46'46"
W, A DISTANCE OF 1,345.92 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT:

A PORTION OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2675, PAGE 100 OF THE PUBLIC
RECORDS OF SUMTER COUNTY, FLORIDA, SAID LANDS LYING IN SECTION 33, TOWNSHIP 19 SOUTH,
RANGE 23 EAST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SAID SECTION 33; THENCE ALONG THE SOUTH LINE OF THE
SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 33, THE FOLLOWING THREE (3) COURSES AND
DISTANCES: 1) THENCE RUN NORTH 89°44'50" WEST, A DISTANCE OF 14.42 FEET TO A POINT ON THE
WEST RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 501 (A VARIABLE WIDTH RIGHT-OF-WAY PER BOARD
OF COUNTY COMMISSIONERS RIGHT-OF-WAY MAP, DATED JANUARY 12, 1994); 2) THENCE DEPARTING
SAID WEST RIGHT-OF-WAY LINE, CONTINUE NORTH 89°44'50" WEST, A DISTANCE OF 370.01 FEET TO
THE POINT OF BEGINNING; 3) THENCE CONTINUE NORTH 89°44'50" WEST, A DISTANCE OF 977.04 FEET
TO THE SOUTHEAST CORNER OF VILLAGES OF SOUTHERN OAKS KELLER VILLAS, AS RECORDED IN PLAT
BOOK 17, PAGES 3 THROUGH 3A, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE
DEPARTING SAID SOUTH LINE, RUN NORTH 00°32'32" EAST, ALONG THE EAST LINE OF SAID PLATTED
LANDS, A DISTANCE OF 631.00 FEET TO THE SOUTHWEST CORNER OF THE LANDS DESCRIBED IN
OFFICIAL RECORDS BOOK 3270, PAGE 322, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA;
THENCE DEPARTING SAID EAST LINE, RUN SOUTH 89°44'31" EAST, ALONG THE SOUTH LINE OF SAID
LANDS, A DISTANCE OF 1346.20 FEET TO A POINT ON THE AFORESAID WEST RIGHT-OF-WAY OF COUNTY
ROAD NO. 501; THENCE DEPARTING SAID SOUTH LINE, RUN ALONG SAID WEST RIGHT-OF-WAY THE
FOLLOWING TWO (2) COURSE AND DISTANCES: 1) THENCE RUN SOUTH 07°47'53" EAST, A DISTANCE OF
8.28 FEET; 2) THENCE RUN SOUTH 00°34'30" WEST, A DISTANCE OF 51.81 FEET; THENCE DEPARTING
SAID WEST RIGHT-OF-WAY LINE, RUN NORTH 89°44'31" WEST, A DISTANCE OF 370.01 FEET; THENCE
RUN SOUTH 00°34'30" WEST, A DISTANCE OF 570.91 FEET TO THE POINT OF BEGINNING.

This property is to be reclassified from RR1 & A10C (Sumter County) to C-2
(City).

AND WHEREAS, the rezoning is consistent with the City's Comprehensive Plan
and Land Development Regulations.

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

SECTION 1. The Official Zoning Map of the City of Wildwood, Florida is hereby
amended to include the above-referenced property as indicated above. The amendment
to the Official Zoning Map is attached hereto as "Exhibit A" and incorporated herein by
reference.

SECTION 2. All ordinances or parts of ordinances in conflict herewith, be, and the same are hereby repealed.

SECTION 3. 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 4. This Ordinance shall take effect 31 days after its final reading by the City Commission of the City of Wildwood.

DONE AND ORDAINED this _____ day of _____, 2022, by the City Commission of the City of Wildwood, Florida.

**CITY COMMISSION
CITY OF WILDWOOD, FLORIDA**

Ed Wolf, Mayor

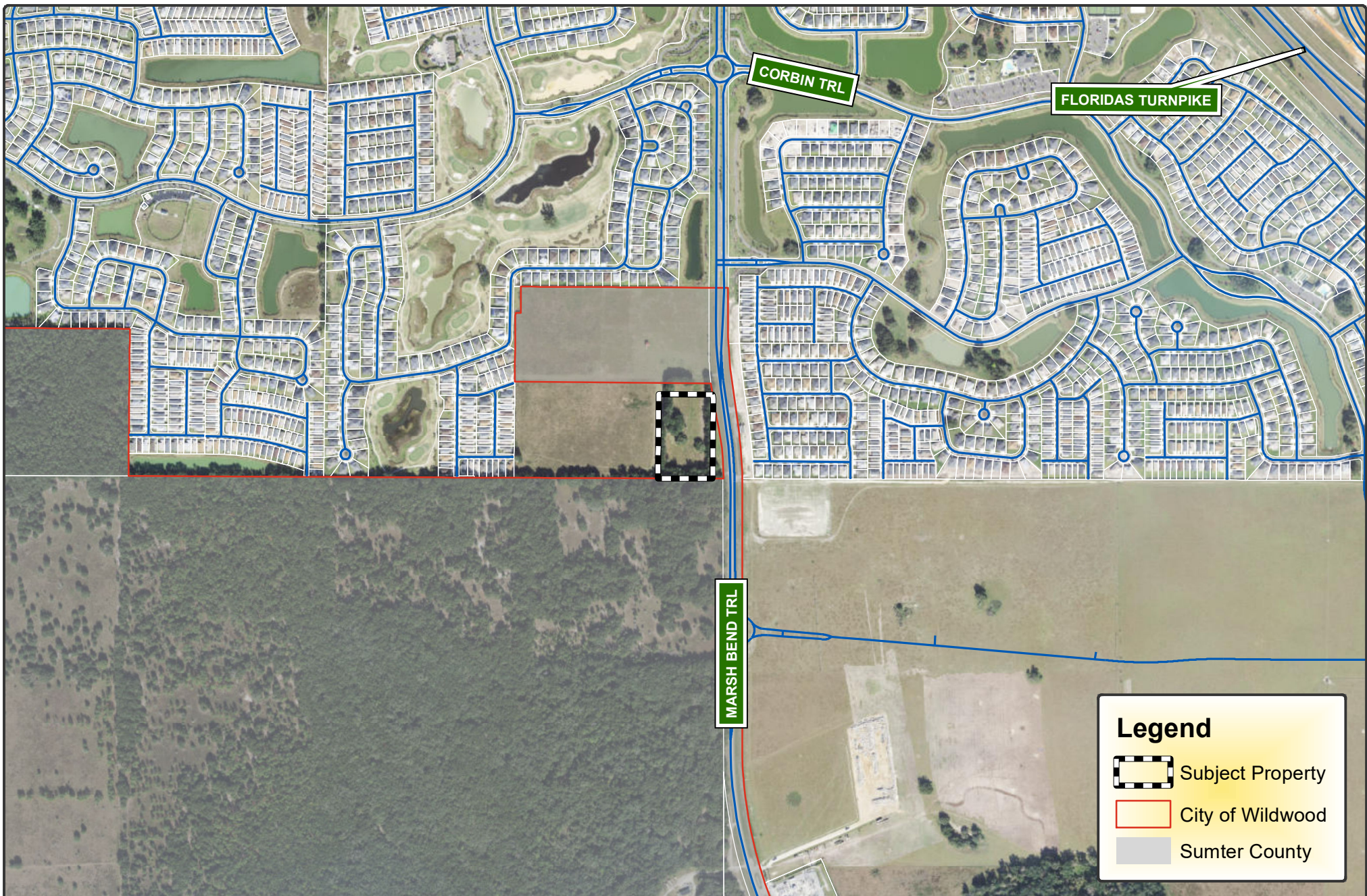
ATTEST: _____
Susan Patterson, City Clerk

First Reading: _____

Second Reading: _____

Approved as to form:

City Attorney



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

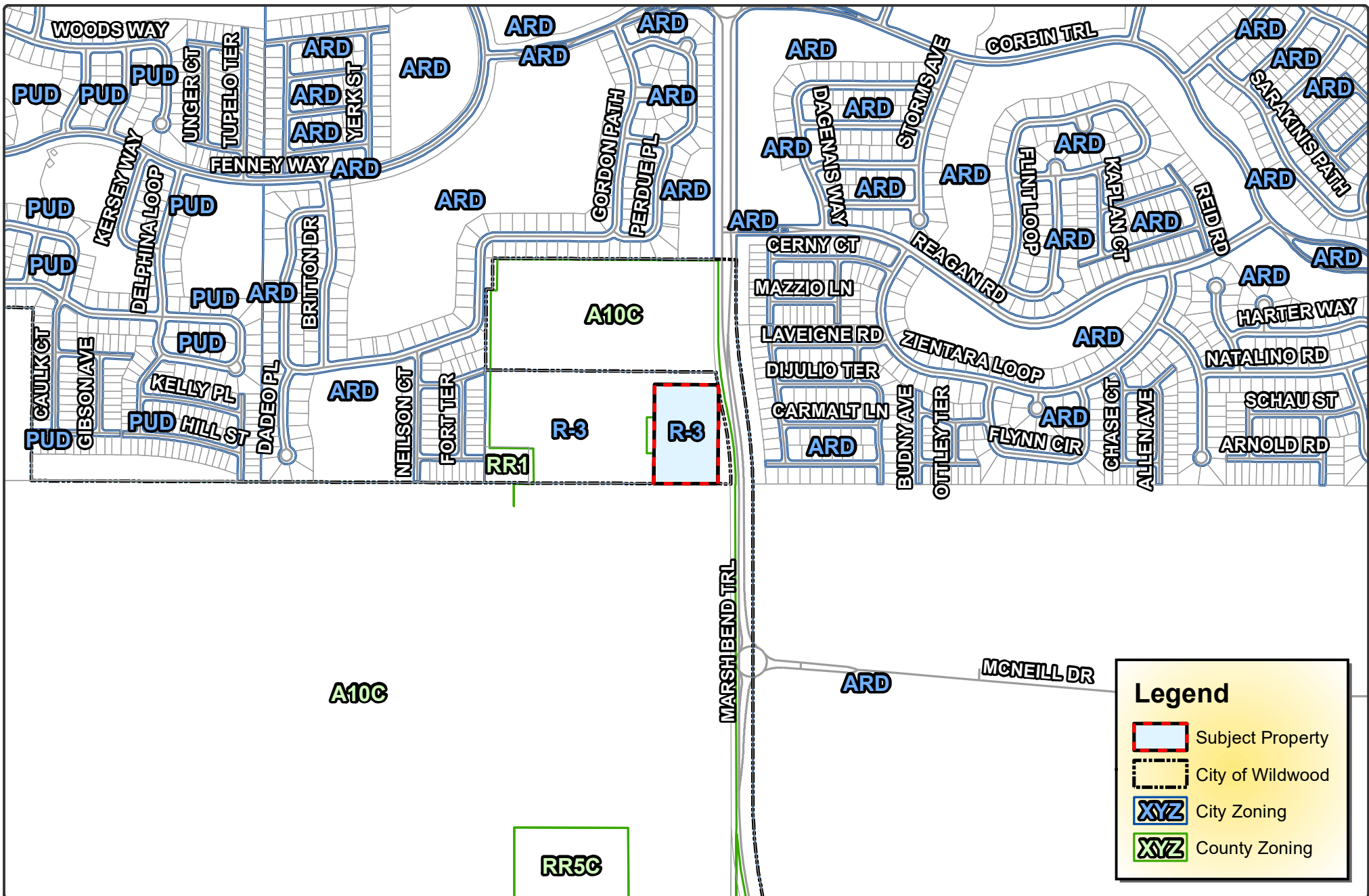


CP 2206-001 / RZ 2206-001
THOMAS - WILDWOOD
PARCEL G33-154

MAP 1B

**LOCATION
MAP**

**JUNE
2022**



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov		RZ 2206-001 THOMAS - WILDWOOD PARCEL G33-154		MAP 3A
			CURRENT ZONING		JUNE 2022
			Page 38 of 164		

PLANNING & ZONING BOARD 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 #	PD 2106-002 Twisted Oaks PD Amendment
Ordinance #	O2022-44
Applicant	Kolter Group Acquisitions, LLC
Owner	KL Twisted Oaks, LLC
Property Location	Bordered by N US 301, E C 462, CR 209 and W Clarke St.
Parcel Number(s)	D31-006, D31-007, D31-008, D31-029, D31-030 & D31-039 with portions of D31-036 & D31-016
Date	6/20/22

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, appearing to read "Roxann Read". The signature is fluid and cursive, with the first name "Roxann" and last name "Read" clearly distinguishable.

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 by enacting this Ordinance O2022-44; and

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

NOW, THEREFORE, BE IT ENACTED AND 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.

DONE AND ORDAINED this ____ day of _____, 2022, by the City Commission of the City of Wildwood, Florida.

**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. 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°55'25"W. 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.

TWISTED OAKS - COOK PARCEL

DESCRIPTION: A parcel of land lying in Section 31, Township 18 South, Range 23 East, Sumter County, Florida, and being more particularly described as follows:

COMMENCE at the Northeast corner of said Section 31, thence run S 00°07'22" W, along the East line of said Section 31, 33.00 feet; thence departing said East line, run N 89°45'53" W, a distance of 68.02 feet to a point at the intersection of the South Right-of-way line of East County Road 462 and the West Right-of-way line of U.S. Highway 301, thence run N 89°45'53" W, along said South Right-of-way line of County Road 462, a distance of 1232.66 feet to the POINT OF BEGINNING; thence S 00°06'48" W, a distance of 1288.51 feet; thence N 89°50'09" W, a distance of 110.70 feet; thence northeasterly, 9.88 feet along the arc of a non-tangent curve to the left having a radius of 79.00 feet and a central angle of 07°10'00" (chord bearing N 36°42'43" E, 9.87 feet); thence northeasterly, 15.31 feet along the arc of a reverse curve to the right having a radius of 125.00 feet and a central angle of 07°01'01" (chord bearing N 36°38'14" E, 15.30 feet); thence northeasterly, 15.31 feet along the arc of a compound curve to the right having a radius of 125.00 feet and a central angle of 07°01'01" (chord bearing N 43°39'14" E, 15.30

feet); thence northeasterly, 32.44 feet along the arc of a reverse curve to the left having a radius of 79.00 feet and a central angle of 23°31'28" (chord bearing N 35°24'01" E, 32.21 feet); thence northerly, 32.44 feet along the arc of a compound curve to the left having a radius of 79.00 feet and a central angle of 23°31'28" (chord bearing N 11°52'32" E, 32.21 feet); thence N 00°06'48" E, a distance of 445.68 feet; thence northwesterly, 54.98 feet along the arc of a tangent curve to the left having a radius of 35.00 feet and a central angle of 90°00'00" (chord bearing N 44°53'12" W, 49.50 feet); thence N 89°53'12" W, a distance of 15.00 feet; thence N 00°06'48" E, a distance of 60.00 feet; thence S 89°53'12" E, a distance of 12.00 feet; thence northeasterly, 54.98 feet along the arc of a tangent curve to the left having a radius of 35.00 feet and a central angle of 90°00'00" (chord bearing N 45°06'48" E, 49.50 feet); thence N 00°06'48" E, a distance of 82.18 feet; thence N 13°36'33" E, a distance of 12.85 feet; thence N 00°06'48" E, a distance of 264.26 feet; thence northerly, 62.42 feet along the arc of a tangent curve to the left having a radius of 281.00 feet and a central angle of 12°43'36" (chord bearing N 06°15'00" W, 62.29 feet); thence N 12°36'47" W, a distance of 99.48 feet; thence northwesterly, 34.75 feet along the arc of a tangent curve to the left having a radius of 46.00 feet and a central angle of 43°16'51" (chord bearing N 34°15'13" W, 33.93 feet); thence northwesterly, 19.35 feet along the arc of a reverse curve to the right having a radius of 89.00 feet and a central angle of 12°27'28" (chord bearing N 49°39'55" W, 19.31 feet); thence northwesterly, 19.35 feet along the arc of a compound curve to the right having a radius of 89.00 feet and a central angle of 12°27'28" (chord bearing N 37°12'27" W, 19.31 feet); thence northwesterly, 21.01 feet along the arc of a reverse curve to the left having a radius of 46.00 feet and a central angle of 26°09'54" (chord bearing N 44°03'41" W, 20.82 feet); thence westerly, 21.01 feet along the arc of a compound curve to the left having a radius of 46.00 feet and a central angle of 26°09'54" (chord bearing N 70°13'35" W, 20.82 feet); thence N 83°18'32" W, a distance of 13.14 feet; thence westerly, 32.91 feet along the arc of a tangent curve to the right having a radius of 131.00 feet and a central angle of 14°23'36" (chord bearing N 76°06'44" W, 32.82 feet); thence westerly, 6.57 feet along the arc of a reverse curve to the left having a radius of 81.00 feet and a central angle of 04°38'51" (chord bearing N 71°14'21" W, 6.57 feet); thence westerly, 6.57 feet along the arc of a compound curve to the left having a radius of 81.00 feet and a central angle of 04°38'51" (chord bearing N 75°53'12" W, 6.57 feet); thence N 78°12'37" W, a distance of 48.79 feet; thence westerly, 53.97 feet along the arc of a non-tangent curve to the left having a radius of 290.51 feet and a central angle of 10°38'36" (chord bearing N 83°45'40" W, 53.89 feet) to a point on said South Right-of-way line of East County Road 462; thence S 89°45'53" E along said South Right-of-way line, a distance of 327.44 feet to the POINT OF BEGINNING.

Containing 2.167 acres, more or less.

TWISTED OAKS - KLTO

DESCRIPTION: A parcel of land lying in Section 31, Township 18 South, Range 23 East, Sumter County, Florida, and being more particularly described as follows:

COMMENCE at the Northeast corner of said Section 31, thence run S 00°07'22" W, along the East line of said Section 31, 33.00 feet; thence departing said East line, run N 89°45'53" W, a distance of 68.02 feet to a point at the intersection of the South Right-of-way line of East County Road 462 and the West Right-of-way line of U.S. Highway 301, thence run N 89°45'53" W, along said South Right-of-way line of County Road 462, a distance of 1063.35 feet to the POINT OF BEGINNING; thence departing said South Right-of-way line, run thence S 89°48'54" W, a distance of 25.99 feet; thence westerly, 34.15 feet along the arc of a non-tangent curve to the left having a radius of 267.50 feet and a central angle of 07°18'55" (chord bearing S 86°34'29" W, 34.13 feet); thence westerly, 20.93 feet along the arc of a compound curve to the left having a radius of 80.00 feet and a central angle of 14°59'31" (chord bearing S 75°25'16" W, 20.87 feet); thence westerly, 23.38 feet along the arc of a reverse curve to the right having a radius of 131.00 feet and a central angle of 10°13'34" (chord bearing S 73°02'17" W, 23.35 feet); thence S 78°09'04" W, a distance of 13.14 feet; thence southwesterly, 42.01 feet along the arc of a tangent curve to the left having a radius of 46.00 feet and a central angle of 52°19'48" (chord bearing S 51°59'09" W, 40.57 feet); thence southwesterly, 28.69 feet along the arc of a reverse curve to the right having a radius of 89.00 feet and a central angle of 18°28'04" (chord bearing S 35°03'17" W, 28.56 feet); thence southwesterly, 9.03 feet along the arc of a reverse curve to the left having a radius of 46.00 feet and a central angle of 11°15'04" (chord bearing S 38°39'48" W, 9.02 feet); thence N 00°06'48" E, a distance of 72.99 feet to a point on said South Right-of-way line of County Road 462; thence run S 89°45'53" E along said South Right-of-way line, a distance of 169.31 feet to the POINT OF BEGINNING.

TOGETHER WITH

COMMENCE at the Northeast corner of said Section 31, thence run S 00°07'22" W, along the East line of said Section 31, 33.00 feet; thence departing said East line, run N 89°45'53" W, a distance of 68.02 feet to a point at the intersection of the South Right-of-way line of East County Road 462 and the West Right-of-way line of U.S. Highway 301, thence run N 89°45'53" W, along said South Right-of-way line of County Road 462, a distance of 1232.66 feet; thence departing said South Right-of-way line, run S 00°06'48" W, a distance of 135.84 feet to the POINT OF BEGINNING; thence S 12°36'47" E, a distance of 214.48 feet; thence southerly, 115.28 feet along the arc of a tangent curve to the right having a radius of 519.00 feet and a central angle of 12°43'36" (chord bearing S 06°15'00" E, 115.04 feet); thence S 00°06'48" W, a distance of 164.21 feet; thence southeasterly, 54.98 feet along the arc of a tangent curve to the left having a radius of 35.00 feet and a central angle of 90°00'00" (chord bearing S 44°53'12" E, 49.50 feet); thence S 89°53'12" E, a distance of 15.00 feet; thence S 00°06'48" W, a distance of 60.00 feet; thence N 89°53'12" W, a distance of 12.00 feet; thence southwesterly, 54.98 feet along the arc of a tangent curve to the left having a radius of 35.00 feet and a central angle of 90°00'00" (chord bearing S 45°06'48" W, 49.50 feet); thence S 00°06'48" W, a distance of 82.18 feet; thence S 13°36'33" W, a distance of 12.85 feet; thence S 00°06'48" W, a distance of 351.00 feet; thence southeasterly, 64.87 feet along the arc of a tangent

curve to the left having a radius of 79.00 feet and a central angle of 47°02'56" (chord bearing S 23°24'40" E, 63.06 feet); thence southeasterly, 1.64 feet along the arc of a reverse curve to the right having a radius of 125.00 feet and a central angle of 00°45'01" (chord bearing S 46°33'38" E, 1.64 feet); thence southeasterly, 1.64 feet along the arc of a compound curve to the right having a radius of 125.00 feet and a central angle of 00°45'01" (chord bearing S 45°48'36" E, 1.64 feet); thence southeasterly, 31.63 feet along the arc of a reverse curve to the left having a radius of 79.00 feet and a central angle of 22°56'36" (chord bearing S 56°54'24" E, 31.42 feet); thence easterly, 31.63 feet along the arc of a compound curve to the left having a radius of 79.00 feet and a central angle of 22°56'36" (chord bearing S 79°51'00" E, 31.42 feet); thence N 88°40'42" E, a distance of 410.27 feet; thence northeasterly, 38.62 feet along the arc of a tangent curve to the left having a radius of 25.00 feet and a central angle of 88°30'50" (chord bearing N 44°25'17" E, 34.89 feet); thence N 00°09'52" E, a distance of 12.62 feet; thence S 89°50'08" E, a distance of 60.00 feet; thence S 00°09'52" W, a distance of 9.77 feet; thence southeasterly, 39.92 feet along the arc of a tangent curve to the left having a radius of 25.00 feet and a central angle of 91°29'10" (chord bearing S 45°34'43" E, 35.81 feet); thence N 88°40'42" E, a distance of 472.18 feet; thence northeasterly, 54.18 feet along the arc of a non-tangent curve to the left having a radius of 35.07 feet and a central angle of 88°30'38" (chord bearing N 44°22'26" E, 48.95 feet); thence S 00°00'04" E, a distance of 67.52 feet; thence S 00°01'35" W, a distance of 128.53 feet; thence northwesterly, 55.78 feet along the arc of a non-tangent curve to the left having a radius of 35.00 feet and a central angle of 91°18'59" (chord bearing N 45°39'48" W, 50.06 feet) to a point of said Westerly Right-of-way of U.S. Highway 301; thence run along said Westerly Right-of-way the following two (2) courses: 1) S 88°40'42" W, a distance of 472.21 feet; 2) S 88°40'42" W, a distance of 110.04 feet; thence departing said Westerly Right-of-way line, run S 88°40'42" W, a distance of 405.71 feet; thence southwesterly, 63.27 feet along the arc of a tangent curve to the left having a radius of 79.00 feet and a central angle of 45°53'12" (chord bearing S 65°44'06" W, 61.59 feet); thence westerly, 181.19 feet along the arc of a reverse curve to the right having a radius of 125.00 feet and a central angle of 83°03'02" (chord bearing S 84°19'00" W, 165.74 feet); thence northerly, 181.19 feet along the arc of a compound curve to the right having a radius of 125.00 feet and a central angle of 83°03'02" (chord bearing N 12°37'58" W, 165.74 feet); thence S 89°50'09" E, a distance of 109.56 feet; thence N 00°06'48" E, a distance of 1152.67 feet; to the POINT OF BEGINNING.

Containing 5.607 acres, more or less.

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
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(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

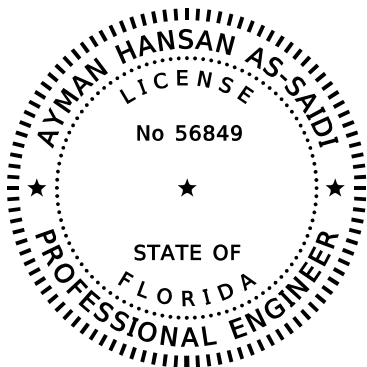
PROFESSIONAL ENGINEERING CERTIFICATION

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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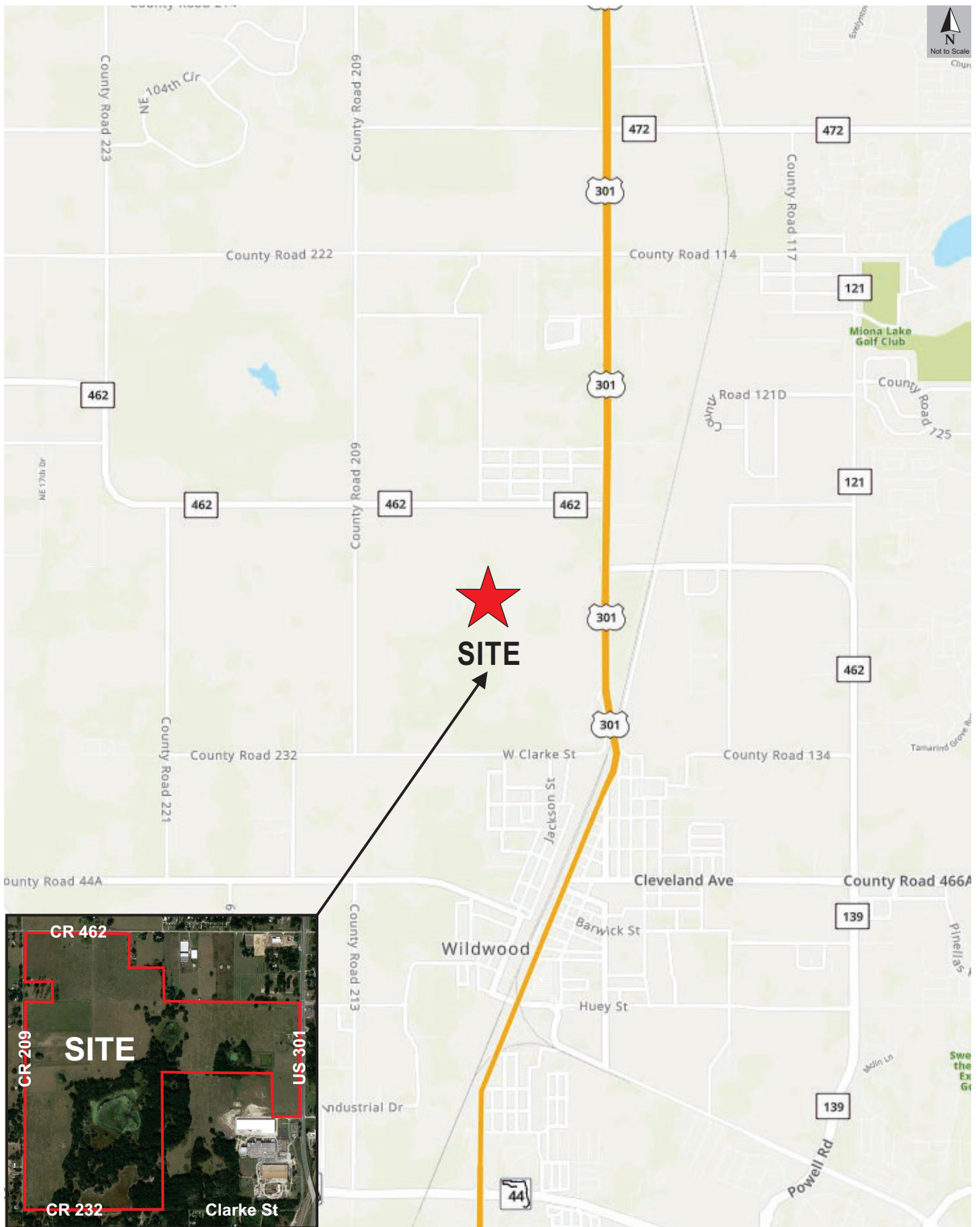
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1.0 INTRODUCTION

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

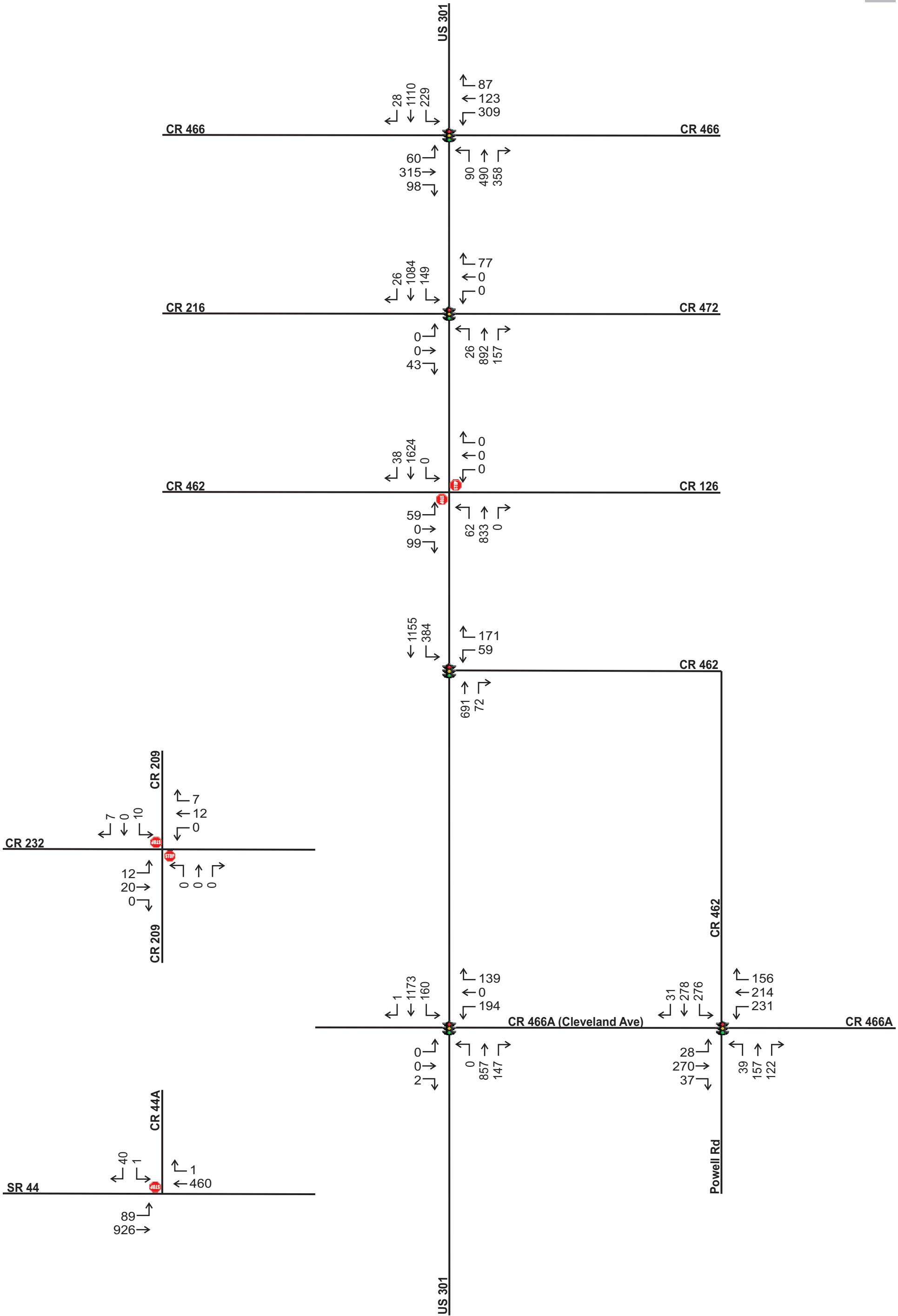
**Peak hour directional volumes were obtained from PM peak hour turning movement counts collected by TMC in 2021

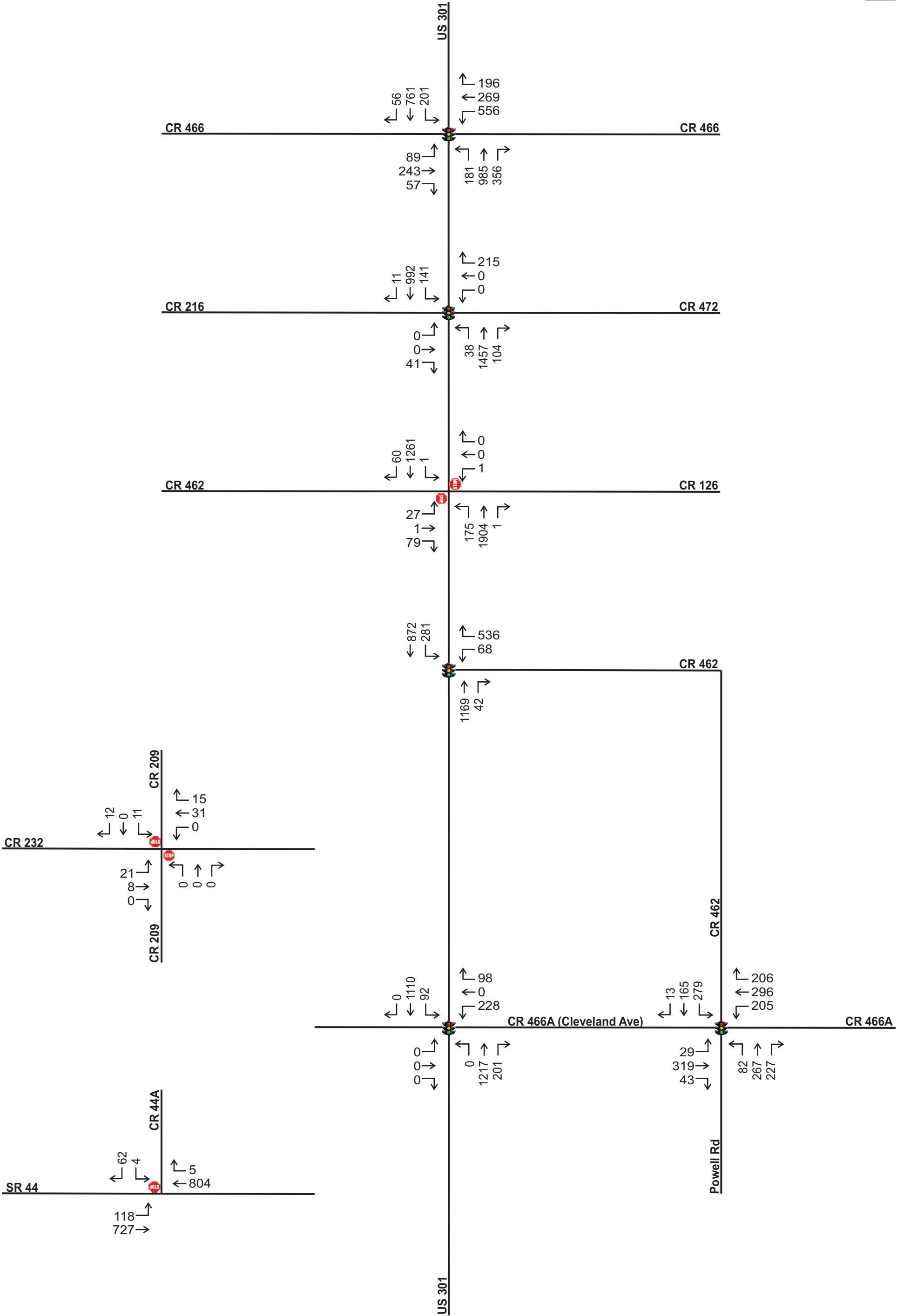
***Peak hour directional volumes were obtained from 24-hour counts collected by TMC in 2021

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
Total Trip Generation				18,152		893	279	614		1,721	965	756
Internal Capture (12% Daily; 3.5% AM; 12% PM)				1,177		26	6	19		113	71	42
Pass-by Retail (20%)				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**.

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	AGR %	Dir	Vested Trips	2027 Backg'd			Project		Projected Conditions		
			Cap				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	LOS	PH Dir	AGR	Dir	Vested	2027 Backg'd			Project		Projected Conditions		
	Lns	Std	Cap	%		Trips	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)

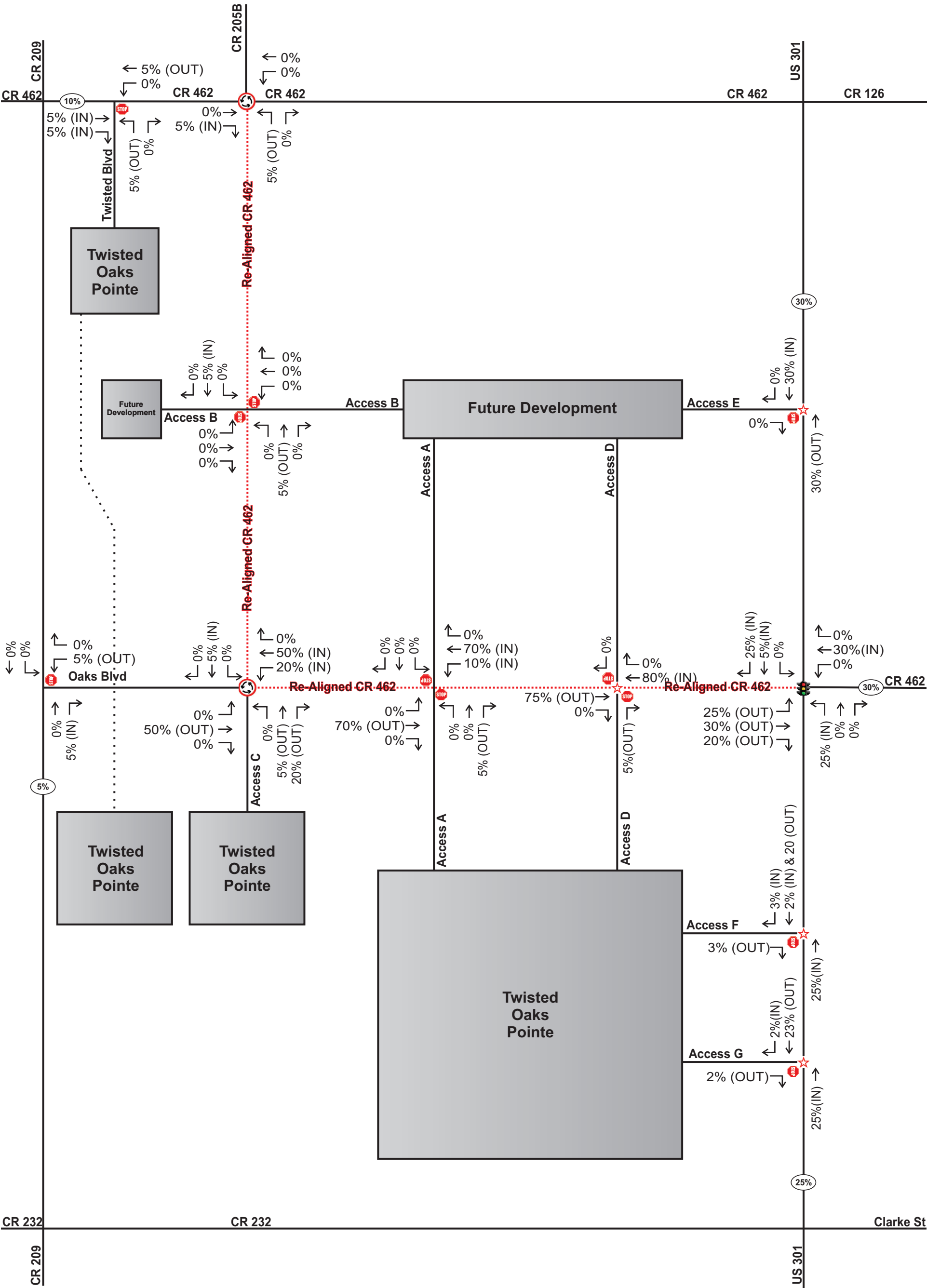
Roadway Segment	# of Lns		LOS	PH Dir	Cap	AGR %	Dir	Vested Trips	2027 Backg'd			Project		Projected Conditions		
	Vol	LOS							V/C	Dist	Trips	Vol	LOS	V/C		
CR 466A																
US 301/SR 35 to CR 462/Powell Rd	2	D	825	1.00%	NB/EB SB/WB	179 172	692 702	D D	0.84 0.85	15%	95 123	787 825	D D	0.95 1.00		
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

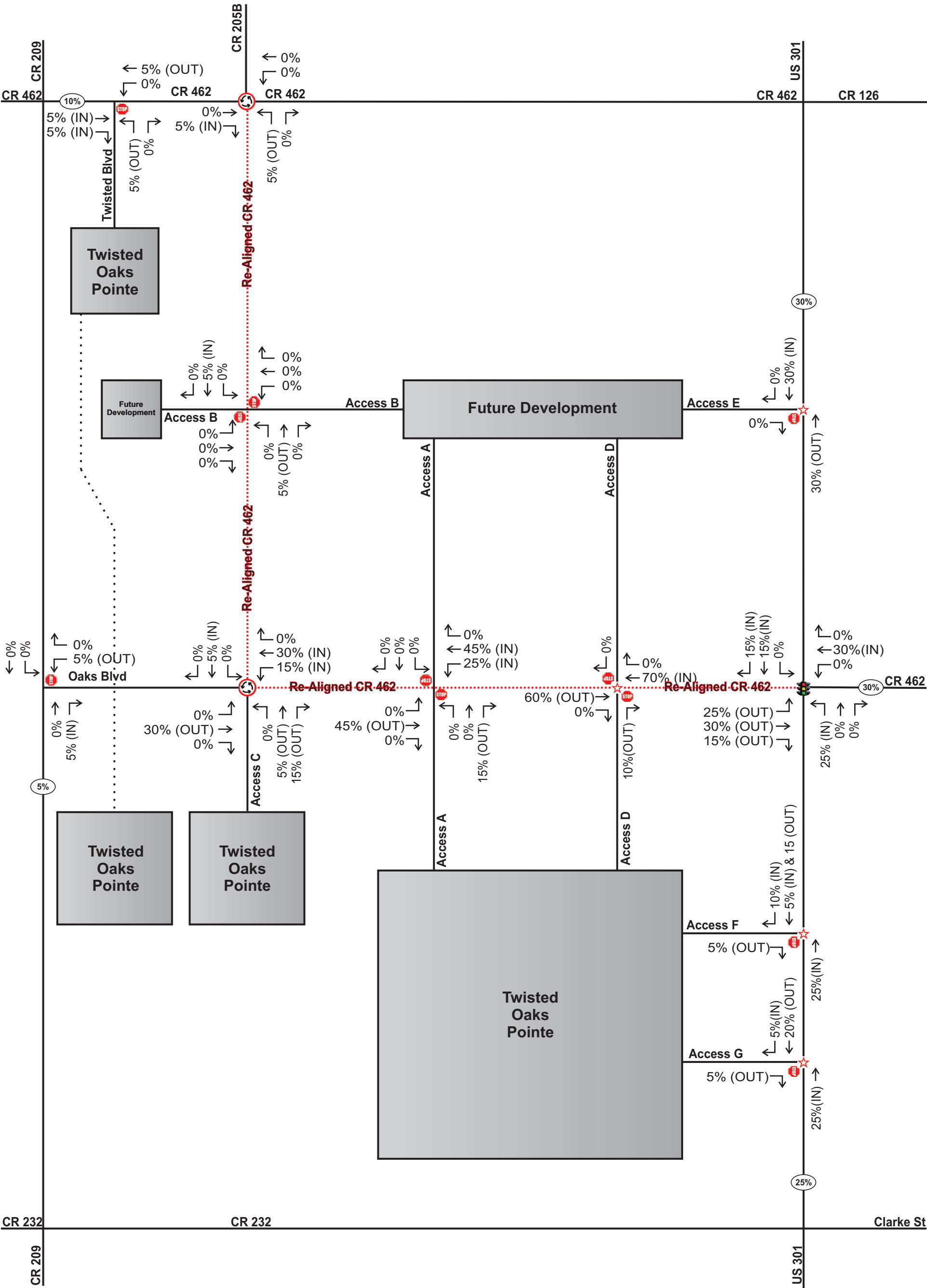
The analysis reveals that all study roadway segments are projected to continue to operate within their adopted capacities at the project buildout. It should be noted that Sumter County has recently adopted LOS F for CR 462 from US 301 to CR 466A.

4.3 Intersection Capacity Analysis

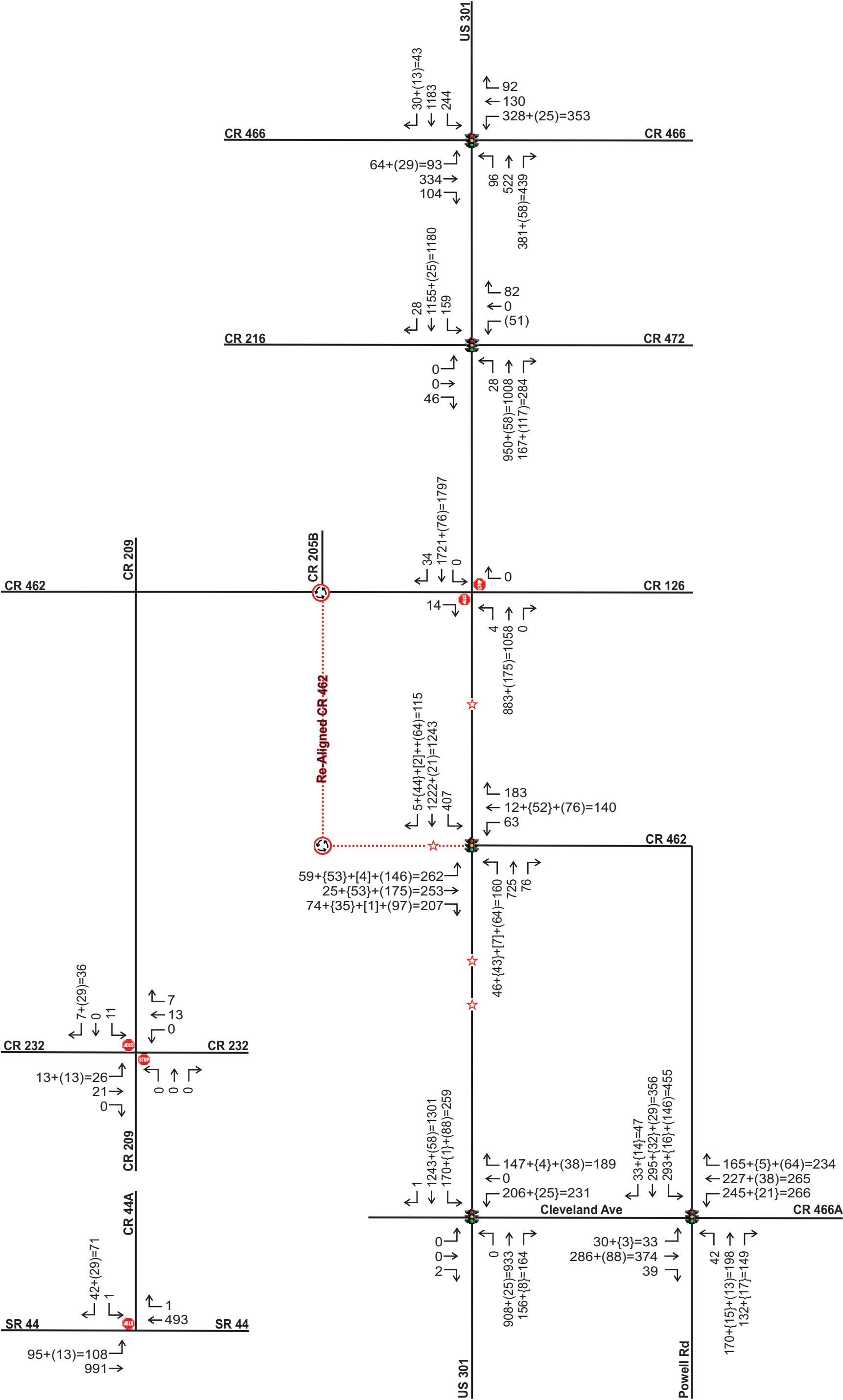
Projected intersection volumes were computed by applying a corresponding annual growth rate for each approach to the existing turning movement volumes and then adding the vested trips and the project-generated directional trips. Distribution of the AM and PM project trips on the proposed site access 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**.



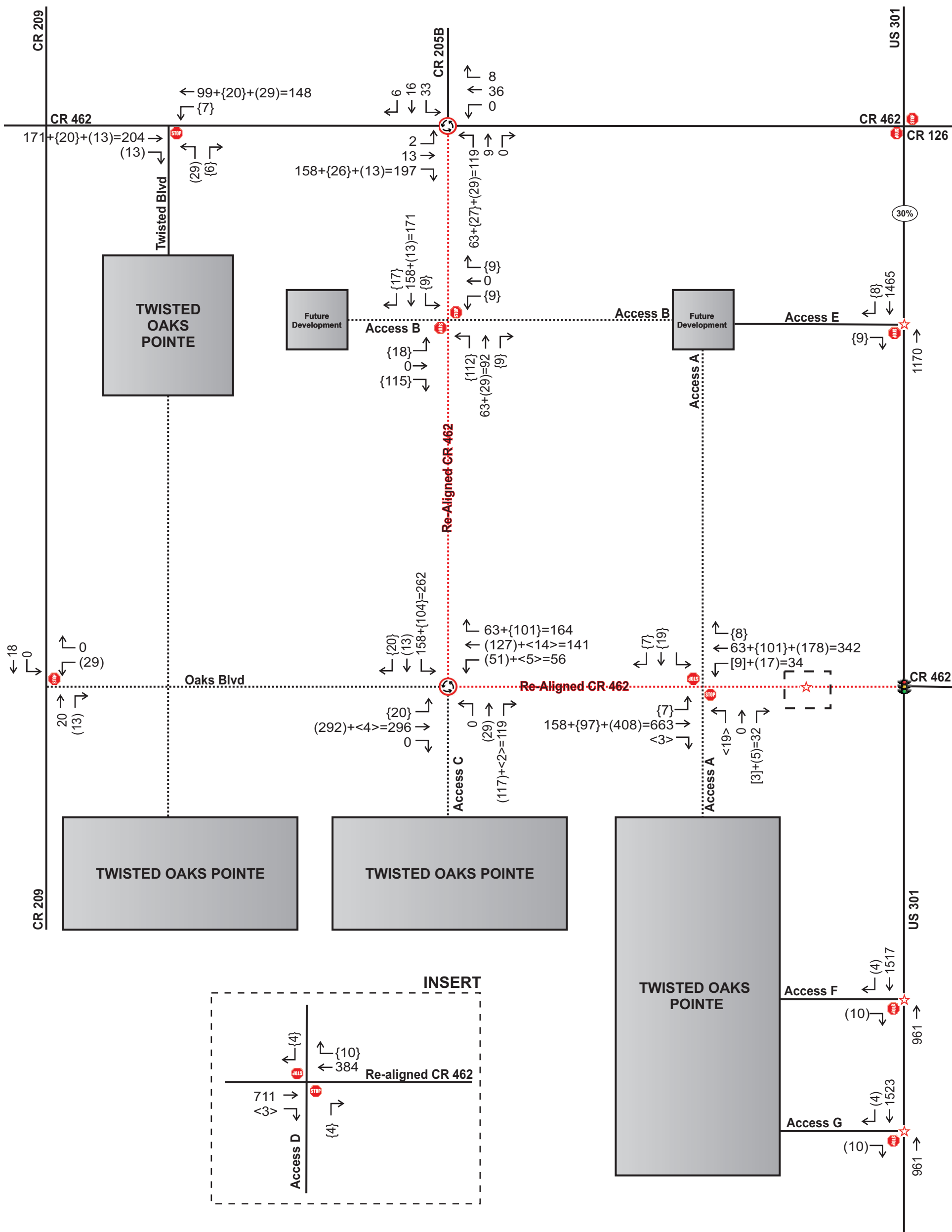
Legend:
★ Future Right-in/Right-out Access Driveways



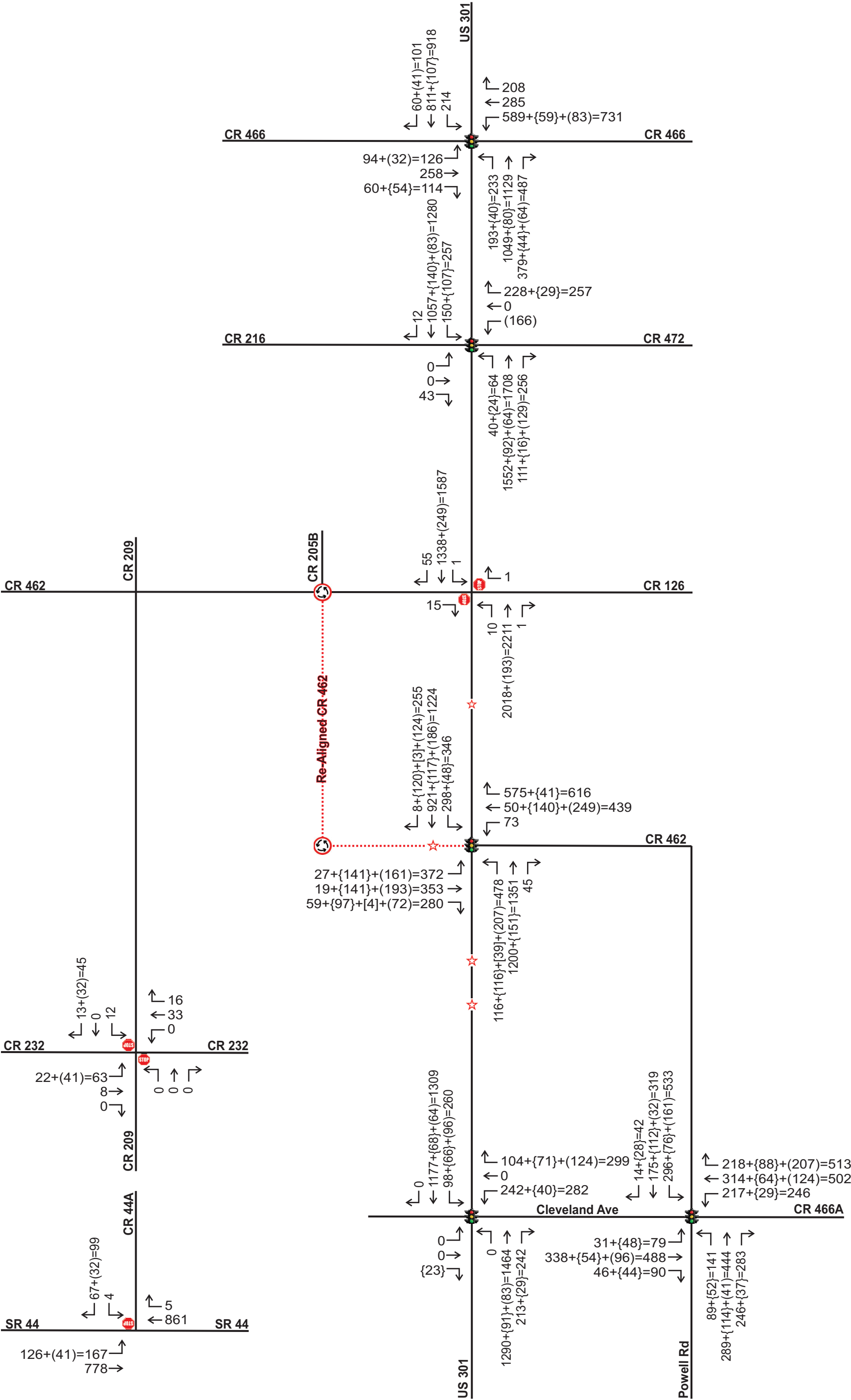
Legend:
★ Future Right-in/Right-out Access Driveways



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



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



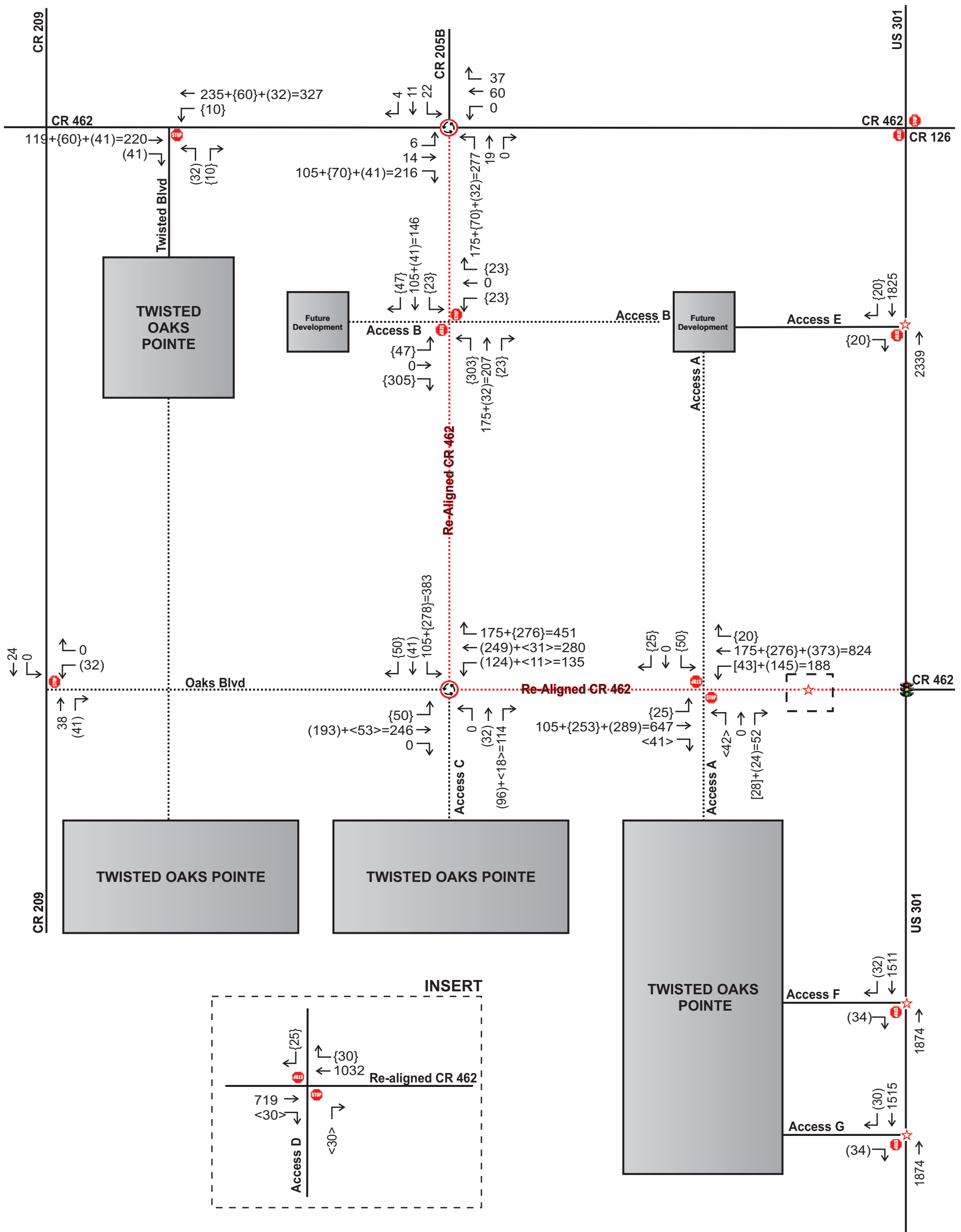


Table 7A
Projected Intersection Capacity Analysis

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.

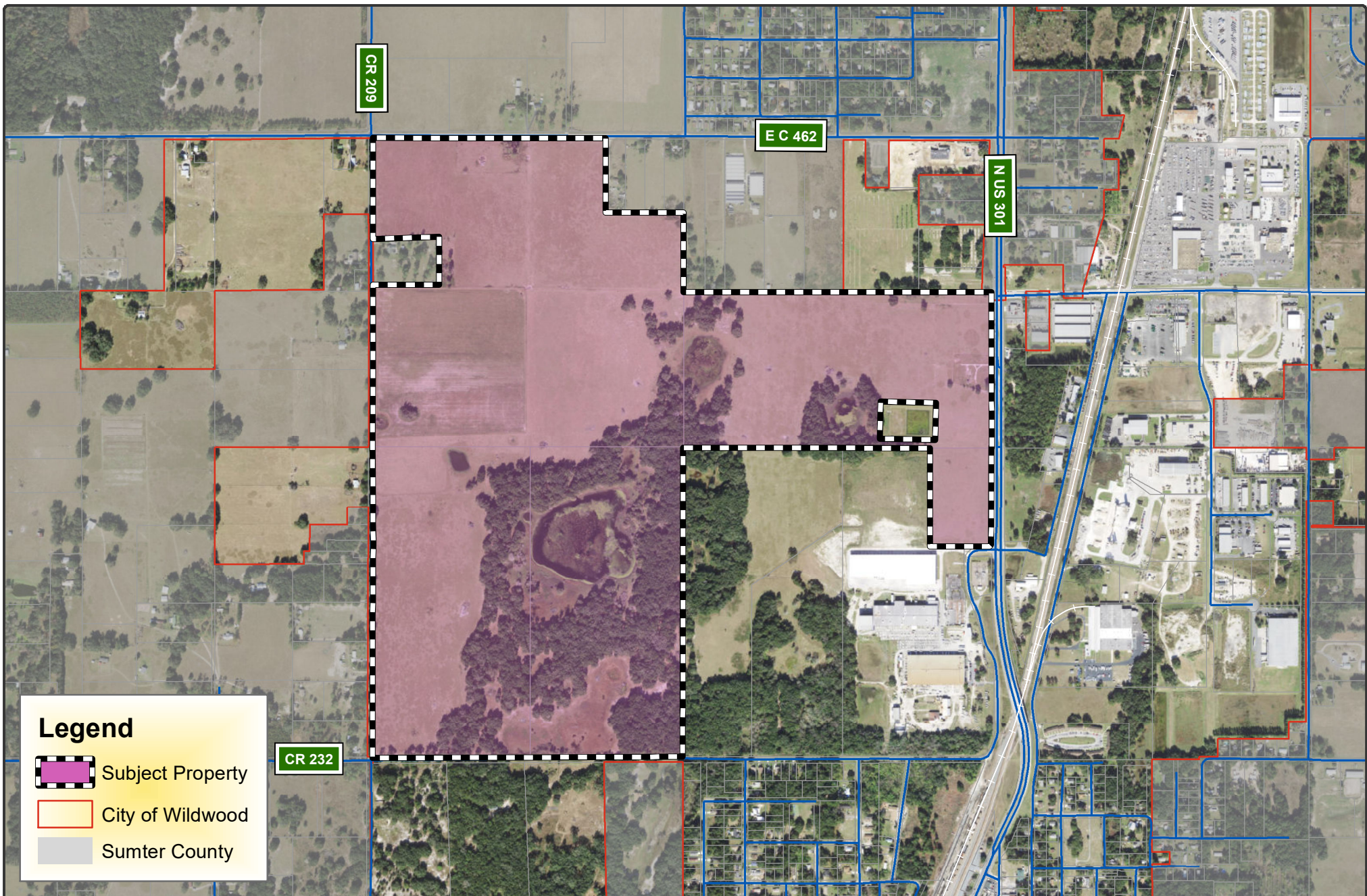
7.0 STUDY CONCLUSIONS

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.



Legend

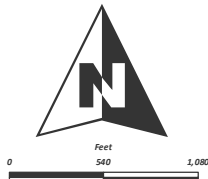
-  Subject Property
-  City of Wildwood
-  Sumter County

CR 232



**CITY OF
WILDWOOD**

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



PD 2106-002

TWISTED OAKS

PARCELS D31-006, D31-007, D31-008, D31-029, D31-030 & D31-039

MAP 1B

**LOCATION
MAP**

**FEBRUARY
2022**

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	24.90 <u>125.1</u> <u>89.57</u>
Office / Medical facilities	<u>10.00</u>
Single Family Residential	164.40 <u>293.</u> <u>17352.26</u>
<u>CR 462 Re-Route ROW</u>	<u>9.85</u>
<u>Total</u>	<u>387.29</u>

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>31.83</u> <u>33.61</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>
<u>Total</u>	<u>253.60</u> <u>387.</u> <u>29</u>

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	<u>Max Total Building Square Feet (SF)</u>
Commercial Retail <u>Industrial</u>	222,000 <u>162,0</u> <u>00</u>
<u>Office / Medical facilities</u>	<u>40,000</u>

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</u> <u>Apartments/Condominium</u> <u>BuildingsVillas/Townhomes</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.

H.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

Vicki Vernon

I have 2 properties on County Road 209. I only received one letter.

I am submitting a letter for the 2 properties.

8122 CR 209

8104 CR 209

I don't understand why there is a meeting on July 5th at 2:15 ?? Most people work during the day, and I will not be able to attend.

Vicki Vernon



City of Wildwood, Florida
PUBLIC NOTICE
 Development Services Department
www.wildwood-fl.gov

June 17, 2022

VERNON VICKI FORT TTEE
 8122 CR 209
 WILDWOOD, FL 34785

Your Parcel Number(s): C36-019

THIS LETTER IS TO INFORM YOU OF A PUBLIC HEARING FOR A PROPERTY NEXT TO YOURS
NO CHANGES WILL BE MADE TO YOUR PROPERTY

TO: Property owners next to property which is being considered by the Planning & Zoning Board/Special Magistrate for approval and favorable recommendation to the City Commission of Ordinance O2022-44. This Ordinance amends the established O'Dell Planned Development overlay for the Twisted Oaks development.

OWNER: KL Twisted Oaks, LLC
 APPLICANT: Kolter Group Acquisitions, LLC
 CASE NUMBERS: PD 2106-002
 PROJECT: Twisted Oaks

The subject property is located on the west side of N US 301 and is bordered on the south by W. Clark St., on the east by CR 209, and on the north by EC 462 from CR 209 to approximately .63 miles west of N US 301.

A public hearing before the City of Wildwood Planning & Zoning Board/Special Magistrate will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on Tuesday, July 5, 2022 at 2:15 p.m. or immediately following the LPA.

The recommendations of the Planning and Zoning Board/Local Planning Agency/Special Magistrate will be presented to the City Commission at a public hearing to be held in the City Hall Commission Chamber on Monday, July 25, 2022 at 7:00 p.m.

Written comments submitted will be heard. Hearings may be continued from time to time as found necessary. Please return this form to: City of Wildwood, Development Services Department, 100 N. Main Street, Wildwood, FL 34785. Questions should be directed to the Development Services Department at (352) 330-1334.

APPEAL: NECESSITY OF RECORD. In order to appeal the Commission's decision in this matter, a verbatim record of the proceedings is required. The City Commission and the City of Wildwood assume no responsibility for furnishing said record.

☐ I support this request.

☐ I do not object to this request.

☒ I do not support this request for the following reason(s) congestion/Rural Community

conservation of the land, preserve the wetland & wildlife.

The City of Wildwood, Florida
 100 North Main Street, Wildwood, Florida 34785
 352.330.1330 | Fax: 352.330.1338 | www.wildwood-fl.gov



City of Wildwood, Florida
PUBLIC NOTICE
 Development Services Department
www.wildwoodfl.gov

June 17, 2022

→ Vicki Vernon
 8104 CR 209
 Wildwood FL
 Your Parcel Number(s):

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NO CHANGES WILL BE MADE TO YOUR PROPERTY

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A public hearing before the City of Wildwood Planning & Zoning Board/Special Magistrate will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on ~~Tuesday, July 15, 2022 at 2:15 p.m.~~ on immediately following the LPA.

The recommendations of the Planning and Zoning Board/Local Planning Agency/Special Magistrate will be presented to the City Commission at a public hearing to be held in the City Hall Commission Chamber on Monday, July 25, 2022 at 7:00 p.m.

Written comments submitted will be heard. Hearings may be continued from time to time as found necessary. Please return this form to: City of Wildwood, Development Services Department, 100 N. Main Street, Wildwood, FL 34785. Questions should be directed to the Development Services Department at (352) 330-1334.

APPEAL: NECESSITY OF RECORD. In order to appeal the Commission's decision in this matter, a verbatim record of the proceedings is required. The City Commission and the City of Wildwood assume no responsibility for furnishing said record.

☐ I support this request.

☐ I do not object to this request.

☒ I do not support this request for the following reason(s):

congestion / Rural Community
 conservation of the land, preserve the wetland
 & wildlife.

The City of Wildwood, Florida
 100 North Main Street, Wildwood, Florida 34785

PLANNING & ZONING BOARD 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

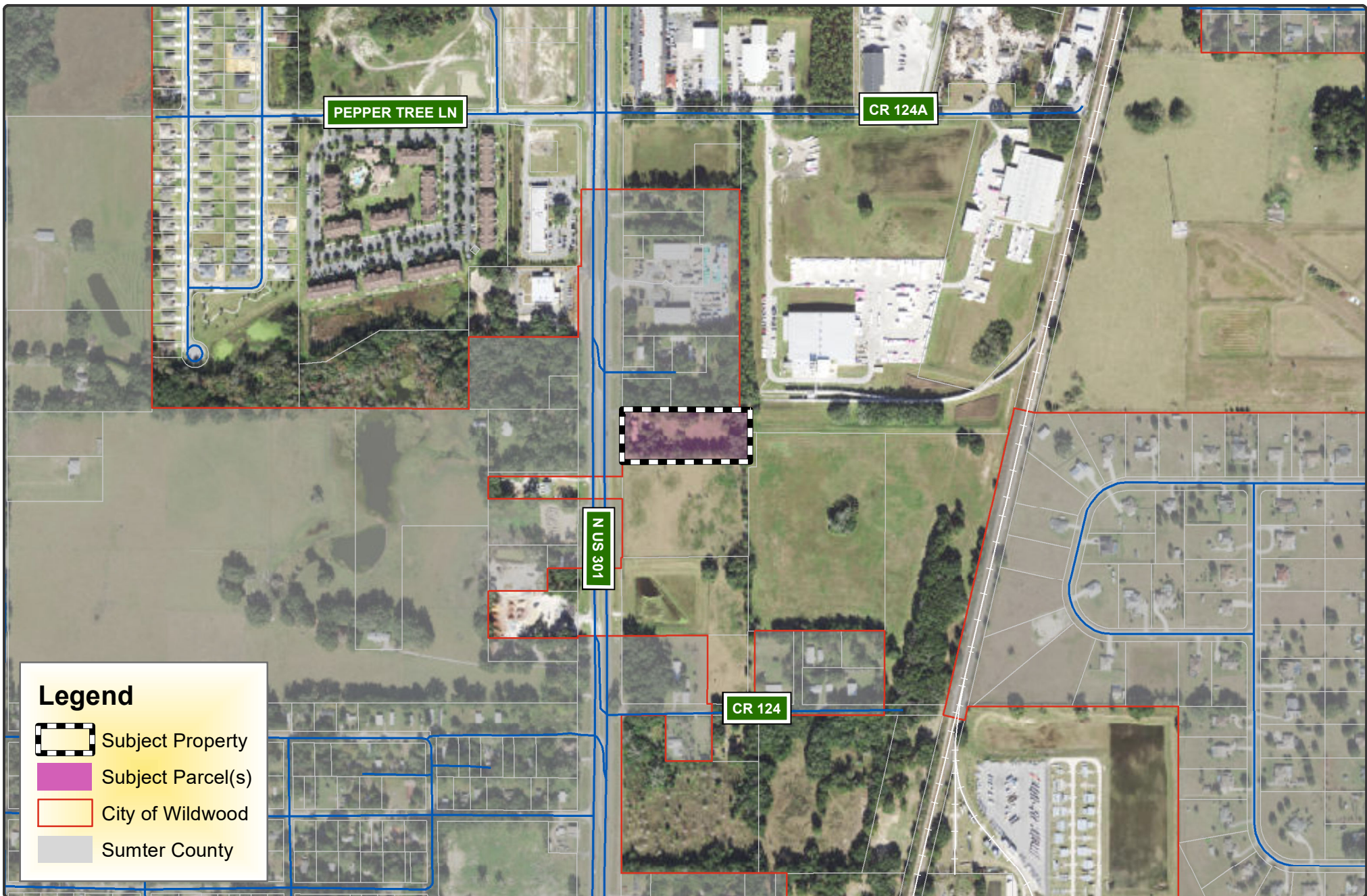
The applicant seeks a favorable recommendation from the Project Review Committee for the construction of a 4,711 sq. ft. law office building and a 4,880 sq. ft. professional office building with four (4) units.

Staff recommends approval.

DATED: 06/09/2022



Kyla Luna
Planner, Development Services



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 2112-002

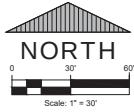
WILDWOOD PROFESSIONAL PLAZA

PARCEL D29A017

MAP 1B

LOCATION
MAP

DECEMBER
2021

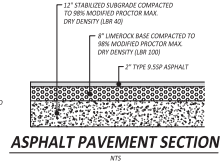
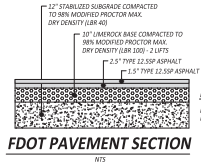


DISTRICT REGULATIONS:

ZONINGS:	C-3
MAX. FAR:	0.5
MAX. ISR (%):	75
MIN. OPEN SPACE (%):	20
MIN. SETBACKS (FT)	
FRONT	25
REAR	15
SIDE	15

PARKING REQUIREMENTS:

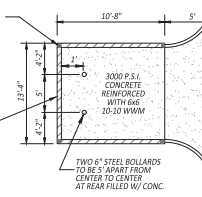
OFFICE:	3.0 SPACES/1,000 SF GFA
9,591 SF x (3.0/1,000) =	28.8 SPACES = 29 SPACES
SPACES PROVIDED	= 2 HC SPACES
	38 REG. SPACES
	40 TOTAL SPACES



SITE PLAN NOTES:

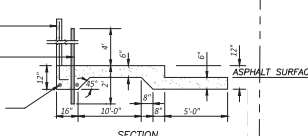
1. THE PROPOSED BUILDINGS WILL BE USED AS OFFICE BUILDINGS FOR LAW FIRM PRACTICE AND OTHER PROFESSIONALS.
2. THE PROPOSED OFFICE BUILDINGS WILL BE SINGLE-STORY WITH A MAXIMUM BUILDING HEIGHT OF 26'-0\"/>
3. THE PROJECTED NUMBER OF EMPLOYEES AT BUILDOUT IS 25.

#5 VERTICAL REBAR
AT CORNERS (TYP.)



PLAN

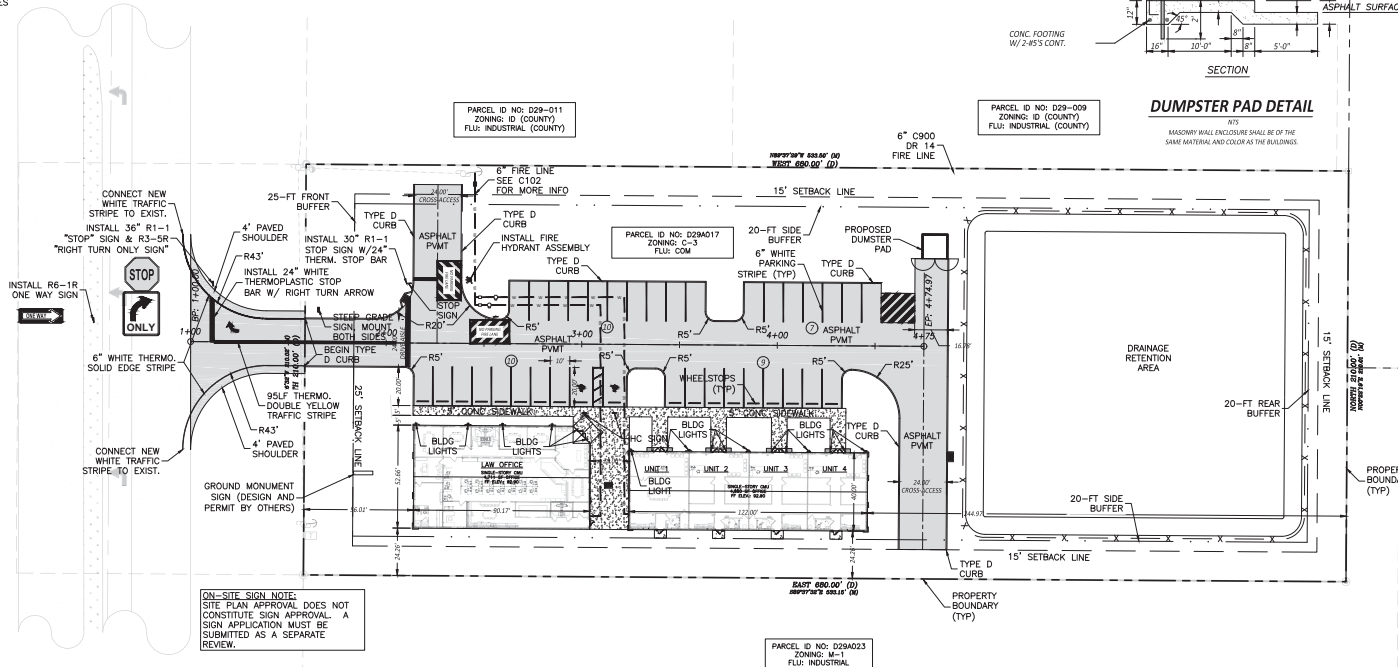
6\"/>



SECTION

DUMPSTER PAD DETAIL

MASONRY WALL ENCLOSURE SHALL BE OF THE
SAME MATERIAL AND COLOR AS THE BUILDINGS.



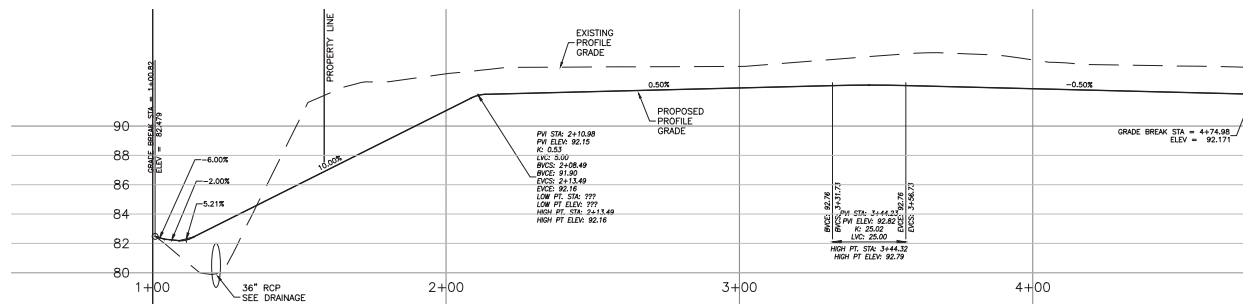
ON-SITE SIGN NOTE:
SITE PLAN APPROVAL DOES NOT
CONSTITUTE SIGN APPROVAL. A
SIGN APPLICATION MUST BE
SUBMITTED AS A SEPARATE
REVIEW.

SITE PLAN LEGEND

- PROPOSED BUILDINGS
- PROPOSED PAVEMENT
- PROPOSED CONCRETE
- PROPOSED CURB
- PROPOSED SIGNAGE
- PROPOSED SETBACK/EASEMENT
- HANDICAP SYMBOL
- UNINTERRUPTED PARKING SPACES

DRIVEWAY PROFILE

SCALE: 1" = 20'



INFINITE ENGINEERING

240 SW 4TH STREET, SUITE A
MIAMI, FLORIDA 33135
(305) 521-4455
WWW.BARRYEDWARDONIL.COM
OFFICE OF BARRY E. O'NEIL, P.E.

PROJECT TITLE

A CITY OF WILDWOOD SITE PLAN FOR
WILDWOOD PROFESSIONAL
PLAZA
9481 N US 301
WILDWOOD, FLORIDA 34785

SHEET TITLE

SITE PLAN

CLIENT INFORMATION

WILDWOOD PROFESSIONAL PLAZA, LLC
11294 US HWY 301
OLDFORD, FLORIDA 34484
(407) 755-8153
KOOLAYTO@WILDMORPLAZA.COM

SUBCONSULTANTS

ENGINEER OF RECORD

FLORIDA LICENSE # 10000
NLS 54055

STATUS OF LICENSE
ACTIVE

FLORIDA PROFESSIONAL ENGINEER
FL RE NUMBER 54055

EDUCATION

November 17, 2021

PROJECT NUMBER

2021-134

REVISIONS	
DATE	DESCRIPTION
3/22	CITY COMMENTS
4/22	CITY COMMENTS
5/22	CITY COMMENTS

SHEET DESIGNATION

C100

SHEET

5 OF 11

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: LDR staff revisions

REQUESTED ACTION: Proposed revisions to the City of Wildwood Land Development Regulations

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case	LDR Staff Revisions 2022
Ordinance #	O2022-49
Applicant	City of Wildwood
Requested Action	Proposed revisions to the City of Wildwood Land Development Regulations
Date	6/20/22

Staff seeks approval from the Planning and Zoning Board/Special Magistrate to revise the City's Land Development Regulations.

Upon review of the Land Development Regulations, it was determined that the LDRs needed to be revised due to changes in the conditional use permit application, procedural changes, upcoming Comprehensive Plan changes and updating and modifying some definitions. The proposed revisions are attached as Exhibit A and are listed by topic as Exhibit B.

Staff recommends approval.



Roxann Read, AICP, CFM
Development Services Assistant Director

EXHIBIT A

Decisions of the Project Review Committee may be appealed to the Board of Adjustment in accordance with section 1.11 of the LDRs.

(C) *Project Review Committee Coordinator.* The Development Services Director shall be the liaison between the PRC and the Planning and Zoning Board and shall act as the Project Review Committee Coordinator. The PRC Coordinator shall have the following duties:

- (1) Receive all applicable applications and review each application for ~~sufficiency~~completeness. ~~The applicant shall be notified of the PRC meeting within seven (7) days of the application being deemed sufficient;~~
- (2) Process all applicable applications to ensure compliance with this Code. The application shall be forwarded to the appropriate members of the PRC for their review;
- (3) Record and make available to the public meeting minutes of the PRC;
- (4) Present the recommendations of the PRC to the Planning and Zoning Board; and
- (5) Approve, approve with conditions, or deny minor lot splits, subdivision preliminary plans, and minor site plans.

Decisions of the Project Review Committee Coordinator may be appealed to the Board of Adjustment in accordance with section 1.11.

(D) *Membership.*

- (1) *Voting Members.* Voting members review, comment, recommend, and vote. The following positions comprise the voting membership of the PRC:
 - (a) City Manager
 - (b) Development Services Director – PRC Coordinator
 - (c) Police Chief
 - (d) Public Works Director
 - (e) Utilities Director
- (2) *Advisory Members.* Advisory members may provide input and recommendations but do not vote. Attendance of advisory members at PRC meetings is on an as-needed basis as determined by the PRC Coordinator. The following positions and entities comprise the advisory membership of the PRC:
 - (a) City consulting engineer;
 - (b) City Attorney;
 - (c) Building Services Director;
 - (d) Sumter County Fire Chief / Villages Public Safety;
 - (e) Representative of the applicable utility providers (electric, gas, etc.);
 - (f) Representative from Sumter County; and
 - (g) Representative from the Sumter County School Board.
- (3) *Other members.* The PRC Coordinator may request the attendance of other entities to represent areas of expertise and concern not represented by voting or advisory members. This may include, but not be limited to, the following:
 - (a) Lake-Sumter Metropolitan Planning Organization (LSMPO)
 - (b) Southwest Florida Water Management District (SWFWMD)
 - (c) Florida Department of Transportation (FDOT)
 - (d) Florida Department of Environmental Protection (FDEP)

- (i) City Commission (First Reading)
 - (ii) City Commission (Public Hearing)
- (2) Comprehensive Plan Amendment (CPA) (Chapter 1):
 - (i) Local Planning Agency (Planning & Zoning Board).
 - (ii) City Commission (Transmittal Hearing for Large Scale, First Reading for Small Scale)
 - (iii) State agency review (30 Days Required for the State to Review).
 - (iv) City Commission (Adoption Hearing)
- (3) Rezoning (Chapter 3):
 - (i) Project Review Committee (Planned Developments only).
 - (ii) Planning & Zoning Board.
 - (iii) City Commission (First Reading)
 - (iv) City Commission (Adoption Hearing)
- (4) Conditional Use permit (Chapter 3):
 - (i) Project Review Committee
 - (ii) Planning & Zoning Board
 - (iii) City Commission
- (5) Temporary Use Permit (Chapter 3)
 - (i) Development Services Director
- (6) Variance or special exception use (Chapter 3):
 - (i) Planning & Zoning Board
- (7) Site Plans (Chapter 4):
 - (i) Project Review Committee (Minor Site Plans may only require PRC).
 - (ii) Planning and Zoning Board
 - (iii) City Commission
- (8) Minor Site Plan (if applicable):
 - (i) Project Review Committee
- (8)(9) Subdivisions (Chapter 5):
 - (i) Preliminary Plan (may be combined with (b) Improvement Plan at applicant's risk):
 - (i) Project Review Committee
 - (ii) Improvement Plan:
 - (i) Project Review Committee
 - (ii) Planning & Zoning Board
 - (iii) City Commission
 - (iii) Final Plat:
 - (i) Project Review Committee
 - (ii) Planning & Zoning Board
 - (iii) City Commission
 - (iv) Re-Plat:
 - (i) Project Review Committee
 - (ii) City Commission
 - (v) Minor Lot Split:
 - (i) Project Review Committee
- (9)(10) Planned Development (Chapter 8):
 - (i) Project Review Committee
 - (ii) Planning & Zoning Board
 - (iii) City Commission (First Reading)

(iv) City Commission (Adoption Hearing)

- (C) *Chapter 163 Agreement.* Projects which are subject to an executed 163 Agreement pursuant to and consistent with the procedure outlined in F.S. § 163.3220-163.33243 and which have obtained master development plan approval may only require Project Review Committee review and approval, unless otherwise required by law or statute.

1.15. Application Review.

The Development Services Department shall review all applications for sufficiency as expeditiously as possible ~~within seven (7) days of receipt~~ and will be scheduled the same for the next available public hearings based on the type of application and the requirements of Section 1.14. Applications requiring the approval of the Development Services Director shall be processed and reviewed as expeditiously as possible.

1.16. Supplemental Regulations.

- (A) In addition to the requirements in this Code, all development shall meet all applicable requirements of other regulatory agencies and of other City ordinances.
- (B) *Water, sewer and reuse services.* The developer shall be required to connect to the City of Wildwood water, sewer and reuse system, when deemed available by the City Manager. All such lines shall be of the size and other specifications as required by the City.
- (C) *Closeout procedures.*
- (1) Prior to the acceptance of any privately or publicly maintained improvements, a registered professional engineer must certify in writing that the improvements were completed in accordance with the approved Improvement Plans and construction specifications. The City will provide the required forms and closeout checklists through the PRC Coordinator.
 - (2) The developer shall submit the required engineer's certification and all items on the closeout checklist prior to acceptance of the improvements by the City. The City's representative will, at the City's option, perform a site inspection, review all record survey drawings and test reports, and verify that all other development approval requirements, fees, etc. have been satisfied. If deficiencies are noted in the closeout documents, the City will provide a written letter listing items that need to be corrected. Once all items have been satisfied the City will accept the constructed improvements.
 - (3) The closeout procedures outlined above are required to be completed prior to the issuance of any certificate of occupancy for buildings associated with a development plan approval, the use of any constructed improvements by the general public, or the commencement of any warranty period required by the City.

1.17. Traffic Impact Statement/Analysis.

- (A) *Introduction and purpose.* A traffic impact statement/analysis is an important tool in the overall development planning process. It provides information which allows the City to evaluate the impact of a development, with respect to the need for roadway/intersection capacity, operational and safety improvements. It also helps establish mitigation measures for the impacts of a proposed development.
- (B) *Traffic impact statement/analysis required.* The City of Wildwood eliminated transportation concurrency as a requirement for development approval, in accordance with Chapter 163.3180(1) F.S.

However, the City recognizes the need to evaluate the impacts of proposed development to be able to demonstrate that the levels of service adopted can be reasonably met as required by the law. Accordingly, the City has chosen to continue to require a traffic impact statement or analysis as part of the development application process. The document must be prepared by a certified planner, licensed engineer or a qualified individual who has demonstrable knowledge and experience in transportation planning and engineering. A traffic impact statement (TIS) is required, pursuant to the requirements of this section, for comprehensive plan amendment applications and rezoning applications. A traffic impact analysis (TIA) may be required. A traffic impact analysis (TIA) ~~shall be~~ is required for planned development applications, site plan applications and improvement plan applications.

- (C) *Levels.* The level of analysis is determined by the application. The traffic impact statement is a one-page statement that shows details of the trip generation analysis. The traffic impact analysis is a full study that follows the requirements of the [Sumter County Traffic Impact Analysis Guidelines](#).

Adult day care: Any place, operated by a person, society, agency, corporation, institution, organization or any other group, which is compensated for housing adults over 18 years of age for group care, without a transfer of legal custody, and such care is for less than 24 hours per day and is provided on a regularly scheduled basis.

Age Restricted Development: A community/development project where the land is planned and developed to provide a community for persons 55 years or older and Community Support Districts. Community Support Districts are distinct mixed use areas with non-age restricted dwelling units within close proximity to age restricted dwelling units.

Alley: A private or public paved passageway between buildings or a passageway permitting access from a street to a garage or storage area.

Alteration of building: Any change in the supporting members of a building (such as load bearing walls, beams, columns and girders), any addition to a building or any change in a building resulting from the movement of the building from one location to another.

Alternative support structure: shall mean any manmade structure, except towers, including but not limited to buildings, power poles, light poles, clock towers, bell towers, steeples, water towers and the like, which allow for the attachment of antennas.

Animated sign means a sign which includes action, motion, or color changes, or the optical illusion of action, motion, or color changes, including signs using electronic ink, signs set in motion by movement of the atmosphere, or made up of a series of sections that turn, including any type of screen using animated or scrolling displays, such as an LED (light emitting diode) screen or any other type of video display.

Antenna: shall mean a device for radiating or receiving radio waves, including but not limited to all antennas integrated and used as a single unit, such as an antenna array.

Apartment or condominium building (ACB): means a structure or group of structures containing multiple dwelling units in which other dwelling units are located above or below it, and which any architectural feature integral to its design is connected with at least two or more adjacent similar dwelling units. ~~Units within apartment or condominium buildings are considered attached dwelling units.~~

Appeal: Means a request for a review of any decision or of the interpretation of any provision of this Code.

Applicant: A person who has submitted an application to the City.

Archaeological site: means a property or location within the City which has yielded or may yield information on the City's history or prehistory. Archaeological sites are evidenced by the presence of artifacts and features below the ground surface indicating the past use of a location by people.

Architect: Means an architect licensed to do business by the State of Florida.

Area of shallow flooding: means a designated AO or AH Zone on the Flood Insurance Rate Map (FIRM) with base flood depths from one to three feet where a clearly defined channel does not exist, where the path of flooding is unpredictable and indeterminate, and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

Area of special flood hazard: means the land in the floodplain within the City subject to a one-percent (1%) or greater chance of flooding in any given year. This term is synonymous with the phrase "special flood hazard area."

Arterial street: A street or roadway which is used primarily for fast or heavy volume traffic.

As-built plans: The final plans amended to include all locations, dimensions, elevations, capacities, capabilities and materials, as actually constructed and installed.

Assessed value: means the dollar value of an asset assigned by the Sumter County Property Appraiser for the purposes of taxation.

Assisted living facility (ALF): A facility where residents live in private units and receive assistance with limited aspects of personal care, such as: taking medication, bathing, or dressing. Units do not contain private kitchens, and meals are provided from a common dining area. Staff is on duty 24 hours per day. This definition does not include nursing homes, convalescent centers, community residential homes, or independent living facilities.

Attached sign means any sign attached to, on, or supported by any part of a building (e.g., walls, awning, windows, or canopy), which encloses or covers useable space.

Average finished grade means the lower of (a) the lowest elevation where the base of the sign meets ground level; or (b) the top of the curb of the nearest public street adjoining the property upon which the sign is erected, or (c) the grade of the land at the principal entrance to the lot on which the sign is located.

Awning means any secondary covering attached to the exterior wall of a building. It is typically composed of canvas woven of acrylic, cotton or polyester yarn, or vinyl laminated to polyester fabric that is stretched tightly over a light structure of aluminum, iron or steel, or wood.

Awning sign or *canopy sign* means any sign that is a part of or printed, stamped, stitched or otherwise applied onto a protective awning, canopy, or other fabric, plastic, or structural protective cover over a door, entrance, window, or outdoor service area. A marquee is not a canopy.

Bandit sign means the same as a snipe sign. See *Snipe sign*.

Banner shall mean a temporary sign made of wind and weather resistant cloth or other lightweight material, intended to hang either with or without frames or in some other manner as not to be wind activated, and possessing characters, letters, illustrations, or ornamentations applied to paper, plastic or fabric of any kind. Flags shall not be considered banners for the purpose of this definition.

Base flood: means the flood having a one percent chance of being equaled or exceeded in any given year (also called the “100-year flood” and the “regulatory flood”).

Base flood elevation: means the water-surface elevation associated with the base flood.

Basement: means any portion of a building having its floor sub-grade (below ground level) on all sides.

Beacon sign means a stationary or revolving light which flashes or projects illumination, single color or multicolored, in any manner which has the effect of attracting or diverting attention, except, however, this term does not include any kind of lighting device which is required or necessary under the safety regulations of the Federal Aviation Administration or other similar governmental agency. This definition does not apply to any similar type of lighting device contained entirely within a structure and which does not project light to the exterior of the structure.

Bed and breakfast means a residential structure with no more than six (6) sleeping rooms contained within and accessed from within the primary structure, which has been constructed or modified to serve as a short-term public lodging establishment. A bed and breakfast provides personalized accommodations and meal services to guests only.

Big box: means a retail store in which the building footprint exceeds 50,000 square feet on a single story.

Billboard: means an off-site commercial sign that directs attention to a business, commodity, service, entertainment, or attraction that is sold, offered or existing elsewhere than upon the lot where such sign is displayed.

Block: A piece or parcel of land which is usually surrounded by streets or possibly easements.

Block perimeter: means the distance in feet around a block. Block perimeters are measured by the amount (in feet) of parcel frontage on a street or easement.

Board of Adjustment: The City of Wildwood Board of Adjustment as provided for within this Code.

Child care facilities: Any place, operated by a person, society, agency, corporation, institution, organization or any other group, which is compensated for housing children under 18 years of age for group care, without a transfer of legal custody, and such care is for less than 24 hours per day and is provided on a regularly scheduled basis.

City: The City of Wildwood, Florida.

City Commission: The governing body of the City of Wildwood officially known as the Wildwood City Commission, including the mayor and other Commission members.

Clinic: A health facility or portion of a health facility where patients are not lodged overnight but are examined and/or treated by licensed dentists, physicians and/or other health care personnel.

Club, private: See "private club."

Code: The City of Wildwood Land Development Regulations (LDRs).

Code of Ordinances: The Code of Ordinances of the City Wildwood, Florida.

Collector street: A street which carries traffic from local streets to the arterial streets in residential and business areas. Such streets serve as linkages between land access and mobility. Traffic volumes and speeds are usually moderate.

Commercial message means any sign wording, copy, logo, or other representation or image that directly or indirectly names, advertises, or calls attention to a product, commodity, service, sale, sales event, activity, entertainment or other commercial activity.

Commission, City: See "City Commission."

Community residential home: A dwelling unit licensed to serve residents who are clients of the Department of Elderly Affairs, the Agency for Persons with Disabilities, the Department of Juvenile Justice, or the Department of Children and Families or licensed by the Agency for Health Care Administration which provides a living environment for 7 or more unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional and social needs of the residents.

Comprehensive plan: The City of Wildwood comprehensive plan adopted by the City Commission and amendments thereto in compliance with the requirements of Florida statute.

Concurrency: A finding that the public facilities and services necessary to support a proposed development are available, or will be made available, concurrent with the impact of development.

Condominium: See "Apartment or condominium building."

Conforming lot: Any lawful lot which complies with the provisions of this Code and other applicable City ordinances.

Conservation easement: A right or interest in real property which is appropriate to retaining land or water areas predominately in their natural, scenic, open or wooded condition, retaining such areas as suitable habitat for fish, plants, or wildlife, or maintaining existing land uses; and which prohibits or limits the activities as described in Florida statute.

Construction: Shall mean the building, assembling, expansion, modification, or alteration of the existing contours of the site, the erection of buildings or other structures, or any part thereof, or land clearing.

~~*Construction, significant:* means the installation of infrastructure on a project site such as roads, utility lines, or stormwater management areas which requires an approved site plan or preliminary plan pursuant to the requirements of this Code.~~

Construction, start of: The placing of construction materials in permanent position and fastened in a permanent manner, except that when demolition, excavation, or removal of an existing structure has been substantially begun preparatory to new construction, such excavation, demolition, or removal shall be deemed to be the start of construction provided that work shall be continuously carried on until the

Heritage tree: Any tree, except undesirable, noxious or invasive, with a diameter breast height (DBH) of thirty-six inches or larger.

Highest adjacent grade: Means the highest natural elevation of the ground surface, prior to construction, next to the proposed walls of a structure.

Historic structure: means any structure that is:

- (3) Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- (4) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- (5) Individually listed on the Florida inventory of historic places, which has been approved by the Secretary of the Interior; or
- (6) Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:
 - (a) By the approved Florida program as determined by the Secretary of the Interior, or
 - (b) Directly by the Secretary of the Interior.

Home, mobile: See "mobile home."

Homeowner's association or property owner's association (HOA)(POA): An organization in a subdivision, condominium, or other similar development that makes and enforces rules for the properties in its jurisdiction.

Hotel: a building, group of buildings, or portion of a building, containing sleeping units which have no cooking facilities or other amenities for separate and independent housekeeping purposes and are occupied on a daily or short term basis. A hotel may include living quarters containing independent cooking facilities designed for the resident manager only, or restaurant facilities. Primary access to the sleeping units shall be through an inside lobby. ~~a commercial establishment providing lodging and, usually, meals and other services for the public, especially for travelers. This definition also includes motels.~~

Household: One or more persons, not necessarily related by blood, marriage or other legal action, who occupy a single dwelling unit and live as a single non-profit housekeeping unit.

Illuminated sign means any sign or portion thereof which is illuminated by artificial light, either from an interior or exterior source, including outline, reflective or phosphorescent light (including but not limited to plasma or laser), whether or not the source of light is directly affixed as part of the sign, and shall also include signs with reflectors that depend upon sunlight or automobile headlights for an image.

Independent living facility (ILF): A living arrangement in which people with special needs, especially seniors with disabilities, reside in independent living units which contain a private kitchen. The facility may provide help with everyday tasks such as bathing, dressing, and taking medication. This definition does not include assisted living facilities, nursing homes, or community residential homes.

Institution: The structure or land occupied by a group, cooperative, board, agency, or organization created for the purpose of carrying on functions of a public or semi-public nature. Examples of an institution include a hospital, health clinic, school, church, fraternal order, civic club and orphanage.

Intensity: means the maximum amount of building square footage allowed on a project site. This relationship is identified in FAR.

Interior lot: A lot bounded by a street on only one side.

Internally illuminated sign means any sign which has the source of light not visible to the eye and entirely enclosed within the sign.

Minor Collector Roadway: A roadway that connects local roadways with the collector and arterial roadway network and provides interconnection between neighborhoods. A minor collector roadway has a moderate average traffic volume and trip length.

Mixed use building: means a building which includes two or more use categories, one of which should be residential.

Mobile food dispensing vehicle: As defined by Florida Statute Section 509.102.

Mobile home: A movable dwelling unit constructed in a manufacturing facility designed and constructed to be towed on its own chassis and readily connected to utilities and is designed to be occupied year-round. It may contain one or more components that can be retracted or separated for towing on their own chassis and subsequently expanded or reconnected to provide additional capacity. When used in this Code, the term mobile home shall also include manufactured homes. Mobile homes constructed prior to 1981 are not permitted in any zoning district in the City.

Mobile home pad or stand: A foundation or fixed area for locating a single mobile home.

Mobile home park: A parcel of land under single ownership which has been planned, designed and developed for the placement of two or more mobile homes, appurtenant structures (or fixtures), and/or additions.

Mobile home subdivision: A parcel of land which has been planned as a subdivision exclusively for mobile homes or similar types of dwelling units (such as modular homes). Each dwelling unit's lot is designed to be individually owned.

Modular home: A dwelling which is similar to a mobile home but is designed to be transported from the manufacturing facility to a permanent site and occupied as a conventional single-family dwelling unit. New construction of Modular homes requires permanent foundation with stem wall.

Modular building: A building which is designed to be transported from the manufacturing facility to a permanent site and used as an office or other nonresidential use. New construction of modular buildings requires a permanent foundation with stem wall.

Monument sign means a type of sign that is not supported by a pole structure. A monument sign is placed upon the ground independent of support from the face of a building, is constructed of a solid material such as wood or masonry and is supported by an integrated, solid base greater than the width of the sign.

Motel: a building, group of buildings, or portion of a building, containing sleeping units which may or may not have cooking facilities and are normally occupied on a daily or short term basis. A motel may include living quarters containing individual cooking facilities designed for the resident manager only, or restaurant facilities. Primary access to the individual units is from the exterior of the building. see "hotel".

Multi-family unit: Refers to an individual dwelling unit contained within ~~either a single family attached, an~~ apartment, ~~or~~ condominium, or mixed use building.

Multi-modal infrastructure: Transportation infrastructure that accommodates multiple modes such as sidewalks, bicycle lanes, bicycle parking facilities, path, streets, transit stops, transit lanes, and other similar features.

Multi-prism or tri-vision sign means a sign made with a series of triangular sections that rotate and stop, or index, to show multiple images or messages in the same area at different times.

Mural means a painting, graphic, mosaic, fresco, or other artwork attached or applied directly to the exterior of a structure. Murals are prohibited from the front of buildings. Murals containing commercial messages of any kind (e.g., brands, names, trademarks, logos, slogans, corporate mascots or advertising messages) are considered signs and will be subject to regulation as such.

Native vegetation: Self-supporting, indigenous species of plants, reasonably capable of growing and surviving in the climatological areas of the City.

acreage to determine the amount of dwelling units allowed. The acreage devoted to residential is deducted prior to assessing the amount of nonresidential square footage. Applying the applicable intensity from the resulting remaining acreage will provide the maximum amount of nonresidential square footage allowed. While the intended percentages may vary, the percentage of residential and nonresidential uses must equal 100%. The amount of residential square footage contained within mixed use buildings does not count against the maximum allowable nonresidential building square footage.

For example:

100 acres of Residential ~~Oxford Neighborhood~~ Mixed Use in which 35% residential is sought

$$\begin{array}{ll} (100) \times (.35) \times (710) = & \underline{245,350 \text{ dwelling units}} \\ (100) \times (.65) \times (.3) \times (43560) = & \underline{849,420 \text{ square feet of nonresidential uses}} \end{array}$$

3.6. Principal Uses.

(A) *Uses established.* The principal or main use(s) and associated structures of a property shall be allowed as one of the following:

- (1) *Permitted use.* This use is hereby established as the general use(s) in the various zoning districts, as specified in TABLE 3-6, and is a use of right when in compliance with the requirements of this Code. For instances where the intended use of the property is not specifically listed in TABLE 3-6, the Development Services Director may make a determination as to whether or not the intended use is permitted in a particular zoning district.
- (2) *Conditional use.* This use is hereby established to conditionally allow specified uses as specified in TABLE 3-6. Because of their unique characteristics, these uses are not permitted as a matter of right, special use or otherwise allowed by this Code. Process information and regulations are contained in section 3.8 of this Chapter.
- (3) *Special exception use.* This use is hereby established to allow uses not normally permitted in the various zoning districts. A special use is not a use of right and there is no presumption that it will be granted. Process information and regulations are contained in section 3.9 of this Chapter.

(B) The use regulations specified in this Code shall be considered as specific regulations governing the use of parcels and structures located on the parcels.

3.7. Accessory Uses and Structures.

(A) *General.* This use is hereby established to allow activities which are customarily incidental to the principal use, provided it meets the following general requirements:

- (1) An accessory use is a use of right after a principal use is established on the property. Unless otherwise provided, no accessory use or structure is permitted on a parcel that does not contain the principal use or structure;
- (2) Accessory uses must comply with standards pertaining to the principal use unless specified otherwise in this Chapter;
- (3) Unless specified otherwise herein, accessory uses are intended to be for the principal use of residents, occupants, guests and employees of the parcel on which they are located and not for use by the general public.

- (iii) Proof of licensing by the appropriate jurisdictional agency will be required.
 - (iv) The facility shall be compatible with the adjacent area.
 - (v) Additional buffering or screening may be required.
 - (vi) A traffic impact study shall be required for justification that the project will not result in a reduction of Level of Service (LOS) on roadways serving the project.
 - (vii) A preliminary concurrency application shall be required for justification that the project will not create additional impacts to City utilities exceeding what would normally be permitted.
- (2) *Auto Dealership, golf cart and similar sales.* (Allowed in C-2A, NMU-4, NMU-7, ECNMU-7, CMU, CC, CDT, SWCMU). A special exception may be granted under the following conditions:
- (i) The use and all associated activities must be in completely enclosed buildings.
 - (ii) Additional buffering and screening may be required.
- (3) *Bed and Breakfast.* (Allowed in AG-5, AG-10, RR, ER, R-1, R-2, R-3, R-4, R-5, RMU, RMU-10, RIO). A special exception may be granted under the following conditions:
- (i) The exterior appearance shall retain a single family residential appearance.
 - (ii) The proposed use shall be compatible with the adjacent area.
 - (iii) Additional buffering and screening may be required.
 - (iv) The owner, operator, or resident manager shall be required to reside on the premises.
 - (v) Kitchen facilities shall be limited to one central kitchen to serve overnight guests and residents only. Cooking facilities shall not be permitted in guest rooms.
 - (vi) Exterior lighting shall be compatible with lighting in the neighborhood.
 - (vii) One parking space per guest room and two parking spaces for owner/occupant is required.
 - (viii) Additional conditions may be deemed necessary to protect the character of the neighborhood.
 - (ix) Guest stays shall be limited to thirty (30) consecutive days and no more than sixty (60) days in any one-year period.
- (3)(4) *Car wash and auto detailing facilities, full or self-service.* (Allowed in C-1, C-2A, NMU-7, CMU, SWCMU). A special exception may be granted under the following conditions:
- (i) The proposed facility must use an approved oil/water separator.
 - (ii) The proposed facility must use the recycled water system established within the facility.
 - (iii) The proposed facility shall be compatible with adjacent development.
 - (iv) Additional buffering and screening may be required.
- (4)(5) *Cemeteries and mausoleums.* (Allowed in AG-5, AG-10, RR, ER, R-1, R-2, R-3, R-4, R-5, MHP, RMU, RMU-10, RIO) A special exception may be granted under the following conditions:
- (i) The proposed site shall be a minimum of one acre.
 - (ii) Additional buffering or screening may be required.
- (5)(6) *Childcare facility, day care, or adult day care.* (Allowed in R-1, R-2, R-3, R-4, R-5, MHP, CDT). A special exception may be granted under the following conditions:
- (i) The proposed site shall be a minimum of 15,000 square feet with a minimum lot width of 100 feet.
 - (ii) Proof of licensing by the appropriate jurisdictional agency will be required.
 - (iii) Additional buffering and screening may be required.

~~(7)~~(8) *Community residential home.* (Allowed in IN, C-1, C-2, C-2A, C-3, CDT) A special exception for a community residential home with 7 or more unrelated residents may be granted under the following conditions:

- (i) The proposed site shall not be located within a radius of 1,000 feet of another existing community residential home.
- (ii) The requirements of F.S. 419.001 shall be met, if applicable.

(9) *Golf courses and driving ranges.* (Allowed in RR, ER, R-1, R-2, R-3, R-4, R-5). A special exception may be granted provided the golf course or driving range is a component of a residential subdivision.

~~(8)~~(10) *Hospital.* (Allowed in IN, C-1, C-3, NMU-4, NMU-7, ECNMU-7, CMU, CC, CDT, SWCMU, 466/301). A special exception may be granted under the following conditions:

- ~~(i)~~ The proposed site shall front an arterial or collector road unless it is an allowed use in an approved Planned Development.
- ~~(ii)~~ The proposed site shall utilize the lot requirements for the IN zoning district unless it is an allowed use in an approved Planned Development.
- ~~(iii)~~ A traffic impact study shall be required for justification that the project will not result in a reduction of Level of Service (LOS) on roadways serving the project.
- ~~(i)~~(iv) A preliminary concurrency application shall be required for justification that the project will not create additional impacts to City utilities exceeding what would normally be permitted.
- ~~(iii)~~(v) The facility shall be compatible with the adjacent area.~~cent area.~~
- ~~(iii)~~(vi) Additional buffering or screening may be required.
- ~~(iv)~~

~~(9)~~(11) *Independent living facility.* (Allowed in R-1, R-2, R-3, R-4, R-5, RMU, RMU-10, C-1, C-2, C-2A, C-3). A special exception may be granted under the following conditions:

- (i) The proposed site shall front an arterial or collector road.
- (ii) The proposed site shall utilize the lot requirements for the IN zoning district.
- (iii) Proof of licensing by the appropriate jurisdictional agency will be required.
- (iv) The facility shall be compatible with the adjacent area.
- (v) Additional buffering or screening may be required.
- (vi) A traffic impact study shall be required for justification that the project will not result in a reduction of Level of Service (LOS) on roadways serving the project.
- (vii) A preliminary concurrency application shall be required for justification that the project will not create additional impacts to City utilities exceeding what would normally be permitted.

~~(10)~~(12) *Kennels, animal rescue facilities.* (Allowed in AG-10 and AG-5). A special exception may be granted provided the proposed site shall not abut a residential or mixed use zoning district.

~~(11)~~(13) *Nursing home.* (Allowed in C-1, C-2, C-2A, C-3, CDT). A special exception may be granted under the following conditions:

- (i) The proposed site shall front an arterial or collector road.
- (ii) The proposed site shall be developed in accordance with the lot details for the IN zoning district.
- (iii) Proof of licensing by the appropriate jurisdictional agency will be required.
- (iv) The facility shall be compatible with the adjacent area.
- (v) A traffic impact study shall be required for justification that the project will not result in a reduction of Level of Service (LOS) on roadways serving the project.

frame-towing hitch, and wheels shall be removed and the base of the house shall be permanently affixed to a foundation.

3.26. Internet Cafes

- (A) *Purpose and intent.* Internet Cafes are permissible as either a Permitted Use or Conditional Use where indicated by Table 3-6. In addition to the other provisions of this Chapter, it is the intent of this section to provide for such use in a manner that will have the least possible adverse impact to the community.
- (B) *Use Permittee.* Conditional use internet cafe permits are issued jointly to the property owner and internet cafe operator designated therein. A change in property owner or internet cafe operator shall be reported to the city, in writing, by certified mail, within 30 days of such change by the new property owner or internet cafe operator. A change in property owner or internet cafe operator with a conditional use permit shall require a new operating permit.
- (C) *Parcel Location Standards/Separation Requirements.* Internet Cafe businesses shall be allowed only in the zoning districts in which Internet Cafe is listed as either a Permitted Use or Conditional use under Table 3-6. Regardless of whether the Internet Café is a Permitted Use or Conditional Use, the separation standards established in this Section shall require the separation of Internet Café businesses from any uses listed in this Section and located in the City. Any Internet Cafe business, established or expanded after February 28, 2022, in such a district shall be separated by at least the number of feet set forth as to the following uses:

1. *Residential property.* The distance from this use shall be one thousand (1,000) feet. For purposes of this section only, "residential property" shall mean land that is:

- (a) Located in a mixed use zoning district or residential zoning district ~~beginning with an R~~; and
- (b) Designated as a mixed use or residential future land use category on the adopted future land use map of the City or County or an exclusively residential planned development.

2. *Other uses.* The distance from these uses shall be two thousand five hundred (2,500) feet:

- (a) Public or Private Schools, child care or day care centers licensed as such by the State of Florida;
- (b) Churches and places of worship; and
- (c) Government-owned parks, playgrounds and libraries.
- (d) A parcel shall be deemed to be used for any of the above purposes if a valid land use permit has been issued for such use and such use is either actively conducted on the property or there has been measurable, good faith progress in implementation of such use at that location in accordance with the permit.

3. *Exemptions.* No Internet Cafe business shall become nonconforming through subsequent establishment of the uses specified in subsection (C)2, nor shall a permit for an Internet Cafe business be denied based on the issuance of a land use permit for one (1) of the uses listed in subsection (C)2 if the application for such permit was filed after the filing of the application for the permit for the Internet Cafe business. No Internet Café lawfully operating as of February 28, 2022 shall be denied an operating permit solely on the basis that is a nonconforming use under

TABLE 3-2: Permitted Zoning Districts	
FLUM Designation	Permitted Zoning Districts (Abbreviation)
Conservation	CON
Agriculture 5	CON, AG-10, AG-5
Agriculture 10	CON, AG-10
Recreation	CON, AG-10, AG-5, PEU
Public Facilities	CON, AG-10, AG-5, PEU, IN
Rural Residential	CON, AG-10, AG-5, RR
Estate Residential	CON, AG-10, AG-5, RR, ER
Low Density Residential	CON, AG-10, AG-5, R-1
Low-Medium Density Residential	CON, AG-10, AG-5, R-1, R-2
Medium Density Residential	CON, AG-10, AG-5, R-1 , R-2, R-3
Medium-High Density Residential	CON, AG-10, AG-5, R-2, R-3, R-4
High Density Residential	CON, AG-10, AG-5, R-3 , R-4, R-5
Mobile Home Park	CON, AG-10, AG-5, MHP
Residential Mixed Use	CON, AG-10, AG-5, RMU, NMU-7 , <u>RMU 10</u>
Residential/Institutional/Office	CON, AG-10, AG-5, RIO
General Commercial	CON, AG-10, AG-5, C-1, C-2, C-3
Industrial	CON, AG-10, AG-5, M-1, M-2
Oxford Neighborhood Commercial	CON, AG-10, AG-5, C-2A, RIO , <u>NMU-4</u>
Oxford Neighborhood Mixed Use	CON, AG-10, AG-5, NMU-7
Oxford Residential Mixed Use	CON, AG-10, AG-5, RMU-10
Downtown Commercial	CON, AG-10, AG-5, CDT
High Density Residential Mixed Use	CON, AG-10, AG-5, R-5, CMU, <u>466-301</u>
Central Mixed Use	CON, AG-10, AG-5, CMU, CDT , <u>CC</u> , NMU-4 , NMU-7 , <u>SWCMU</u> , <u>ECNMU-7</u>
Employment Center Neighborhood Mixed Use	CON, AG-10, AG-5, ECNMU-7, NMU-7, NMU-4
Commercial Center Mixed Use	CON, AG-10, AG-5, CC
South Wildwood Commercial Mixed Use	CON, AG-10, AG-5, SWCMU
466-301 Mixed Use	CON, AG-10, AG-5, 466-301
South Wildwood Neighborhood Mixed Use	CON, AG-10, AG-5, NMU-4
Age Restricted Development Mixed Use	CON, AG-10, AG-5, ARD
Wildwood Springs DRI	CON, AG-10, Wildwood Springs PD
The Villages of Wildwood DRI	The Villages of Wildwood DRI

Notes:

CON, AG-10, AG-5 districts allowed in all FLUM designations

The Villages of Wildwood DRI zoning district is subject to unique standards (see section 3.19)

Planned developments permitted in all zoning districts pursuant to Chapter 8

TABLE 3-4: Density, Intensity, and Lot Standards

A

Residential Zoning Districts

Zoning District:	AG -5	AG- 10	RR	ER	R-1		R-2		R-3			R-4			R-5		MHP	
Maximum Density (units per acre)	1/ 5	1/ 10	1	2	4		6		9			12			15		10	
Minimum Open Space (%)	40	40	DDS	DDS	DDS		DDS		DDS			DDS			DDS		15	
Dwelling Unit Type:	SFD	SFD	SFD	SFD	SFD	SFA	SFD	SFA	SFD	SFA	ACB	SFD	SFA	ACB	SFA	ACB	MH	SFD
Minimum Living Area (Sq. ft)	750	750	750	750	750	750	750	750	750	600	600	750	600	600	600	600		750
Maximum Lot Coverage (%)																	50	50
Minimum Lot Width (ft)			50	50	50		50		45			40					50 ²	50
Minimum Setbacks (ft):												-						
Front	35	35	30	30	30 25		30 20		30 15			30					8	30
Rear	25	25	15	15	15		15 10		15 10			15					8	15
Side	20	20															8	10
Minimum Building Separation (ft) ¹					10	25	10	25	10	10	25	10	10	25	10	25	16	20

Abbreviations:

SFD - Single Family Detached

SFA - Single Family Attached

ACB - Apartment/Condominium Building

MH - Mobile Home

DDS - Design District Standards (Residential)

Notes:

1. Minimum building separation between two different unit types is 25 feet

2. This requirement shall not apply to existing mobile home parks.

Accessory uses may encroach into the side and rear setbacks. However, a minimum of five (5) feet shall be provided between the accessory structure and the property line.

<i>Residential Uses</i>	CON	AG-5	AG-10	R R	E R	R-1	R-2	R-3	R-4	R-5	M H P	R M U	RMU-10	RIO	IN	PE U	C-1	C-2	C-2 A	C-3	NMU-4	NMU-7	ECNMU-7	C M U	A R D	CC	CD T	SW CM U	466 - 301	M-1	M-2
Single family detached (SFD)		P	P	P	P	P	P	P	P		P	P	P	P					P		P	P	P	P	P			P	P		
Single family attached (SFA)						P	P	P	P	P		P	P	P					P		P	P	P	P	P	P	P	P	P		
Apartment or condominium building (ACB)								P	P	P			P	P					P		P	P	P	P	P	P	P	P	P		
Dwelling unit located above the ground floor in a mixed use building (MUB)													P						P		P	P	P	P	P	P	P	P	P		
Community club house, pool or other amenities associated with residential projects				P	P	P	P	P	P	P	P	P	P	P					P		P	P	P	P	P	P	P	P	P		
Independent living facility (ILF)						S	S	S	S	S		S	S	P	P		S	S	S	S	P	P	P	P	P	P	P	P	P		
Mobile home (MH)		P	P								P	P																			
Recreational vehicle park (RV)											P									S					P						
Shipping container home											P																				
Tiny House Planned Developments						P	P	P	P	P	P	P	P	P							P	P		P	P						
<i>Institutional, Governmental, Tourism, Civic and Recreational Uses</i>	CON	AG-5	AG-10	R R	E R	R-1	R-2	R-3	R-4	R-5	M H P	R M U	RMU-10	RIO	IN	PE U	C-1	C-2	C-2 A	C-3	NMU-4	NMU-7	ECNMU-7	C M U	A R D	CC	CD T	SW CM U	466 - 301	M-1	M-2
Public recreation facility or park		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Bed and breakfast		€	€	€	€	€	€	€	€	€	€	€	€	€			P	P	P	P	P	P	P	P	P	P	P	P	P		
Hotels and motels																	P			P	P	P	P	P	P	P	P	P	P		
Golf courses and driving ranges				S	S	S	S	S	S	S							P	P	P	P	P	P	P	P	P	P		P	P		
Commercial recreation facility such as skating rinks, movie theatres and other similar uses																	P	P	P	P	P	P	P	P	P	P	P	P	P		
Health clubs and fitness centers												P	P				P	P	P	P	P	P	P	P	P	P	P	P	P		
Community residential home with 6 or fewer residents		P	P	P	P	P	P	P	P	P	P	P	P	P					P		P	P	P	P	P	P	P	P	P		
Community residential home with 7 or more residents															S		S	S	S	S							S				

<i>Institutional, Governmental, Tourism, Civic and Recreational Uses (cont'd)</i>	CON	AG- 5	AG -10	R R	E R	R- 1	R- 2	R- 3	R- 4	R- 5	M H P	R M U	RMU -10	RIO	IN	PE U	C- 1	C- 2	C- 2 A	C- 3	NMU -4	NMU -7	ECNMU- 7	C M U	A R D	CC	CD T	SW CM U	466 - 301	M-1	M-2	
Assisted living facility (ALF)						S	S	S	S	S		S	S	P	P		S	S	S	S	P	P	P	P	P	P	P	P	P			
Nursing home														P	P		S	S	S	S	P	P	P	P	P	P	S	P	P			
Childcare facilities/ Day care						S	S	S	S	S	S	P	P	P	P		P	P	P		P	P	P	P	P	P	S	P	P			
Professional, business and technical schools														P	P						P	P	P	P	P	P	P	P	P			
Public schools and private schools offering curricula similar to that of public schools			P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P			
Private or nonprofit organizations providing schooling and/or training programs with associated facilities and dormitories															S		S	S	S	S							S					
Colleges and universities containing dormitories														P	P						P	P	P	P	P	P	P	P	P			
Churches and places of worship		S	S	S	S	S	S	S	S	S	S	S	S	P	P		P	P	P	P	P	P	P	P	P	P	P	P	P			
Museums and other cultural facilities												P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P			
Hospitals															SE		SE	S-	S-	SE	SE	SE	SE	SE	SE	P	SE	SE	SE	SE		
Veterinary clinic or temporary pet boarding		P	P									P	P	P			P	P	P	P	P	P	P	P	P	P	P	P	P			
Cemeteries and mausoleums		S	S	S	S	S	S	S	S	S	S	S	S	S	P	P																
Funeral homes, crematories and other similar service establishments												P		P	P		P	P	P	P	P	P	P	P	P	P	P	P	P			
Private clubs and lodges				S	S	S	S	S	S	S	S	S	S	S			P	P	P	P	P	P	P	P	P	P	P	P	P			
<i>Institutional, Governmental, Tourism, Civic and Recreational Uses (cont'd)</i>	CON	AG- 5	AG -10	R R	E R	R- 1	R- 2	R- 3	R- 4	R- 5	M H P	R M U	RMU -10	RIO	IN	PE U	C- 1	C- 2	C- 2 A	C- 3	NMU -4	NMU -7	ECNMU- 7	C M U	A R D	CC	CD T	SW CM U	466 - 301	M-1	M-2	

<i>Commercial Retail Uses (continued)</i>	CON	AG-5	AG-10	R R	E R	R-1	R-2	R-3	R-4	R-5	M H P	R M U	RMU-10	RIO	IN	PE U	C-1	C-2	C-2 A	C-3	NMU-4	NMU-7	ECNMU-7	C M U	A R D	CC	CD T	SW CM U	466 - 301	M-1	M-2	
Beauty shop, dry cleaning, pet grooming, and other similar personal service establishments												P	P				P	P	P	P	P	P	P	P	P	P	P	P	P			
Specialty shops such as antique shops, art showrooms, boutiques, and other similar shops												P	P				P	P	P	P	P	P	P	P	P	P	P	P	P			
Car wash and auto detailing facilities																	S		S	P		S		S	P			S	P			
Service and repair shops for automobiles, small engines, and other similar uses																	S	S	S	P	S	S	S	S	P	S	S	S	P	P		
Retail and wholesale commercial establishments for lumber, building and landscaping supplies, farm equipment and other similar uses with potential outside storage of products																		S	S	P	S	S	S	S	P	S		S	P	P		
Auto dealership, golf cart, and similar sales																	P	P	S	P	S	S	S	S	P	S	S	S	P			
Convenience store												P	P				P	P	P	P	P	P	P	P	P	P	P	P	P			
Travel Center																				P												
Indoor Storage facilities - Multistory												P					P	P	P	P	S	S	S	S	P	S	S	S	S	P		
Indoor Storage facilities - Single story (Indoor)												P					P	P	P	P	S	S	S	S	P	S	S	S	S	P		
Outdoor storage facilities for RVs, boats, campers, vehicles, machinery, equipment, or other similar items		S																		S					P				S	P	P	
Internet Cafe																				C										P		
<i>Industrial Uses</i>	CON	AG-5	AG-10	R R	E R	R-1	R-2	R-3	R-4	R-5	M H P	R M U	RMU-10	RIO	IN	PE U	C-1	C-2	C-2 A	C-3	NMU-4	NMU-7	ECNMU-7	C M U	A R D	CC	CD T	SW CM U	466 - 301	M-1	M-2	
Wholesaling, warehousing, bulk storage, or distribution																														P		

- (d) Name, address and telephone number of the owner or owners of record;
 - (e) Name, address and telephone number of the owner's (or owners') agent;
 - (f) Name, address, signature and registration of the professionals preparing the plan(s);
 - (g) Date, north arrow and scale, number of sheets; the scale (sufficient to depict all site features at a clearly legible scale) shall be designated on all sheets in a dedicated location in the top right corner of each sheet;
 - (h) Vicinity map showing relationship of proposed development to the surrounding streets and thoroughfares shall be at a scale of not less than 1 inch equals 1,000 feet, and also delineating proximate major roadways;
 - (i) Bearings and distances of boundary lines with a heavy line. Also provide the linear dimensions of the site; and
 - (j) Easements, right-of-way dedications and reservations.
- (2) *Buildings and structures.* Provide the following information concerning buildings and structures:
- (a) Intended use;
 - (b) Number of stories and height of the building(s);
 - (c) Number of dwelling units and density calculated per section 3.4(D);
 - (d) If a restaurant, show number of seats and occupancy load;
 - (e) Projected number of employees;
 - (f) Nonresidential square footage for proposed development calculated per section 3.4(B);
 - (g) Building elevations and model home details. Color renderings of building elevations and model home details shall be submitted that comply with the City's Land Development Regulations, Design District Standards or Planned Development Agreement, as applicable.
 - ~~(g) Building elevations;~~
 - (h) Fire line plans for buildings including a fire suppression system.
- (3) *Zoning.* Zoning district(s) on and adjacent to the tract;
- (4) *Public sites, if any.* Identification of the location, size, and purpose of all public sites, if any, to be reserved, conveyed or dedicated for or to the City or public, including, but not limited to, parks, playgrounds or other public uses;
- (5) *Setbacks.* Building setback lines, where applicable, shall be shown;
- (6) *Soils.* A soil classification map drawn on the face of the plan for comparison with proposed development activities shall be provided and shall indicate soil classifications on the plan;
- (7) *Transportation and mobility network on and adjacent to the tract.* Identification of existing and proposed streets on and adjacent to the tract, including: the name, right-of-way width and location; approximate grades and gradients; cross-sections of typical road sections; type, width and elevation of surfacing; and legally established centerline elevations, transit stops, sidewalks, paths, curbs, gutters, culverts, etc. Locations of all median openings in the vicinity and access points on both sides of all abutting roadways must also be shown. If applicable, similar information for alleys must be provided;
- (8) *Utilities on and adjacent to tract.* Identification of existing and proposed utilities on and adjacent to the tract, including but not limited to: the location, size and invert elevation of sanitary or storm sewers and reuse lines; location and size of water mains; and location of any gas lines, fire hydrants, electric and telephone poles, and streetlights. Also provide fire flow demand calculations; Utilities are required to be underground unless determined to be detrimental to the public's health, safety, and welfare.

- (9) *Topography*. Existing topographic conditions on the property being developed and extending 25 feet beyond the property line including surface water elevations and date recorded;
- (10) *Other conditions on tract*. Existing and proposed watercourses, wetlands, preservation areas, wooded areas, houses, barns, shacks and other significant features on and adjacent to the tract;
- (11) *Other conditions on adjacent lands*. Approximate direction and gradient of grounds slope, including any embankments or retaining walls; character and location of buildings, railroads, power lines, towers, and other adverse influences;
- (12) *Proposed public improvements, if any*. Proposed public improvements, highways or other major improvements planned by public authorities for future construction on or near the tract;
- (13) *Flood Hazard Areas*. Delineation of flood hazard areas, floodway boundaries, flood zones and base flood elevations. Where the parcel on which the proposed development will take place will have more than five (5) lots or is larger than five (5) acres and the base flood elevations are not included on the Flood Insurance Rate Map (FIRM) or in the flood insurance study, such elevations shall be prepared in accordance with currently accepted engineering practices;
- (14) *Stormwater management system*. Indicate the flow direction and location of detention and retention areas;
- (15) *Dredge and fill*. If any dredging or filling operation is intended in development of the area, application shall be made to the official responsible for dredge and fill permits. No such work will be done prior to issuance of such permit from the water management district;
- (16) *Erosion control*. Provision for the adequate control of erosion and sediment, indicating the location and description of the methods to be utilized during and after all phases of clearing, grading and construction;
- ~~(17)~~ *Landscaping*. Provide a signed and sealed landscaping plan including any proposed irrigation system and detailed plant material for all common areas and buffers if applicable;
- ~~(17)~~ (18) Exterior Lighting Design Plan as described in the City's Design District Standards, Chapter 1, Sec. (F)(7).
- ~~(18)~~ (19) Solid waste. Location and access provisions for refuse service, including pad screening, fencing and landscaping. Approval from the appropriate entity is required before site plan can be approved.
- ~~(19)~~ (20) Boundary survey. A boundary survey of the lands to subject to the site plan performed and prepared under the responsible direction and supervision of a professional surveyor;
- ~~(20)~~ (21) Tree survey. A tree survey listing all viable (to be determined by a licensed landscape architect or certified arborist) live oak trees containing a DBH greater than ten (10) inches for areas planned to be developed. This requirement may be modified for properties larger than 100 acres by the Development Services Director for Master Planned Communities and/or heavily treed properties provided appropriate documentation is submitted for review
- ~~(21)~~ (22) Aerial photograph. An aerial photograph with the source and date of the photograph; and
- ~~(22)~~ (23) Phasing. Planned phases, if any, are to be shown. Each phase shall be designed to stand on its own if subsequent phases are not developed.
- (D) *Additional analyses*. The following studies, documentation, and forms shall be provided in addition to the requirements set forth by section 4.4(C).
 - (1) *Traffic impact analysis (TIA)*. The applicant shall submit ~~an up-to-date~~ TIA conducted within one (1) year prior to submittal and has been accepted by Sumter County Public

~~Works; pursuant to section 1.17 of this Code. The TIA shall be conducted no earlier than one (1) year prior to the submittal date;~~

- (2) *Environmental assessment.* A professionally conducted survey of native vegetative communities shall be required for all undeveloped sites. The Development Services Director may waive this requirement in situations where the site has been previously developed. This survey shall be conducted by an ecologist, biologist, or similar professional and shall include an inventory of wildlife, as well as state and federally listed endangered and threatened animal and plant species, and species of special concern. The assessment shall be conducted no later than one (1) year prior to the submittal date. The environmental assessment shall address at a minimum:
 - (a) Wildlife and listed species populations within the proposed development site;
 - (b) The feasibility and availability of onsite management and protection of identified wildlife and listed species; and
 - (c) The appropriateness of mitigating the impacts of development by the relocation of the listed species to an acceptable off-site location, in the event that on-site protection is shown to be ineffective;
 - (3) *Supplemental applications.* The following supplemental applications are also required:
 - (a) Sign application and
 - (b) Tree removal permit.
 - (4) *Stormwater calculations.* The applicant's engineer shall provide the stormwater calculations for the area subject to the site plan that demonstrate compliance with these regulations, and with the regulations of the water management district;
 - (5) *Agreements.* Copies of any and all executed agreements with the City tied to the property subject to the site plan (i.e. PD, developer's, development, MOU, etc.);
 - (6) *Agency permits.* A list and status of all applicable permits from other agencies required for the development; and
 - (7) *Preliminary concurrency determination.* An application for preliminary concurrency determination pursuant to section 7.2(B)(2).
 - (8) *Planned Development Land Use Allocations.* For projects subject to an existing Planned Development agreement, a list and calculation of total allowed land use allocations for the PD (in square feet and acres), as well as remaining allocations available to the PD after the proposed development is complete, to ensure consistency with Comprehensive Plan Mixed Use percentage requirements.
- (E) *Additional required legal submittals where facilities are dedicated to the public.* The approval of the site plan wherein facilities are dedicated to the City shall be made only pursuant to certification of adequacy of the following list of required submittals by the City Manager and City Attorney, as appropriate:
- (1) *Surety.* The approval of any site plan shall be subject to the applicant guaranteeing the installation and maintenance of the required improvements by posting a surety in the amount of one hundred twenty percent (120%) of the construction costs. Costs for construction shall be determined by an estimate by the applicant's engineer, or a copy of the actual construction contracts as provided. The amounts of surety must be approved as adequate by the director of public works and/or the City Engineer. In all cases where public improvements are installed, a two-year (2-year) maintenance surety in the amount of twenty percent (20%) of the construction costs must be submitted. The certificate of occupancy shall not be issued until the surety is approved. At the conclusion of the two-year (2-year) maintenance period the developer may petition the City to release the surety. The City will inspect the public

- (7) *Public sites, if any.* Identification of the location, size, and purpose of all public sites, if any, to be reserved, conveyed or dedicated for or to the City or public, including, but not limited to, parks, playgrounds or other public uses;
- (8) *Lots, blocks.* The lot lines, lot dimensions, lot numbers and block numbers shall be shown;
- (9) *Setbacks.* Building setback lines from side, front and rear, where applicable shall be shown;
- (10) *Soils.* A soil classification map drawn on the face of the plan for comparison with proposed development activities shall be provided and shall indicate soil classifications on the plat.
- (11) *Transportation network on and adjacent to the tract.* Identification of existing and proposed streets on and adjacent to the tract to be subdivided including: the name, right-of-way width and location; approximate grades and gradients; cross-sections of typical road sections; type, width and elevation of surfacing; and legally established centerline elevations, transit stops, sidewalks, paths, curbs, gutters, culverts, etc. Locations of all median openings in the vicinity and access points on both sides of all abutting roadways must also be shown. If applicable, similar information for alleys shall be provided;
- (12) *Utilities on and adjacent to tract.* Identification of existing and proposed utilities on and adjacent to the tract to be subdivided, including but not limited to: the location, size and invert elevation of sanitary or storm sewers and reuse lines; location and size of water mains; and location of any gas lines, fire hydrants, electric and telephone poles, and streetlights;
- (13) *Private sites, if any.* Identification of the location, size, and purpose of all nonpublic or private sites, if any, including, but not limited to, private roads, drainages systems, recreational facilities, outparcels, gates and guardhouses (if a gated community is indicated), and common areas.
- (14) *Topography.* Contours at a minimum of one-foot (1') intervals for the tract being subdivided and extending 25 feet beyond the property line including surface water elevations and date recorded;
- (15) *Other conditions on tract.* Existing and proposed watercourses, wetlands, wooded areas, houses, barns, shacks and other significant features on and adjacent to the tract to be subdivided;
- (16) *Other conditions on adjacent lands.* Approximate direction and gradient of grounds slope, including any embankments or retaining walls; character and location of buildings, railroads, power lines, towers, and other nearby nonresidential land uses or adverse influences; owners of adjacent unplatted land; for adjacent platted land refer to subdivisions plat by name, recordation date, and number, and show approximate percent of buildup, typical lot size and dwelling type;
- (17) *Proposed public improvements, if any.* Proposed public improvements, highways or other major improvements planned by public authorities for future construction on or near the tract;
- (18) *Limits of floodplain.* Indicate flood elevation of 100-year flood as established by the Federal Emergency Management Agency, Flood Insurance Rate Map. The actual acreage above the 100-year flood elevation shall be listed;
- (19) *Stormwater management system.* Full and complete details for the construction of the stormwater management system;
- (20) *Landscaping.* Provide a landscaping plan including any proposed irrigation system and detailed plant material for all common areas and buffers if applicable;
- (21) *Exterior Lighting Design Plan as described in the City's Design District Standards, Chapter 1, Sec. (F)(7).*
- ~~(20)~~(22)

~~(21)~~(23) *Boundary survey.* A boundary survey of the lands to be platted performed and prepared under the responsible direction and supervision of a professional surveyor;

~~(22)~~(24) *Tree survey.* A tree survey listing all viable (to be determined by a licensed landscape architect or certified arborist) live oak trees containing a DBH greater than ten (10) inches. This requirement may be modified for properties larger than 100 acres by the Development Services Director for Master Planned Communities and/or heavily treed properties provided appropriate documentation is submitted for review.

~~(23)~~(25) *Aerial photograph.* An aerial photograph with the source and date of the photograph; and

~~(24)~~(26) *Phasing.* Planned phases, if any, are to be shown. Each phase shall be designed to stand on its own if subsequent phases are not developed.

(D) *Additional analyses.* The following studies, documentation, and forms shall be provided in addition to the requirements set forth by section 5.4(C).

(1) *Traffic impact analysis (TIA).* The applicant shall submit a TIA conducted within one (1) year prior to submittal and has been accepted by Sumter County Public Works;
~~The applicant shall submit an up-to-date TIA pursuant to section 1.17 of this Code. The TIA shall be conducted no earlier than one (1) year prior to the submittal date;~~

~~(1)~~(2) *Environmental assessment.* A professionally conducted survey of native vegetative communities shall be required for all proposed development sites. This survey shall be conducted by an ecologist, biologist, or similar professional and shall include an inventory of wildlife, as well as state and federally listed endangered and threatened animal and plant species, and species of special concern. The assessment shall be conducted no later than one (1) year prior to the submittal date. The environmental assessment shall address at a minimum:

- (a) Wildlife and listed species populations within the proposed development site;
- (b) The feasibility and availability of onsite management and protection of identified wildlife and listed species; and
- (c) The appropriateness of mitigating the impacts of development by the relocation of the listed species to an acceptable off-site location, in the event that on-site protection is shown to be ineffective.

(3) *Preliminary concurrency determination.* An application for preliminary concurrency determination pursuant to section 7.2(B)(2).

(4) *Supplemental applications.* The following supplemental applications are also required:

- (a) Sign application, if applicable; and
- (b) Tree removal permit.

(5) *Stormwater calculations.* The subdivider's engineer shall provide the stormwater calculations for the area to be subdivided.

(6) *Flood elevation data.* All new subdivision proposals and other proposed developments greater than 50 lots or 5 acres, whichever is lesser, shall include base flood elevation data.

(7) *Covenants.* A draft copy of any proposed protective covenants or deed restrictions shall be submitted.

(8) *HOA documents and/or maintenance agreement.* An agreement outlining the supervision and maintenance of all common areas within the subdivision, unless maintenance is provided by a Community Development District (CDD).

(9) *Agreements.* Copies of all executed agreements tied to the property being subdivided (i.e. PD, developer's, development, etc.).

- (e) Other means of security acceptable to the City Attorney's office and the public works and/or utilities departments.
- (3) *Surety for Maintenance.* In all cases where public improvements are installed, a two-year (2-year) surety in the amount of twenty percent (20%) of the construction costs must be posted to guarantee maintenance of the public improvements. The amounts of the surety must be approved as adequate by the Public Works Director and/or the City Engineer. At the conclusion of the two-year (2-year) maintenance period the developer may petition the City to release the surety. The City will inspect the public improvements and issue a determination of any public improvements covered by the surety that are in need of repair. Upon verification that all repairs have been made, the City will release the surety. Subdivisions being developed in a CDD may be exempt from posting a surety. The surety shall run in favor of the City Commission, must be in a form acceptable to the City Attorney, and may be either:
 - (a) A maintenance bond underwritten by a surety insurer authorized to transact such business in this state;
 - (b) A cash deposit and escrow agreement governing control and use thereof;
 - (c) An irrevocable letter of credit (issued by a financial institution authorized to conduct business within this state);
 - (d) A cashier's check or certified check and maintenance bond agreement; or
 - (e) Other means of security acceptable to the City Attorney's office and the public works and/or utilities departments.
- ~~(4)~~ *Preliminary concurrency determination.* An application for preliminary concurrency determination pursuant to section 7.2(B)(2).
- ~~(4)~~~~(5)~~ *Building elevations and model home details.* Color renderings of building elevations and model home details shall be submitted that comply with the City's Land Development Regulations, Design District Standards or Planned Development Agreement, as applicable.
- ~~(5)~~~~(6)~~ *Covenants.* Any protective deed covenants to be placed on the property shall be notarized and in a form suitable for recording.
- ~~(6)~~~~(7)~~ *Title certificate.* A certificate of ownership, signed by a licensed attorney-at-law or an abstract company, in accordance with Florida statute in a form approved by the City Attorney.
- ~~(7)~~~~(8)~~ *Letters of service.* Letters will be submitted by all appropriate utility companies stating that all easements are adequate. In cases where the City does not receive cooperation from utility company, Development Services Director may determine adequacy of proposed easements.
- ~~(8)~~~~(9)~~ *HOA documents and/or maintenance agreement.* An agreement outlining the supervision and maintenance of all common areas within the subdivision.
- ~~(9)~~~~(10)~~ *Permits.* Copies of all applicable permits (i.e. driveway, SWFWMD, County, FDOT, etc.) shall be provided.
- ~~(10)~~~~(11)~~ *Agreement.* No plat shall be approved without an executed developer's or development agreement, if such agreement is required by the City Manager.
- (D) *Clerk of Court recording.* Within the legal timeframe, the approved plat shall be submitted to the Clerk of Court for recording with recording fee, and at the time of recording, the following shall be submitted to the Clerk for their distribution:
 - (1) *Original final plat.* The mylar copy of the final plat is to be contained within the Clerk's original plat book.
 - (2) *Copy of final plat.* An additional copy of the final plat will be retained by the Clerk as public record.

Applicants are encouraged to provide pertinent information to the Development Services Director in advance of the meeting. The Development Services Director shall determine the appropriate persons and parties to be in attendance at the pre-application conference.

- (B) *Application.* An application for planned development is required for all planned development proposals. The application shall be submitted to the office of the Development Services Director and include supporting documents and analyses specified on the application. If the application is from anyone other than a City official or board, the payment of such fees as have been established by the City Commission shall be submitted.
- (C) *Sufficiency.* The Development Services Director shall review the application for ~~sufficiency~~completeness. Upon determination of ~~sufficiency~~completeness, project review shall begin. the applicant shall be given notice of the Project Review Committee meeting within seven (7) days of the meeting.
- (D) *Project Review Committee.* The Project Review Committee shall review all applications for planned development. The Project Review Committee shall review the application in accordance with section 1.6(B) of this Code. All comments of the Project Review Committee shall be included in the staff report and presented to the Planning and Zoning Board.
- (E) *Planning and Zoning Board.* The Planning and Zoning Board shall hold a duly noticed public hearing to consider the application for planned development. The Planning and Zoning Board shall review the proposed application and make recommendations to the City Commission.
- (F) *City Commission.* The City Commission shall hold a duly noticed public hearing and shall approve, approve with conditions, or deny the application in accordance with section 3.3(C) (5) of this Code.
- (G) *Approval.* The City Commission may approve a PD only after substantial, competent evidence has been presented that allows the Commission to make the following findings:
 - (1) The request is consistent with the comprehensive plan and the future land use map;
 - (2) The uses of other property in the neighborhood for purposes already established will not be substantially impaired or diminished;
 - (3) Adequate public facilities are available, or an agreement has been established that will provide these improvements in a reasonable time frame;
 - (4) Granting the application will not allow a type or intensity that is premature or out of character in relationship to the vision of the surrounding area; and
 - (5) Whether the proposed change will constitute a grant of special privilege to the applicant.
- (H) *Zoning overlay map.* In accordance with the section 3.2(D), the City shall maintain a zoning overlay map that illustrates the various planned developments throughout the City. After City Commission approval of a planned development the zoning overlay map shall be modified to include the planned development. The zoning overlay map shall be available for public inspection and shall include, at a minimum, the following:
 - (1) Boundary of the planned development;
 - (2) The name of the planned development; and
 - (3) The ordinance number and adoption date.

8.3. Required Documentation and Analyses.

- (A) The application for planned development shall require accompanying documentation and/or analyses in support of the application. Such documentation and analyses shall include:
 - (1) Traffic impact analysis (TIA). The applicant shall submit a TIA that has been conducted within one (1) year prior to submittal and has been accepted by Sumter County Public Works;

~~(1) The applicant shall submit a TIA pursuant to section 1.17 of this Code. The TIA shall be conducted no later than one (1) year prior to the submittal date.~~

- (2) *Environmental assessment.* A professionally conducted survey of native vegetative communities shall be required for all proposed planned development sites. The Development Services Director may waive this requirement in situations where the site has been previously developed. This survey shall be conducted by an ecologist, biologist, or similar professional and shall include an inventory of wildlife, as well as state and federally listed endangered and threatened animal and plant species, and species of special concern. The assessment shall be conducted no later than one (1) year prior to the submittal date. The environmental assessment shall address at a minimum:
 - (a) Wildlife and listed species populations within the proposed development site;
 - (b) The feasibility and availability of onsite management and protection of identified wildlife and listed species;
 - (c) The appropriateness of mitigating the impacts of development by the relocation of the listed species to an acceptable off-site location, in the event that on-site protection is shown to be ineffective.
- (3) *Preliminary concurrency analysis.* In addition to the TIA, the applicant shall prepare a preliminary concurrency analysis that calculates the projected demands generated by the proposed project and shall state the availability of such facilities in relation to the project. The Development Services Department shall review the preliminary concurrency analysis in accordance with subsection 7.2(B)(1).
- (4) *Map series.* The applicant shall provide a series of maps as required on the application for planned development.
- (5) Any additional documentation or analyses required on the application for planned development or determined during the pre-application conference.

8.4. Conceptual Plan.

- (A) The application for planned development shall be accompanied by a conceptual plan of the proposed project. The purpose of the conceptual plan is to provide the City with general information with respect to the type, character, scale and intensity, as well as the phasing of the proposed project in order for the City to evaluate the potential impacts of the project and to demonstrate the suitability of the site. The level of detail contained within the conceptual plan will be determined during the pre-application conference at the discretion of the Development Services Director, but the following information, at a minimum, shall be included on the conceptual plan:
 - (1) Legal description of the property;
 - (2) Map illustrating the location of the project in context with the City;
 - (3) The zoning of parcels adjacent to the project;
 - (4) Density and intensity of land uses and their location throughout the site with tabulations by acreage and percentages thereof;
 - (5) Location of all recreation facilities, open spaces and preservation areas with tabulations by acreage and percentages thereof;
 - (6) The number, type and location of residential buildings and dwelling units;
 - (7) The square footage and location of all nonresidential buildings;
 - (8) The internal transportation network and facilities including provisions for pedestrian, multi-modal and transit where applicable;
 - (9) Identification of the adjacent external transportation network;

Exhibit B

LIST OF PROPOSED REVISIONS

Revised sufficiency time frame	Pg. 1-7, 1-13, 8-2
Added Minor Site Plan to Project Approval Process	Pg. 1-12
Revised TIA requirements	Pg. 1-14
Revised ACB definition for clarity	Pg. 2-2
Added Bed and Breakfast definition	Pg. 2-3
Removed Construction definition – is on pg. 2-17	Pg. 2-5
Revised Hotel definition	Pg. 2-10
Added Modular Bldg definition/Revised Motel and Multi-Family definition	Pg. 2-13
Revised Mixed Use formula to align with 2050 Comp plan	Pg. 3-5
Added Bed & Breakfast to SE requirements	Pg. 3-10
Added Hospital to SE requirements	Pg. 3-11
Revised Internet Café regulations for clarity	Pg. 3-51
Revised FLUM designations to align with 2050 Comp Plan	Pg. 3-56
Revise setbacks to align with new FLU designations	Pg. 3-57
Added SFD & SFA to permitted uses in C-2A/Added SFA to permitted uses in CC Changed Bed and Breakfast from CU to SE	Pg. 3-63
Changed Hospital from CU to SE	Pg. 3-64
Changed use table to be more specific about indoor/outdoor storage	Pg. 3-66
Added additional requirements for Site Plan, Improvement Plan & Final Plat submission	Pg. 4-4, 4-5, 5-6, 5-9
Modified TIA requirements	Pg. 4-5, 5-7, 8-2