



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

Agenda
Regular Meeting
July 12, 2022 10:00 AM
Commission Conference Room 124
100 N Main Street

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

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

I. Call to Order

II. Roll Call

III. APPROVAL OF SUMMARY MINUTES

- 1. Project Review Committee - Regular Meeting June 14, 2022 at 10 AM**

IV. OLD BUSINESS

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

Parcel(s) D18-082 & D18-139

The applicant is seeking a favorable recommendation from the Project Review

Committee, for the construction of a RV resort consisting of 266 RV spaces, an office, recreation facility and a pool.

Staff recommends approval

V. NEW BUSINESS

1. SP 2109-002 McDonald's @ Business Park 44

Parcels G17A002 & G17A004

The applicant is seeking a favorable recommendation from the Project Review Committee, for the construction of a 4,444 square foot McDonald's. **Staff recommends approval of the site plan contingent on the resolution of outstanding comments.**

Staff recommends approval of the waiver request for the reduction of parking spaces.

2. SP 2110-002 Infrastructure Improvement Plan 6000 Signature Drive - Modification

Parcel G17A002 & G17A004

The applicant is seeking approval from the Project Review Committee, for a modification to a previously approved site plan. **Staff recommends approval.**

3. SP 2202-002 Bethany Estates Medical Complex

Parcel G33-005

The applicant is seeking a favorable recommendation from the Project Review Committee, for a medical complex to be constructed in three phases. Phase one will consist of one (1) 4,517 medical office, phases two and three are not proposed at this time. **Staff recommends approval.**

4. SP 2203-003 Villas at Wildwood

Parcel(s) G05-032

The applicant is seeking a favorable recommendation from the Project Review Committee, for construction of 192 single family rental units consisting of 16, 696 sq ft one-bedroom units, 108, 1095 sq ft two-bedroom units, and 68, 1445 sq ft three-bedroom units on 18.67 acres MOL.

Staff recommends approval pending resolution of development services and utility comments and approval of the Villas at Wildwood PD.

5. SP 2205-002 Twisted Oaks Mass Grading

Parcel(s) D31-006, D31-007, D31-008, D31-029, D31-030 and D31-039

The applicant is seeking approval from the Project Review Committee, for construction of infrastructure and associated improvements on 387.29 acres

MOL.

Staff Recommends approval.

6. PD 2205-002 Villas PD Amendment

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

Parcel G05-032

The applicant seeks approval and a favorable recommendation from the Project Review Committee for a Planned Development (PD) amendment on property zoned R-4 consisting of 192 residential units on 18.66 acres MOL.

Staff recommends approval and a favorable recommendation of Ordinance O2022-58.

VI. ADJOURNMENT

July 12, 2022 10:00 AM

PROJECT REVIEW COMMITTEE
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
June 14, 2022 10:00 AM
COMMISSION CONFERENCE ROOM 124

(meeting taped)

I. Call to Order

Development Services Director Melanie Peavy call the meeting to order.

II. Roll Call

Attendee Name	Title	Status	Arrived
Melanie Peavy	Development Services Director	Present	
Jason McHugh	City Manager	Present	
Mark Odell	Utility Director	Present	
Jeremy Hockenbury	Public Works Director	Present	
Randall Parmer	Chief of Police	Present	
Joshua Bills	City Attorney	Present	

III. APPROVAL OF SUMMARY MINUTES

1. Project Review Committee Meeting - Regular Meeting May 10, 2022 10 AM
The minutes from May 10, 2022, were approved. No comments were offered or received.
Vote 5-0.

RESULT:	Adopted
MOVER:	Utility Director Odell
SECONDER:	Public Works Director Hockenbury
AYES:	Development Services Director Peavy, City Manager McHugh, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

IV. OLD BUSINESS

None.

V. NEW BUSINESS

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

Development Services Director Melanie Peavy read the title of Plat 2112-001 All Aboard Storage - Wildwood Lot Split. The applicant seeks approval from the Project Review Committee for a lot split, creating one (1) 5.1057 acre and one (1) 5.1220-acre lot. All comments were satisfied. No comments were offered or received. Vote 5-0.

RESULT:	Recommends Approval
MOVER:	Utility Director Odell
SECONDER:	Police Chief Parmer
AYES:	Development Services Director Peavy, City Manager McHugh, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

2. SP 2112-002 Wildwood Professional Plaza

Development Services Director Melanie Peavy read the title of SP 2112-002 Wildwood Professional Plaza. The applicant seeks a favorable recommendation from the Project Review Committee for the construction of a 4,711 sq. ft. law office building and a 4,880 sq. ft. professional office building with four (4) units on 2.57 acres MOL. All comments were satisfied. No comments were offered or received. Vote 5-0.

RESULT:	Recommends Approval
MOVER:	City Manager McHugh
SECONDER:	Public Works Director Hockenbury
AYES:	Development Services Director Peavy, City Manager McHugh, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

3. SP 2201-002 Oxford Village RV Resort

Development Service Director Melanie Peavy read the title of SP 2201-002 Oxford Village RV Resort. The applicant is seeking a favorable recommendation from the Project Review Committee for the construction of an RV resort consisting of 268 RV spaces, an office, a recreation facility, and a pool. Representative Mike Radcliff from Radcliff Engineering and applicant Joe Brown were present. Peavy stated this project had been presented previously under another name. Peavy stated that the Development Services Department had received another application for the same property that would include a detached building for office space or relatives on this parcel. Radcliff stated that he and the owner applicant were not aware of this. Radcliff asked if the buffer could be 20ft instead of 25ft. Peavy stated no. Peavy stated that the site plan would need to be resubmitted with all the lots being 2400 sq. ft.

RESULT:	Continued
MOVER:	City Manager McHugh
SECONDER:	Public Works Director Hockenbury
AYES:	Development Services Director Peavy, City Manager McHugh, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

The applicant has submitted the attached waiver request to reduce the spaces from the required area of 2,400 sq ft to 2,133 sq ft. Peavy stated that there was no justification for the waiver. McHugh asked why the smaller lots were not on the inside of the site plan? Radcliff stated that they had used the site plan that had been done previously on the property since the city did not seem to have any conflicts at the time. Peavy stated that the RV Resort requirements are specific, and she did not support this waiver, and there was nothing to justify the smaller lot sizes. Peavy stated that the project had been portrayed to the city as a Class A-sized resort, and now it is to include B & C-size RV's. McHugh stated that he would support the waiver if the smaller lots were on the inside of the site plan and not next to the Oxford Oaks buffer.

RESULT:	Failed
MOVER:	City Manager McHugh
SECONDER:	Utility Director Odell
AYES:	Development Services Director Peavy, City Manager McHugh, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

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

Development Services Director Melanie Peavy read the title of SP 2203-014 Solamar at Wildwood (fka Village Pointe) Mass Grading. The applicant is seeking approval from the Project Review Committee, for a mass grading at the Solamar at Wildwood (FKA Village Pointe) site. All comments were satisfied. No comments were offered or received. Vote 5-

0.

RESULT:	Recommends Approval
MOVER:	Utility Director Odell
SECONDER:	Police Chief Parmer
AYES:	Development Services Director Peavy, City Manager McHugh, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

5. SP 2204-005 Wildwood Landings Mass Grading

Development Services Director Melanie Peavy read the title of SP 2204-005 Wildwood Landings Mass Grading. The applicant is seeking a favorable recommendation for a mass grading permit with limited earthwork to assist in providing fill for their adjacent Wildwood Cottages development. All comments were satisfied. No comments were offered or received. Vote 5-0.

RESULT:	Recommends Approval
MOVER:	Police Chief Parmer
SECONDER:	Public Works Director Hockenbury
AYES:	Development Services Director Peavy, City Manager McHugh, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

6. SP 2201-007 Wildwood Cottages Modification

Development Services Director Melanie Peavy read the title of SP 2201-007 Wildwood Cottages Modification. The applicant is seeking approval from the Project Review Committee, for the modification of a previously approved site plan for Wildwood Cottages. Proposed changes to the plan include minor changes to the grading; changing the proposed units from (one) 1-story to (two) 2-story units; adjusting the building footprints; and relocating the utilities. All comments were satisfied. No comments were offered or received. Vote 5-0.

RESULT:	Recommends Approval
MOVER:	Utility Director Odell
SECONDER:	Public Works Director Hockenbury
AYES:	Development Services Director Peavy, City Manager McHugh, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

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

Development Services Director Melanie Peavy read the title of PD 2106-002 Twisted Oaks PD Amendment (formerly O'Dell PD). 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. Peavy stated that there was one outstanding comment that an updated legal description needed to be provided to the city. Peavy stated that the engineer for the project stated that they would provide one for the city. Peavy stated that the planned development agreement serves as a zoning overlay and will govern the development of this property throughout. Also, the planned development agreement can not be amended for another year.

RESULT:	Recommends Approval
MOVER:	City Manager McHugh
SECONDER:	Police Chief Parmer
AYES:	Development Services Director Peavy, City Manager McHugh, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

VI. ADJOURNMENT

The meeting was adjourned at 10:44 a.m. No comments were offered or received. Vote 5-0.

RESULT:	Adopted
MOVER:	City Manager McHugh
SECONDER:	Public Works Director Hockenbury
AYES:	Development Services Director Peavy, City Manager McHugh, Utility Director Odell, Public Works Director Hockenbury, Police Chief Parmer

PROJECT REVIEW COMMITTEE
CITY OF WILDWOOD, FLORIDA

SEAL

Approval Signature

Date

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: SP 2201-002 Oxford Village RV Resort

REQUESTED ACTION: Staff recommends approval

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

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No: SP 2201-002 Oxford Village RV Resort

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

Acreage: 26.79 +/-

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

Owner: Oxford Village RV Resort LLC

Applicant: Radcliffe Engineering, Inc

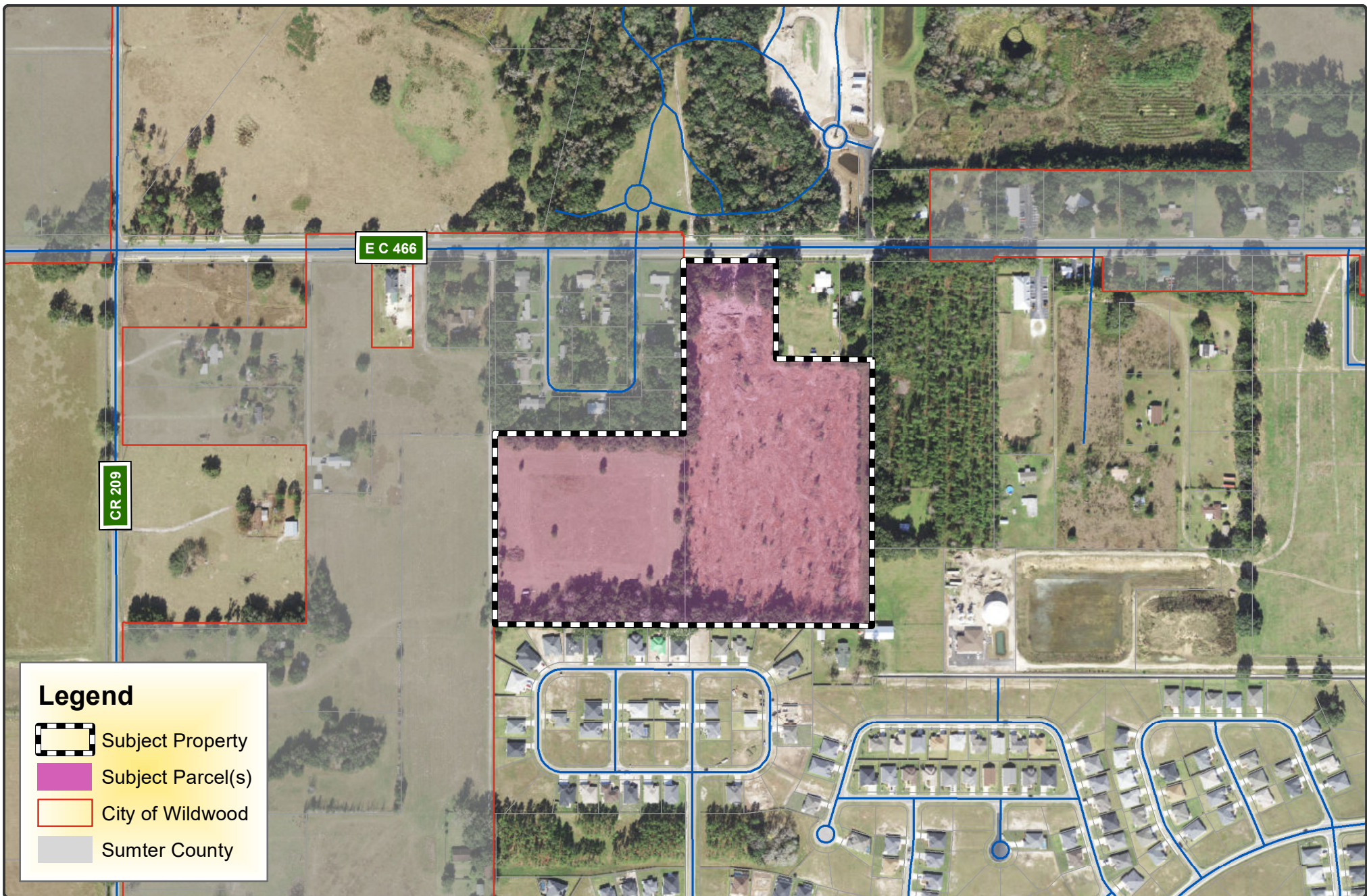
The applicant is seeking a favorable recommendation from the Project Review Committee, for the construction of a RV resort consisting of 266 RV spaces, an office, recreation facility and a pool.

Staff recommends approval.

DATED: 07/07/2022



Terri O'Neal
Planner II, 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 2201-002
OXFORD VILLAGES RV RESORT
PARCELS D18-082 & D18-139

MAP 1B
LOCATION
MAP
JANUARY
2022

OXFORD VILLAGE RV RESORT

IMPROVEMENT PLANS

CITY OF WILDWOOD, FLORIDA

GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft

LARGEST
RV SPACE

PARCEL ID:
D18-082

PARCEL ID:
D18-139

SMALLEST
RV SPACE

Density:

TOTAL AREA = 1,166,809 SF (26.79 ACRES)

PER CITY OF WILDWOOD LDR, THE DENSITY OF EXISTING AND FUTURE
RV PARKS SHALL NOT EXCEED TEN (10) SPACES PER ACRE OF LAND.

26.79 X 10 = 267.9 = 268 SPACES

PROPOSED SPACES SHOWN = 266

ACTUAL DENSITY = 266/26.79 = 9.93 SPACES PER ACRE

RV Space Size:

MINIMUM REQUIREMENT = 2,400 SF

SMALLEST RV SPACE = 2,401.92 SF

LARGEST RV SPACE = 4,098.22 SF

NOTE: THIS PLAN HAS 2 LESS SPACES THAN PRIOR PLAN RESULTING
IN LESS IMPERVIOUS AREA.
DRA'G TO REMAIN THE SAME AS PRIOR PLAN.

Revision	Date	By

Prepared: MMR	Scale: 1" = 60'
Drawn: CSB	Project: 2021-06
Checked: MMR	Date: 6-15-2022

MR MICHAEL W. RADCLIFFE ENGINEERING, INC. 10000 N. US HIGHWAY 1, SUITE 100, WILLOW SPRING, FL 32092 TEL: 407-598-1111 FAX: 407-598-1112 WWW.MWRADCLIFFE.COM	Copyright © Michael W. Radcliffe Engineering, Inc. 2022. All Rights Reserved.
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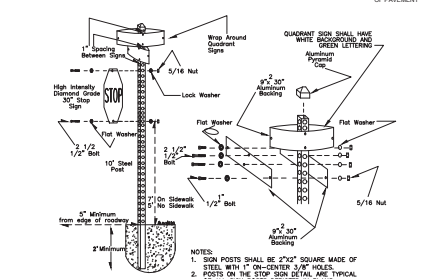
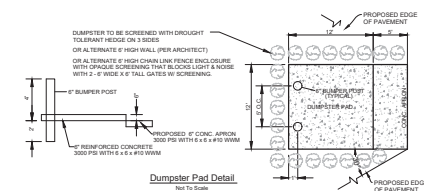
Project Name: Oxford Village RV Resort Sheet Name: RV Space Area Plan
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Sheet No. C002A of C015

WATER MAIN
SEWER MAIN
STORM MAIN
EX. 12" FORCE MAIN
EX. UNKNOWN UTILITY LINE
EX. TELEPHONE LINE
EX. AIRLINE ELECTRIC
E CR 466
EX. SIDEWALK
EX. CURB
EX. EDGE OF PAVEMENT
PROPOSED DROP (ON DETAILS SHEET)
STOP
EX. FENCE
25' LANDSCAPE BUFFER ALONG PROPERTY FRONTAGE
EX. UNDERGROUND CATV & TELEPHONE LINES
20.2' 4" L/S
STOP BAR (SEE DETAIL SHEET FOR CHANGEMAN)
INSTALL 50' DOUBLE YELLOW STRIPPING (76")
APPROX. OF PRO. ST. 11.00
INSET "A"
SCALE 1"=40'
R1-1
ONLY
F1P-55R-06
DO NOT ENTER
RS-1
PER CITY OF WILMINGTON LAND DEVELOPMENT CODE, ALL R.V. SPACES ARE A MINIMUM 2,450 S.F.
SEE SEPARATE "RV SPACE AREAS" EXHIBIT FOR INDIVIDUAL RV SPACE AREAS.

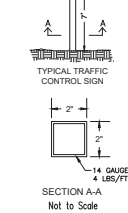
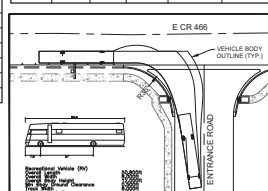
PER SUMNER COUNTY FIRE:

- EMERGENCY ACCESS ROAD SHALL BE PLACED INTO SERVICE PRIOR TO CONSTRUCTION OF THE 101ST CAMPSITE (RV SPACE) IN COMPLIANCE WITH NFPA 1141.5.1.4.1.
- ROAD SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH FFPC 1.18.2.



SEE "INTERIOR WATER AND
SEWER UTILITY PLAN" SHEET
C009 FOR TYPICAL RV SPACE
LAYOUT DETAILS

Curve Table					
CURVE #	LENGTH	RADIUS	DELTA	CHORD LEN.	CH. BEAR.
C1	11.55	100.00	63°04"	11.54	N32°51'7"E
C2	20.94	60.00	20°00'00"	20.84	N79°48'14"E
C3	33.54	27.50	69°52'59"	31.50	N34°51'45"E
C4	51.17	32.50	93°21'21"	46.47	N40°50'51"E
C5	15.56	50.00	20°07'01"	17.04	S105°01'58"E
C6	54.85	35.00	89°47'48"	49.41	S44°49'01"E
C7	34.91	100.00	20°00'00"	34.73	N101°1'23"E
C8	42.76	35.00	70°00'00"	40.15	N65°11'23"E
C9	20.94	60.00	20°00'00"	20.84	S79°48'37"E
C10	17.45	50.00	20°00'00"	17.36	N79°48'37"E



Project Name: _____

Sheet No. _____

C003

C015

Site, Sign & Horizontal
Control Plan

MICHAEL W. RADCLIFFE ENGINEERING, INC.

3011 E. Lake Park Avenue, Suite 101, D-4371 958 482-0000 fax 958 482-1015

10000 NE 13th Avenue, Suite 100, Portland, OR 97220 503 255-1100

Cellphone in US-60916 • Mobile W. Number 911 911-110 • 404-711

Approval	MWR	Date	Size	1" = 60'	Notes
Drawn	CSB	Project	2021 - 06		
Checked		Date	12 - 16-21		
Customer Usage: 01: Roadway					

Date	Size	1" = 60'	Notes
10-20-21	CSB		REV: PER BULKHEAD COMMENTS
10-22-21	CSB		REV: PER BULKHEAD COMMENTS
7-2-22	CSB		REV: PER BULKHEAD COMMENTS
10-22-22	CSB		REV: TO 2.400' W. MIN. RD. SPACE

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2109-002 McDonald's @ Business Park 44

REQUESTED ACTION: Staff recommends approval of the site plan contingent on the resolution of outstanding comments. Staff recommends approval of the waiver request for the reduction of parking spaces.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	SP 2109-002 McDonald's @ Business Park 44
PARCEL NUMBERS	G17A002 & G17A004
ACREAGE	1.18 +/-
PROPERTY LOCATION	Subject property is generally located at the intersection of Warm Springs Avenue and CR 503.
OWNER	BW 44 Signature LLC
APPLICATION	McDonald's USA LLC

The applicant is seeking a favorable recommendation from the Project Review Committee, for the construction of a 4,444 square foot McDonald's.

Staff recommends approval of the site plan contingent on the resolution of outstanding comments. Staff recommends approval of the waiver request for the reduction of parking spaces.

DATED: 07/07/2022



Terri O'Neal
Planner II, Development Services



Project Review Committee Technical Standards Waiver Request

Project Name McDONALD'S WILDWOOD

Project # _____

1. Briefly describe your waiver request.

REQUEST TO REDUCE THE REQUIRED PARKING COUNT.

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

TABLE 6-12 REQUIRES 1/80 S.F. GFA (4,000/80 = 58 SPACES)
PROVIDED = 49 SPACES (1/94 S.F. GFA)

3. Please provide the justification for your waiver request.

58 SPACES IS EXCESSIVE FOR McDONALD'S PARTICULARLY
IN THE COVID ENVIRONMENT WHERE THE MAJORITY
OF CUSTOMERS ARE DRIVE THRU BUSINESS.

Name (Print) WAYLON HOGG

Date 9/3/21

Signature 



WILDWOOD

FLORIDA

City of Wildwood

Project Review Committee Meeting Date – TBD

PROJECT # SP 2109-002 McDonald's at Business Park 44

REPRESENTATIVE: Waylon Hoge – Integrity Engineering

CITY ENGINEER

Comments are cleared, pending the approval of the parking waiver.

DEVELOPMENT SERVICES

1. (C)(2)(b) Provide building story and clarify building height. Project notes state height 18'-9 1/2", details state max height of 23'-4". **Height verified to actually be 21'-4" according to building plans**
Please add the building story to the plans.
2. (C)(5) Building setback lines, where applicable, shall be shown. Please show building distance to property line. Parking shall not be within required setbacks.
Setbacks shown based on updated PUD. Setbacks in updated PD show internal boundaries with a 0' setback, please revise to reflect the update. Dumpster is showing inside a 15' setback.
3. (D)(8) Provide a list and calculation of total allowed land use allocations for the PUD, as well as remaining allocations available to the PUD after the proposed development is complete to ensure consistency with Comp Plan Mixed Use percentage requirements. Please see what was allocated for the development below and provide what has currently been used, what McDonald's will use and the remaining total. This is to be provided with the site plan.

Land Use	Sq. Ft.
Industrial	354,578
Commercial	76,230

Verify the size of the building, the square footage in the matrix shows 4,440, while the site plan shows 4,444.

City Attorney

No comments. Comments addressed.

FIRE (Sumter County)

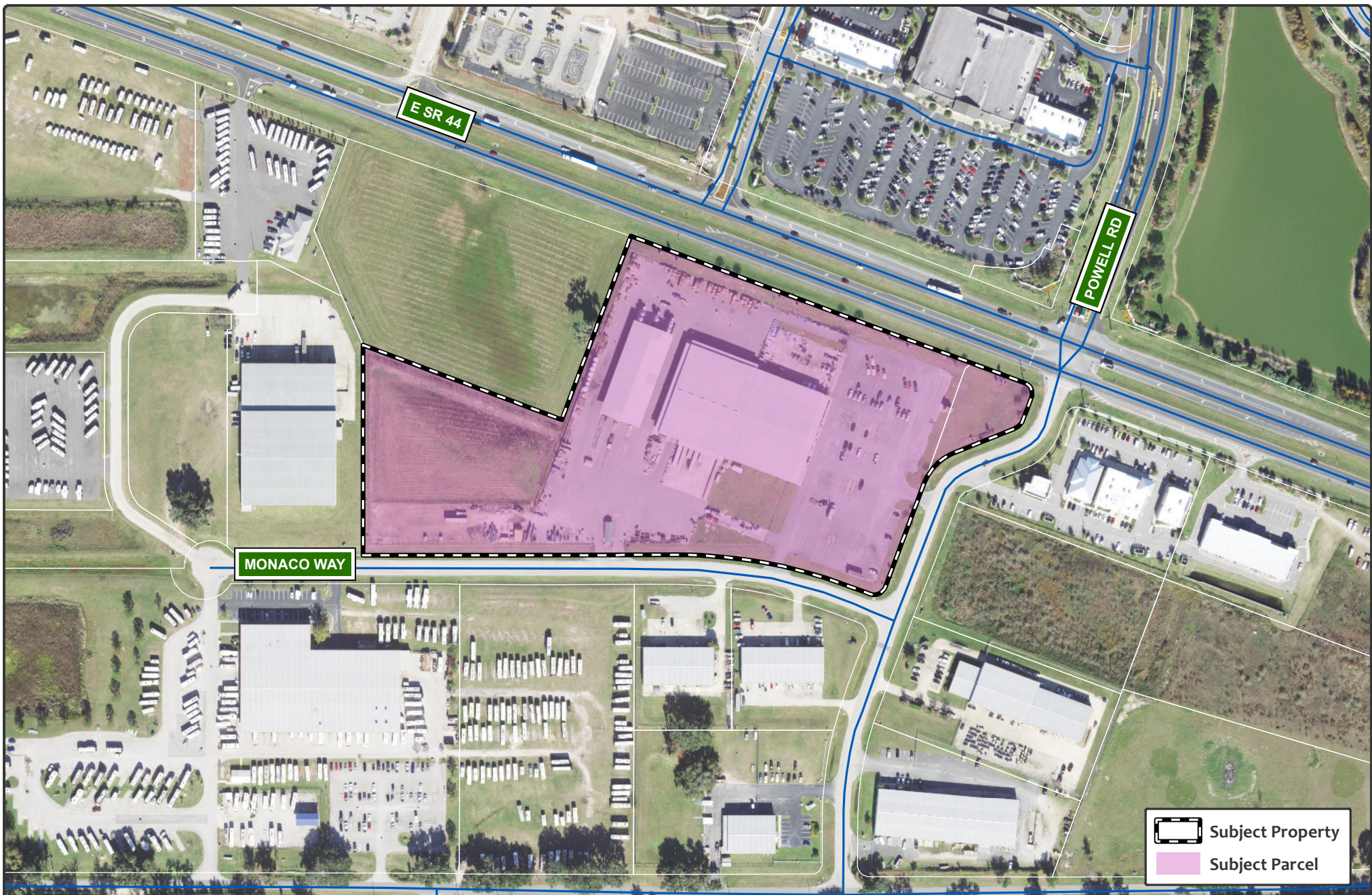
No comments.

SUMTER COUNTY PUBLIC WORKS– ROADS AND BRIDGES & TRAFFIC ANALYSIS

No comment.

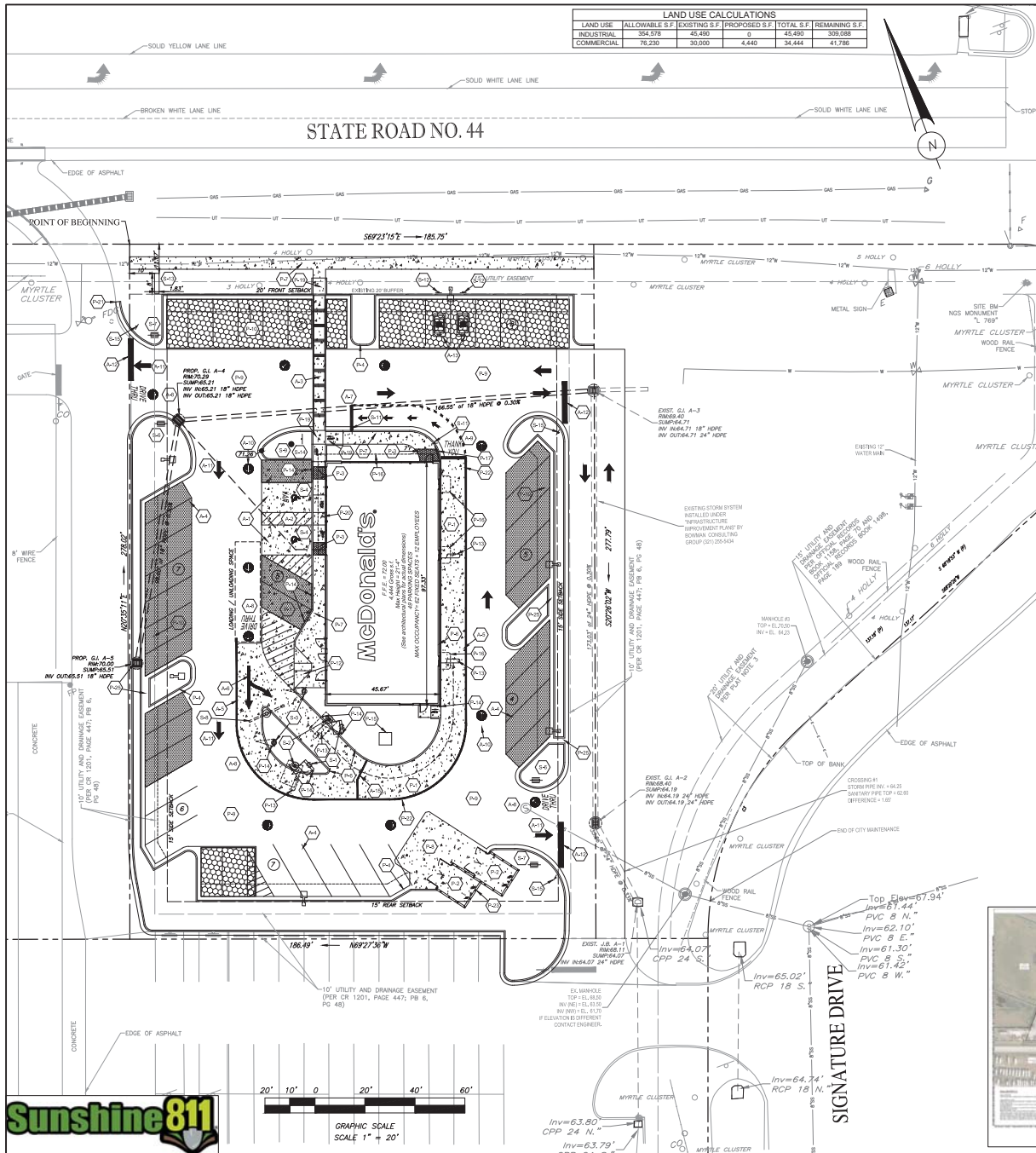
UTILITIES – WATER/WASTEWATER

No comments.



Subject Property

Subject Parcel



LAND USE CALCULATIONS					
LAND USE	ALLOWABLE S.F.	EXISTING S.F.	PROPOSED S.F.	TOTAL S.F.	REMAINING S.F.
INDUSTRIAL	354,519	20,480	0	43,695	309,039
COMMERCIAL	76,230	30,000	4,440	34,440	41,790

SITE PLAN LEGEND

NOTE: NOT ALL ITEMS ILLUSTRATED BY THIS PLAN. SEE SPECIFICATIONS FOR DETAILS.

- PROPOSED SIGNS**
- DIGITAL MENU BOARD (REFER TO STRUCTURAL PLANS FOR FOUNDATION DETAILS)
 - SPRING BOARD CANOPY (REFER TO STRUCTURAL PLANS FOR FOUNDATION DETAILS)
 - DIGITAL PRE-PAID BOARD
 - FOOT SIGN FFP 21.06 FFP 22.06 HANDICAP PARKING
 - "WELCOME" SIGN (REFER TO STRUCTURAL PLANS FOR FOUNDATION DETAILS)
 - "THANK YOU" SIGN (REFER TO STRUCTURAL PLANS FOR FOUNDATION DETAILS)
 - DOUBLE GATEWAY SIGN (REFER TO STRUCTURAL PLANS FOR FOUNDATION DETAILS)
 - OPTIONAL 30' FLAG POLE - ALUMINUM FINISH POLE AND FLAG (REFER TO STRUCTURAL PLANS FOR FOUNDATION DETAILS)
 - COOP SIGNAGE
 - MOBILE ORDER SIGN
 - PROPOSED 16 S.F. - 0' MONUMENT SIGN (PERMITTED BY OTHERS)
 - STOP SIGN

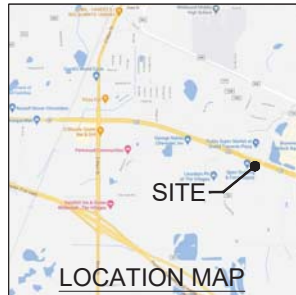
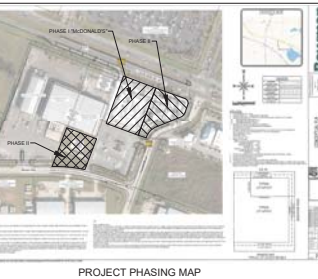
- STRIPING LEGEND**
- ADA ACCESSIBLE STALL WITH WHITE SYMBOL FOR ADA REQUIREMENTS (REFER TO ADA ACCESSIBILITY PLAN FOR DETAILS)
 - HANDICAP ACCESSIBLE ASLE (REFER TO FOOT DETAIL 111.001 SHEET 12 OF 18)
 - 4" WHITE PARKING STRIPE OR STRIPED AREA - 4" WHITE STRIPES (17'1")
 - 4" YELLOW DRIVE-THRU STRIPE PAINTED ON ASPHALT FROM EDGE OF CONCRETE
 - DOUBLE YELLOW ARROW (REFER TO SITE DETAILS SHEET FOR DETAILS)
 - 4" YELLOW COOP STRIPING
 - "THANK YOU" PAVEMENT MARKING PLACED 40' FROM C.L. OF PRESENT BOOTH WINDOW
 - PARKING LOT ARROWS @ 40' (SEE DETAIL) (REFER TO SITE DETAILS SHEET FOR DETAILS)
 - INGRESS / EGRESS ARROWS (REFER TO SITE DETAILS SHEET FOR DETAILS)
 - 24" STOP BAR
 - MOBILE ORDER PAVEMENT MARKING
 - MERGE POINT STRIPING (REFER TO DRIVE THRU DETAILS SHEET FOR PAVEMENT DETAILS)

STANDARD CURB, GUTTER, SIDEWALKS AND PAVING ON SITE

- CONCRETE CURB AND GUTTER (REFER TO STRUCTURAL PLANS AND SOILS REPORT SPECIFICATIONS AND RECOMMENDATIONS)
- PAVER SIDEWALK (REFER TO SITE DETAILS SHEET FOR DETAILS)
- 24" CURB & GUTTER (REFER TO SITE DETAILS SHEET FOR DETAILS)
- 4" CURB FURNISHED WITH MONOLITHIC SLABS
- CONCRETE SIDEWALK (REFER TO SITE DETAILS SHEET FOR DETAILS)
- CONCRETE TRASH AREA (REFER TO TRASH CORRAL DETAILS SHEET AND SOILS REPORT SPECIFICATIONS AND RECOMMENDATIONS)
- ASPHALT PAVING (REFER TO SOILS REPORT SPECIFICATIONS AND RECOMMENDATIONS)
- 2" OPTIMAL CONCRETE CRIP RAMP (REFER TO SOILS REPORT SPECIFICATIONS AND RECOMMENDATIONS)
- DELIVERY RAMP
- DETECTOR LOOP (REFER TO DRIVE THRU DETAILS SHEET FOR DETAILS)
- 4" BOLLARD (REFER TO SITE DETAILS SHEET FOR DETAILS)
- CONCRETE TRANSFORMER PAD (COORDINATE EXACT SIZE AND EXACT LOCATION REQUIREMENTS WITH LOCAL POWER SERVICE PROVIDER)
- TRILLS OVERHANG (REFER TO ARCHITECTURAL PLANS FOR DETAILS)
- 4" GUARD RAIL (REFER TO ADA DETAILS SHEET FOR DETAILS)
- TYPE B HIC RAMP (REFER TO ADA DETAILS SHEET FOR DETAILS)
- TYPE B HIC RAMP (REFER TO ADA DETAILS SHEET FOR DETAILS)
- EXTENTS OF CURB & GUTTER AND/OR ASPHALT PAVING TO EXISTING AT THIS POINT
- TRANSITION FROM ASPHALT TO CONCRETE (SEE SITE DETAILS SHEET FOR DETAILS)
- DUMPSTER ENCLOSURE (REFER TO STRUCTURAL PLANS FOR DETAILS)
- EXTENSIVE FINISH TO MATCH BUILDING
- CONCRETE DRAINAGE FLUME (SEE SITE DETAILS SHEET FOR DETAILS)
- PROTECT ALL OFF-SITE PAVING/CURBING TO REMAIN FROM CHIPPING OR BREAKING DURING ALL CONSTRUCTION. PATCH & REPAIR EXISTING PAVES DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

PLAN APPROVAL

REGIONAL MANAGER	SIGNATURE (2 REQUIRED)	DATE
REGIONAL DEV. DIRECTOR		
REGIONAL CONSTRUCTION MGR.		
REGIONAL REAL ESTATE MGR.		
AREA CONSTRUCTION MGR.		
CONTRACTOR		



PROJECT NOTES:

OWNER/DEVELOPER:
 BRYAN L. L.L.C.
 3708 WEST BRYAN AVENUE, SUITE 200
 TAMPA, FL 33609
 PHONE: (813) 874-1700
 CONTACT: WRIGHT BARRIS

ENGINEER:
 INTEGRITY ENGINEERING & DEVELOPMENT SERVICES, INC.
 CERTIFICATE OF AUTHORIZATION # PEP000669
 3615 BRAGGTON HIGHWAY, SUITE 201
 DALLAS, TEXAS 75244
 PHONE: (770) 801-4809
 CONTACT: WYATT HOGUE, P.E.
 E-MAIL ADDRESS: wyatt@integrityeng.net

PROPERTY LOCATED IN SECTION 17-TOWNSHIP 19-RANGE 23-NORTH, SUMTER COUNTY, WILKWOOD FLORIDA PARCEL NO. A PORTION OF LOT 4, BUSINESS PARK 44.

ZONING: C-3

BUILDING SETBACKS:
 FRONT: 30'
 SIDE: 15'
 REAR: 15'

PROPOSED USE: MCDONALD'S RESTAURANT.

PROPOSED BUILDING HEIGHT: 21'-4"

TOTAL TRACT CONTAINS: 1.87 ACRES (DISTURBED AREA) 1.36 ACRES ±

BOUNDARY INFORMATION OBTAINED FROM SURVEY BY: GEOPONT SURVEYING, INC.

TOPOGRAPHICAL INFORMATION OBTAINED FROM SURVEY BY: GEOPONT SURVEYING, INC.

VERTICAL DATUM FOR TOPOGRAPHY IS: MEAN SEA LEVEL BASED ON NAVD83.

CONTOUR INTERVAL IS: ONE (1) FOOT.

THIS PROPERTY IS SHOWN ON: F.R.M. MAP NUMBER 12119021340, DATED SEPTEMBER 27, 2013 AND IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD ZONE.

THE LOCATION OF UNDERGROUND UTILITIES SHOWN IS APPROXIMATE BASED ON SURFACE FIELD EVIDENCE AND INFORMATION SUPPLIED BY UTILITY AGENCIES. THE SURVEY MAKES NO CERTIFICATION AS TO THE COMPLETENESS OF THE LOCATIONS SHOWN HEREON. APPROPRIATE UTILITY COMPANIES SHOULD BE CONTACTED FOR VERIFICATION OF LOCATIONS PRIOR TO ANY CONSTRUCTION ACTIVITY.

THE CONTRACTOR SHALL VERIFY THE INVERT ELEVATIONS OF ALL EXISTING STORM AND SANITARY SEWER STRUCTURES PRIOR TO COMMENCEMENT OF STORM AND SANITARY SEWER CONSTRUCTION.

CONTRACTOR SHALL NOTIFY THE ENGINEER AND OWNER/DEVELOPER OF ANY INFORMATION FOUND IN THE FIELD THAT IS DIFFERENT FROM WHAT IS SHOWN ON THESE DESIGN PLANS.

PROPOSED BUILDING HEIGHT: 21'-4"

TOTAL TRACT CONTAINS: 1.87 ACRES (DISTURBED AREA) 1.36 ACRES ±

BOUNDARY INFORMATION OBTAINED FROM SURVEY BY: GEOPONT SURVEYING, INC.

TOPOGRAPHICAL INFORMATION OBTAINED FROM SURVEY BY: GEOPONT SURVEYING, INC.

VERTICAL DATUM FOR TOPOGRAPHY IS: MEAN SEA LEVEL BASED ON NAVD83.

CONTOUR INTERVAL IS: ONE (1) FOOT.

THIS PROPERTY IS SHOWN ON: F.R.M. MAP NUMBER 12119021340, DATED SEPTEMBER 27, 2013 AND IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD ZONE.

THE LOCATION OF UNDERGROUND UTILITIES SHOWN IS APPROXIMATE BASED ON SURFACE FIELD EVIDENCE AND INFORMATION SUPPLIED BY UTILITY AGENCIES. THE SURVEY MAKES NO CERTIFICATION AS TO THE COMPLETENESS OF THE LOCATIONS SHOWN HEREON. APPROPRIATE UTILITY COMPANIES SHOULD BE CONTACTED FOR VERIFICATION OF LOCATIONS PRIOR TO ANY CONSTRUCTION ACTIVITY.

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CONTRACTOR SHALL NOTIFY THE ENGINEER AND OWNER/DEVELOPER OF ANY INFORMATION FOUND IN THE FIELD THAT IS DIFFERENT FROM WHAT IS SHOWN ON THESE DESIGN PLANS.

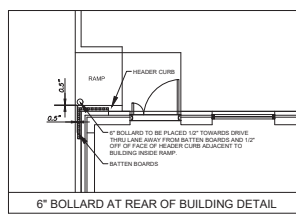
PARKING DATA		
REQUIREMENTS	REQUIRED	PROVIDED
MINIMUM PARKING REQUIRED	1 SPACE PER 80 S.F. 4,444 / 80 = 55 SPACES	27 REGULAR SPACES + 22 COMPACT SPACES 49 SPACES

REFER TO GEOTECHNICAL REPORT FOR PAVING SPECIFICATIONS

REFER TO DIMENSION PLAN FOR SITE DIMENSIONS.

COMPACT SPACES

PERVIOUS PAVERS



Integrity
 ENGINEERING & DEVELOPMENT
 SERVICES, INC.
 3615 BRAGGTON HIGHWAY, SUITE 201
 DALLAS, TX 75244
 (770) 801-4809

ISSUE	DESCRIPTION	DATE	BY	FOR
1	SUBMIT FOR PERMITS	08-20-21	WYATT HOGUE	OWNER
2	SUBMIT TO SWAMP	08-20-22	WYATT HOGUE	OWNER
3	REVISIT FOR PERMITS	03-11-22	WYATT HOGUE	OWNER
4	REVISIT FOR PERMITS	08-22-22	WYATT HOGUE	OWNER

PROJECT NOTES:

OWNER/DEVELOPER:
 BRYAN L. L.L.C.
 3708 WEST BRYAN AVENUE, SUITE 200
 TAMPA, FL 33609
 PHONE: (813) 874-1700
 CONTACT: WRIGHT BARRIS

ENGINEER:
 INTEGRITY ENGINEERING & DEVELOPMENT SERVICES, INC.
 CERTIFICATE OF AUTHORIZATION # PEP000669
 3615 BRAGGTON HIGHWAY, SUITE 201
 DALLAS, TEXAS 75244
 PHONE: (770) 801-4809
 CONTACT: WYATT HOGUE, P.E.
 E-MAIL ADDRESS: wyatt@integrityeng.net

PROPERTY LOCATED IN SECTION 17-TOWNSHIP 19-RANGE 23-NORTH, SUMTER COUNTY, WILKWOOD FLORIDA PARCEL NO. A PORTION OF LOT 4, BUSINESS PARK 44.

ZONING: C-3

BUILDING SETBACKS:
 FRONT: 30'
 SIDE: 15'
 REAR: 15'

PROPOSED USE: MCDONALD'S RESTAURANT.

PROPOSED BUILDING HEIGHT: 21'-4"

TOTAL TRACT CONTAINS: 1.87 ACRES (DISTURBED AREA) 1.36 ACRES ±

BOUNDARY INFORMATION OBTAINED FROM SURVEY BY: GEOPONT SURVEYING, INC.

TOPOGRAPHICAL INFORMATION OBTAINED FROM SURVEY BY: GEOPONT SURVEYING, INC.

VERTICAL DATUM FOR TOPOGRAPHY IS: MEAN SEA LEVEL BASED ON NAVD83.

CONTOUR INTERVAL IS: ONE (1) FOOT.

THIS PROPERTY IS SHOWN ON: F.R.M. MAP NUMBER 12119021340, DATED SEPTEMBER 27, 2013 AND IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD ZONE.

THE LOCATION OF UNDERGROUND UTILITIES SHOWN IS APPROXIMATE BASED ON SURFACE FIELD EVIDENCE AND INFORMATION SUPPLIED BY UTILITY AGENCIES. THE SURVEY MAKES NO CERTIFICATION AS TO THE COMPLETENESS OF THE LOCATIONS SHOWN HEREON. APPROPRIATE UTILITY COMPANIES SHOULD BE CONTACTED FOR VERIFICATION OF LOCATIONS PRIOR TO ANY CONSTRUCTION ACTIVITY.

THE CONTRACTOR SHALL VERIFY THE INVERT ELEVATIONS OF ALL EXISTING STORM AND SANITARY SEWER STRUCTURES PRIOR TO COMMENCEMENT OF STORM AND SANITARY SEWER CONSTRUCTION.

CONTRACTOR SHALL NOTIFY THE ENGINEER AND OWNER/DEVELOPER OF ANY INFORMATION FOUND IN THE FIELD THAT IS DIFFERENT FROM WHAT IS SHOWN ON THESE DESIGN PLANS.

McDonald's USA, L.L.C.
 One Glendale Parkway, Suite 500, Atlanta, GA 30328-5327

These drawings and specifications are the confidential and proprietary property of McDonald's USA, L.L.C. and are not to be used, copied, reproduced, or otherwise disclosed in any form without the prior written consent of McDonald's USA, L.L.C. The drawings and specifications are provided for the sole purpose of the construction of the project and are not to be used for any other purpose. The drawings and specifications are not to be used for any other purpose. The drawings and specifications are not to be used for any other purpose.

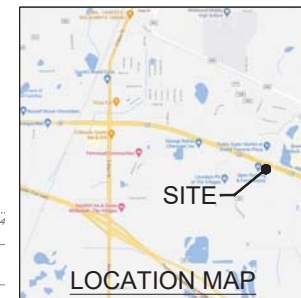
McDonald's
 6006 SIGNATURE DRIVE
 WILKWOOD, FLORIDA 34785
 A PORTION OF LOT 4,
 BUSINESS PARK 44,
 SECTION 17-TOWNSHIP
 19-RANGE 23-NORTH,
 SUMTER COUNTY
 ZONING: C-3

MCD STATE SITE CODE:
 9-2676

EDS PROJECT NUMBER:
 MCD-20109

SHEET TITLE:
 SITE PLAN

SHEET NUMBER
 5



DIMENSION NOTES	
1)	ALL DIMENSION ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2)	ALL RADIUS DIMENSIONS ARE TO BACK OF CURB.

 = COMPACT SPACES

 = PERVIOUS PAVERS

INTEGRITY
ENGINEERING & DEVELOPMENT
SERVICES, INC.
3615 Braselton Highway, Suite 201
Dacula, Ga 30019 (678) 546-0446

ISSUE	
NO.	DATE
1	09-03-21
	SUBMIT FOR PERMITS
2	02-09-22
	SUBMIT TO SHAWMO
3	03-11-22
	RESUBMIT FOR PERMITS
4	06-02-22
	RESUBMIT FOR PERMITS

THIS ITEM HAS BEEN **PHOTOCOPIED** BY DANIEL WAYLON HOGE, P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED **ORIGINALS** UNLESS SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DANIEL WAYLON HOGE
NO. 91433

McDonald's USA, L.L.C.
One Glenlake Parkway, Suite 500 Atlanta, GA 30328-5327

McDonald's
6006 SIGNATURE DRIVE
WILDWOOD, FLORIDA 34785
A PORTION OF LOT 4,
BUSINESS PARK 44
SECTION 17-TOWNSHIP
19-RANGE 23-NORTH,
SUMTER COUNTY
ZONED: C-3

MCD STATE SITE CODE:
9-2676

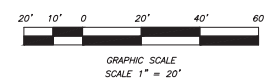
IEDS PROJECT NUMBER:
MCD-20109

SHEET TITLE:
DIMENSION
PLAN

SHEET NUMBER	6 18
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Digitally signed
by Daniel W
Hoge
Date: 2022.06.22
15:27:04 -04'00'



PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2110-002 Infrastructure Improvement Plan 6000 Signature Drive - Modification

REQUESTED ACTION: Staff recommends approval.

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

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	SP 2110-002 Infrastructure Improvement Plan 6000 Signature Drive - Modification
PARCEL NUMBERS	G17A002 & G17A004
ACREAGE	2.03 +/-
PROPERTY LOCATION	Subject property is generally located at the southwest intersection of SR 44 and Signature Drive.
OWNER	SPRH Holdings, LLC
APPLICANT	Brightwork Acquisitions LLC

The applicant is seeking approval from the Project Review Committee, for a modification to a previously approved site plan.

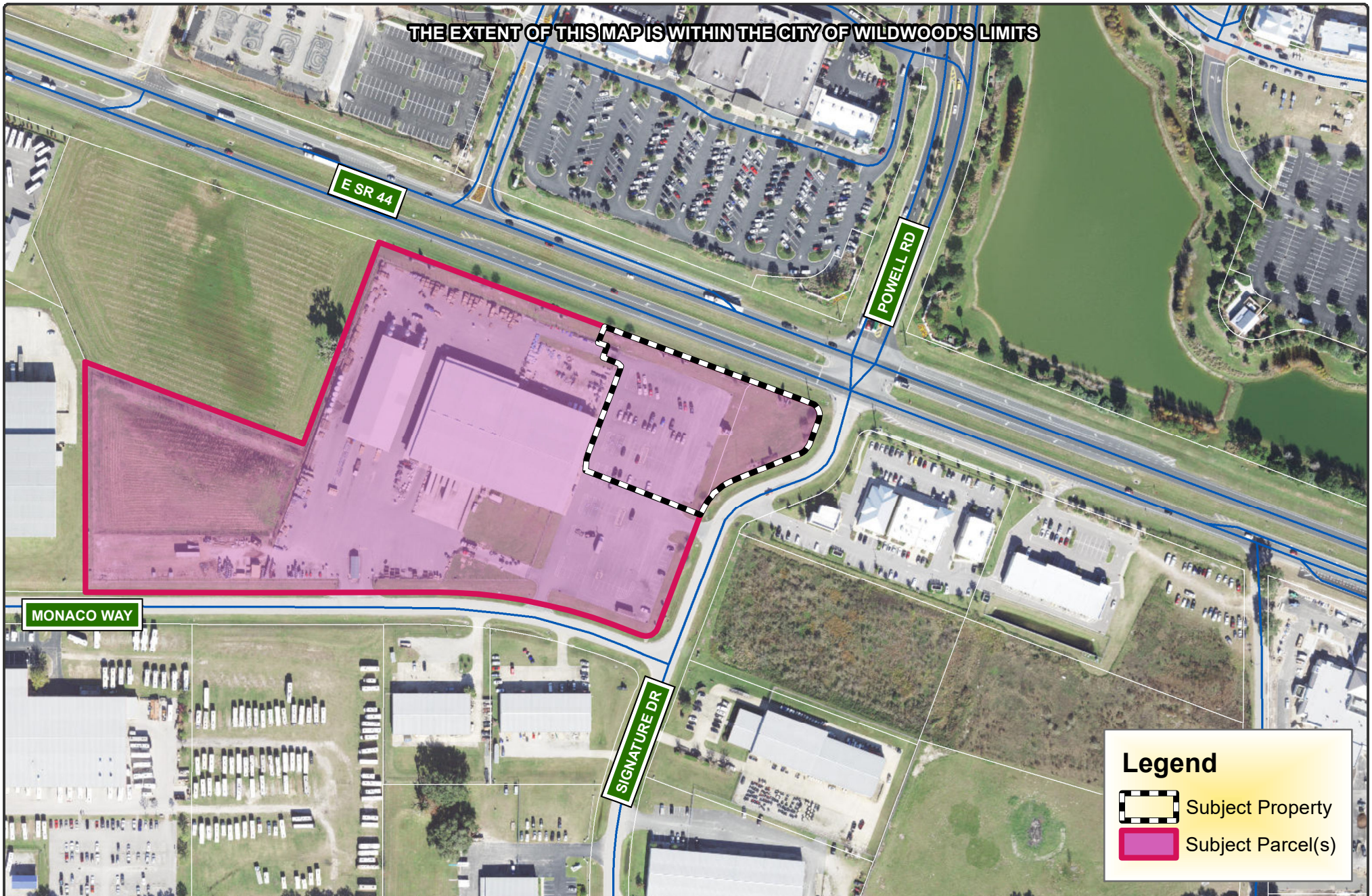
Staff recommends approval.

DATED: 07/07/2022



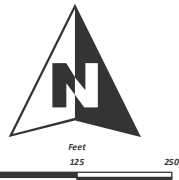
Terri O'Neal
Planner II, Development Services

THE EXTENT OF THIS MAP IS WITHIN THE CITY OF WILDWOOD'S LIMITS



**CITY OF
WILDWOOD**

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



SP 2110-002

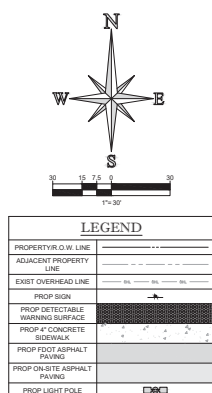
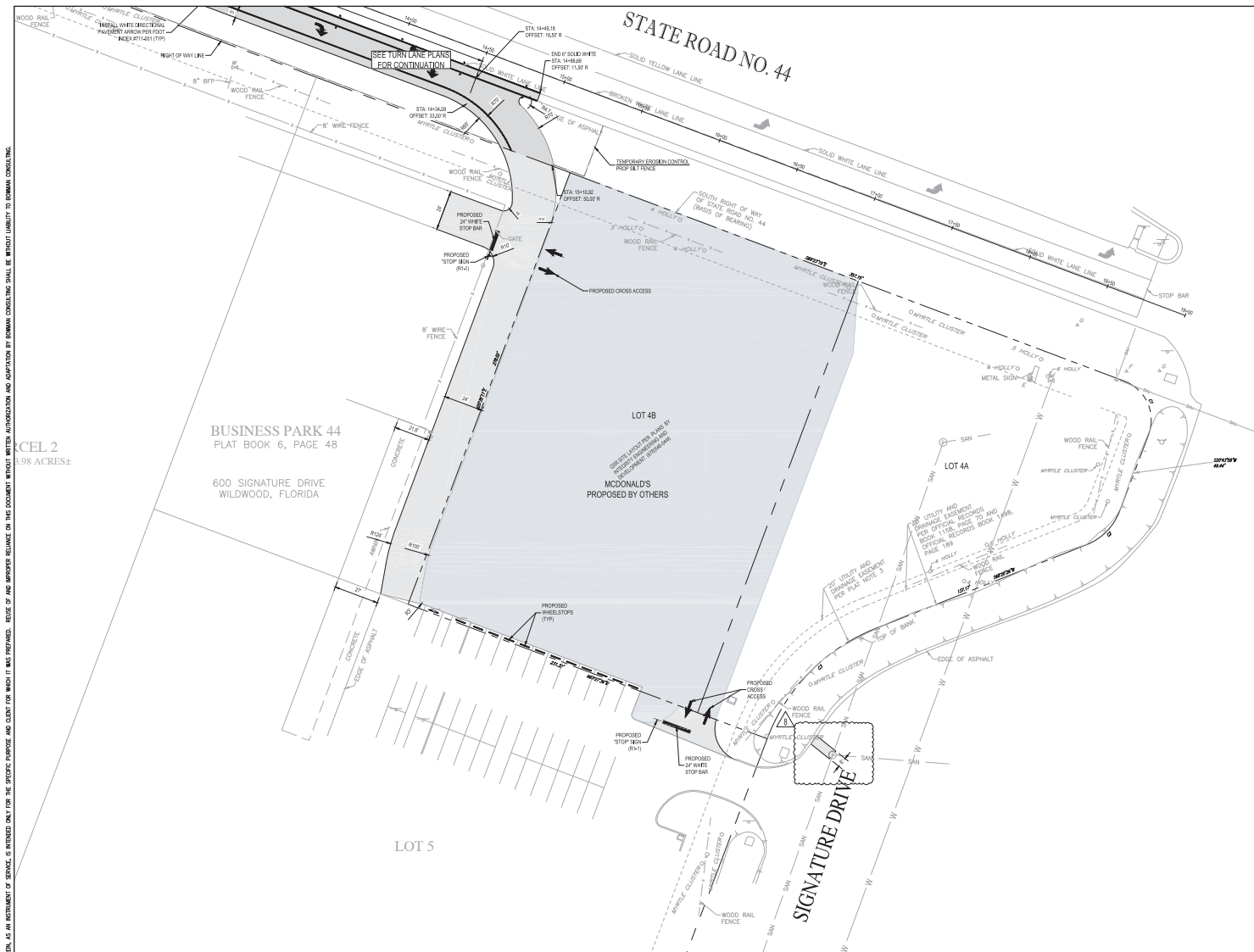
SIGNATURE ROAD RETAIL BUILDING - WILDWOOD

PORTION OF PARCELS G17A002 & G17A004

MAP 1B

LOCATION
MAP

NOVEMBER
2021



ADA ACCESSIBILITY NOTES:

1. ALL HANDICAPPED PARKING SPACES AND ACCESSIBLE ADJACENT TO THE HANDICAP PARKING SPACES SHALL HAVE A MAXIMUM OF 2% SLOPE IN ALL DIRECTIONS (THIS INCLUDES RUNNING SLOPE AND CROSS SLOPE).
2. AN ACCESSIBLE ROUTE FROM THE PUBLIC STREET OR SIDEWALK TO ALL BUILDING ENTRANCES MUST BE PROVIDED. THIS ACCESSIBLE ROUTE SHALL BE A MINIMUM OF 8' WIDE. THE RUNNING SLOPE OF AN ACCESSIBLE ROUTE SHALL NOT EXCEED 5% AND THE CROSS SLOPE SHALL NOT EXCEED 2%.
3. SLOPES EXCEEDING 5% BUT LESS THAN 8% WILL REQUIRE A RAMP AND MUST CONFORM TO THE REQUIREMENTS FOR RAMP DESIGN (HANDRAILS, CURBS, LANDINGS). NO RAMP SHALL EXCEED AN 8% RUNNING SLOPE OR 2% CROSS SLOPE.
4. IN THE CASE THAT A NEW SIDEWALK WILL BE CONSTRUCTED IN THE R/W OF A SITE THE RUNNING SLOPE OF THE SIDEWALK SHALL NOT EXCEED 5% AND THE CROSS SLOPE SHALL NOT EXCEED 2%. THIS STANDARD APPLIES TO CROSS WALKS IN THE DRIVEWAY AS WELL AND WILL REQUIRE SPECIAL ATTENTION DURING STAKING TO MAKE SURE THE 2% CROSS SLOPE IS MET IN THE CROSS WALK.
5. IT WILL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO ENSURE THAT THE HANDICAP PARKING SPACES, ACCESSIBLE ROUTES, AND SIDEWALKS/DRIVEWAYS ARE CONSTRUCTED TO MEET ADA REQUIREMENTS.
6. ANY REQUIREMENTS LISTED ABOVE THAT CAN NOT BE MET SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION IMMEDIATELY. ANYTHING NOT BUILT TO THE ABOVE STANDARDS WILL REQUIRE REMOVAL AND REPLACEMENT OF THE NON COMPLIANT AREAS AT THE GENERAL CONTRACTORS COST.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN:

- SITE WAS DESIGNED IN ACCORDANCE WITH THE "CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN" REGULATIONS UNDER SECTION 8.03.11 BY IMPLEMENTING THE FOLLOWING DESIGN ATTRIBUTES:
1. NATURAL SURVEILLANCE: WELL LIT PARKING AREAS.
 2. NATURAL ACCESS CONTROL: LANDSCAPING, BUILDINGS, WALLS AND FENCE WHICH DO NOT CREATE HIDING PLACES OR HINDER VISIBILITY.
 3. TERRITORIAL REINFORCEMENT: LANDSCAPING AND SITE SIGNAGE.
 4. MAINTENANCE AND MANAGEMENT: LOW MAINTENANCE LANDSCAPING AND LIGHTING TREATMENTS.

SITE NOTES:

1. ALL DIMENSIONS SHOWN ARE SHOWN AT FACE OF CURB, UNLESS OTHERWISE NOTED. B.C. INDICATED DIMENSION IS TO BACK OF CURB.
2. ALL ROAD DIMENSIONS ARE 3' TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. ALL PAVEMENT MARKINGS AND SIGNAGE SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", LATEST EDITION, AND CITY OF WILDMOOD LAND DEVELOPMENT CODE.
4. THE SUBJECT PARCEL LIES IN FLOOD ZONE "X" AND "Y" ACCORDING TO FLOOD INSURANCE RATE MAP, MAP NO. 12119C01480 FOR CITY OF WILDMOOD, COMMUNITY NO. 12009, SUMMIT COUNTY, FLORIDA, DATED SEPTEMBER 27, 2013 AND ISSUED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
5. FREE STANDING SIGNAGE SHOWN ONLY FOR REPRESENTATIONAL PURPOSES, AND SHALL BE PERMITTED SEPARATELY.
6. A RIGHT OF WAY PERMIT WILL BE REQUIRED FOR ALL WORK WITHIN THE PUBLIC RIGHT OF WAY. SPECIFIC STIPULATIONS OR CONDITIONS WILL BE IMPOSED AT THE TIME OF PERMIT APPLICATION.
7. CONSTRUCTION OF AN APPROVAL, DOES NOT EXEMPT THE CONTRACTOR FROM OBTAINING THE REQUIRED BUILDING, ELECTRICAL, PLUMBING AND MECHANICAL PERMITS. THESE INCLUDE BUT ARE NOT LIMITED TO ANY STRUCTURE, SIGN, WALL, ENCLOSURE OR SCREENING, ETC.

8. IN THE EVENT THE PROJECT IS TERMINATED PRIOR TO CONSTRUCTION COMPLETION, THE PROJECT SHALL BE BROUGHT TO GRADE, SEEDED AND ALL DEBRIS AND MATERIALS SHALL BE WAIVED OFF-SITE AND DUMPED AT A STATE OF FLORIDA APPROVED FACILITY.
9. ANY DAMAGED SIDEWALK OR CURB WITHIN THE FOOT R.O.W. SHALL BE REMOVED AND REPLACED.
10. ALL DISTURBED AREAS WITHIN THE FOOT R.O.W. WILL BE SOODED.
11. STANDARD INDICES REFER TO THE LATEST VERSION OF FOOT "ROADWAY AND TRAFFIC" DESIGN STANDARDS.
12. A RIGHT-OF-WAY USE PERMIT WILL BE REQUIRED FOR ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY. SPECIFIC STIPULATIONS OR CONDITIONS WILL BE IMPOSED AT THE TIME OF PERMIT APPLICATION.
13. ALL DISTURBED AREAS WITHIN THE COUNTY RIGHT OF WAY SHALL BE SOODED.
14. THE DRIVEWAY CULVERT SIZE, SUMP AND MATERIAL ARE SUBJECT TO CHANGE AS A FUNCTION OF DESIGN REQUIREMENTS, FUTURE DRAINAGE PROJECTS OR FIELD CONDITIONS AS DETERMINED BY CHARLOTTE COUNTY RIGHT OF WAY DEPARTMENT AT THE TIME OF THE LINE AND GRADE INSPECTION.
15. SITE IS CURRENTLY ZONED C-3.

CAD file name: \\E-mail-1f-vn\atdata\atdata_core\atdata\proj\unured_projects\010750 - brigitte\work\010750-01-001 (eng) - signature road retail bldg wildwood, fl\engineering\engineering plans\plan set\010750-01-01-01-C3.0-SITE.dwg 4/19/2022

Bowman

Bowman Consulting Group, Ltd.
1410 N. WESLEYAN BLVD
TAMPA, FL 33607
Phone: (813) 295-5434
Fax: (813) 295-7791
www.bowmanconsulting.com
© Bowman Consulting Group, Ltd.

**SITE LAYOUT PLAN
CONCEPTUAL PLAN**
6000 SIGNATURE ROAD
WILDMOOD, FLORIDA 34785

811
CALL BEFORE YOU DIG
FLORIDA
TOLL FREE 1-800-4-A-FOOT

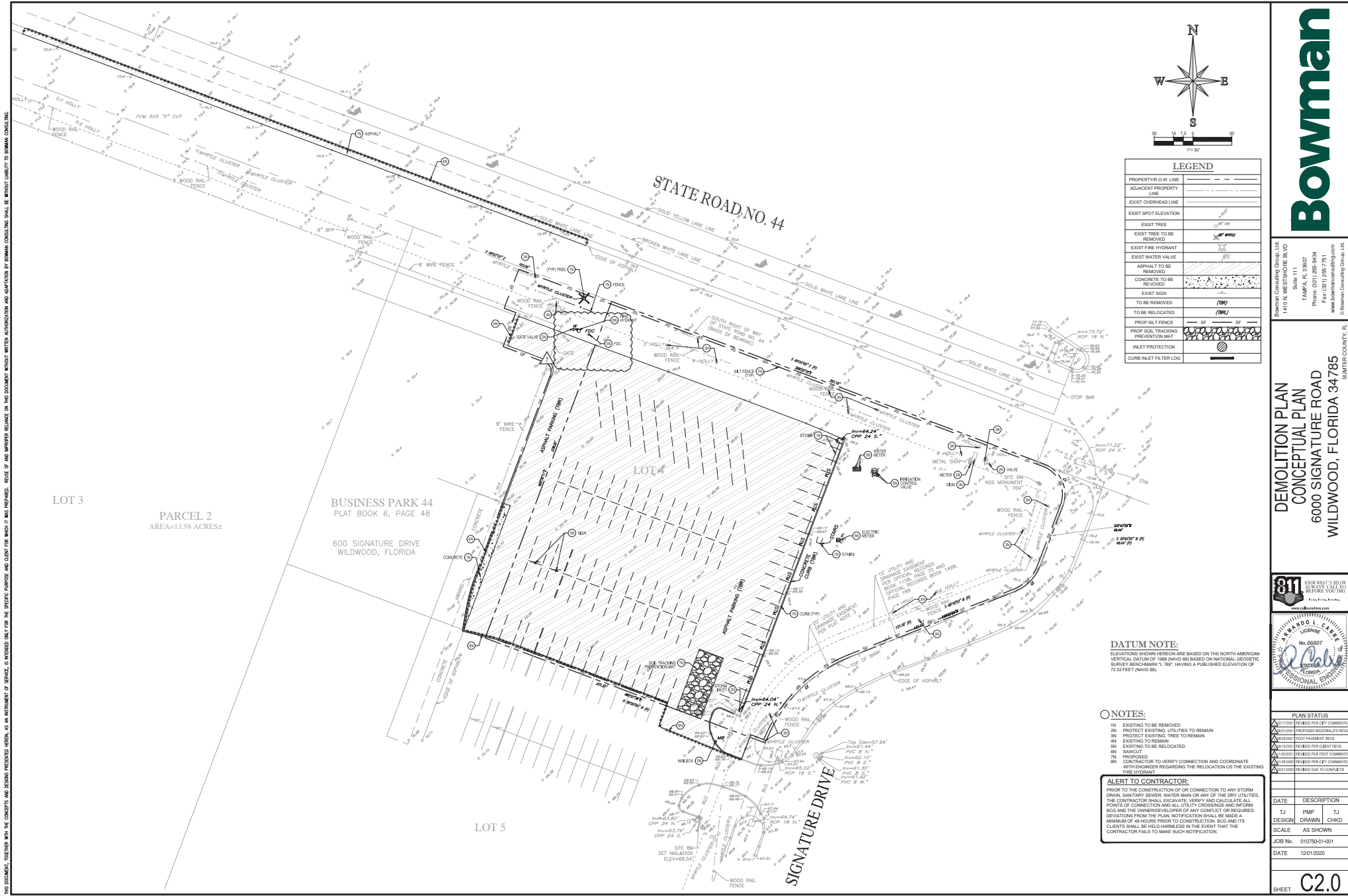
FLORIDA
L. C. 00007
No. 00007
DATE 4/19/2022
PROFESSIONAL ENGINEER

PLAN STATUS		
✓	010750-01	PERMITTED FOR CLIENT COMMENTS
✓	010750-01	PROPOSED MCDONALD'S REVIEW
✓	010750-01	FOOT PERMIT REVIEW
✓	010750-01	PERMITTED FOR CLIENT REVIEW
✓	010750-01	NO-BUILD FOR FOOT COMMENTS
✓	010750-01	PERMITTED PER CITY COMMENTS
✓	010750-01	PERMITTED DUE TO COMMENTS
✓	010750-01	PERMITTED DUE TO COMMENTS

DATE	DESCRIPTION	
TJ	PMP	TJ
DESIGN	DRAWN	CHRD
SCALE	AS SHOWN	
JOB No.	010750-01-001	
DATE	12/01/2020	

C3.0

SHEET



CAD file name: \\s-mali-1r-vn\fsdata\stamfast_core\stamfast-er\shured_projects\010750 - bpr\work\010750-01-001 (eng) - signature road retail bldg wildwood, fl\engineering\engineering plans\plan set\010750-01-01-01-C2-0-DEM0.dwg 3/21/2022

Bowman

Bowman Consulting Group, Ltd.
1410 N. WESCHER DRIVE, SUITE 100
TAMPA, FL 33607
Phone: (813) 255-5434
Fax: (813) 255-7791
www.bowmanconsulting.com
© Bowman Consulting Group, Ltd.

DEMOLITION PLAN CONCEPTUAL PLAN

6000 SIGNATURE ROAD
WILDWOOD, FLORIDA 34785

811 KNOW WHAT'S BELOW
BEFORE YOU DIG
Call 811 or visit www.811.com

FLORIDA PROFESSIONAL ENGINEERING
No. 66907
C. Bowman
Professional Engineer

PLAN STATUS	
✓	10/10/2021 REVIEWED PER CITY COMMENTS
✓	10/10/2021 REVIEWED PER CITY COMMENTS
✓	10/10/2021 REVIEWED PER CITY COMMENTS
✓	10/10/2021 REVIEWED PER CITY COMMENTS
✓	10/10/2021 REVIEWED PER CITY COMMENTS
✓	10/10/2021 REVIEWED PER CITY COMMENTS
✓	10/10/2021 REVIEWED PER CITY COMMENTS
✓	10/10/2021 REVIEWED PER CITY COMMENTS
✓	10/10/2021 REVIEWED PER CITY COMMENTS
✓	10/10/2021 REVIEWED PER CITY COMMENTS

DATE	DESCRIPTION
TJ	PMP
DESIGN	DRAWN
SCALE	AS SHOWN
JOB No.	010750-01-001
DATE	12/01/2020

C2.0

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2202-002 Bethany Estates Medical Complex

REQUESTED ACTION: Staff recommends approval.

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

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	SP 2202-002 Bethany Estates Medical Complex
PARCEL NUMBERS	G33-005
ACREAGE	2.78 +/-
PROPERTY LOCATION	Subject property is generally located at the intersection of Warm Springs Avenue and CR 503.
OWNER	Bethany Estates Enterprises, LLC
APPLICANT	CHW

The applicant is seeking a favorable recommendation from the Project Review Committee, for a medical complex to be constructed in three phases. Phase one will consist of one (1) 4,517 medical office, phases two and three are not proposed at this time.

Staff recommends approval.

DATED: 07/07/2022



Terri O'Neal
Planner II, Development Services



WILDWOOD

FLORIDA

City of Wildwood

Project Review Committee Meeting Date – TBD

Project: SP 2202-002 Bethany Estates Medical Complex

Representative: Daniel Young, P.E. - CHW

CITY ENGINEER

No comments.

DEVELOPMENT SERVICES

1. LDR 4.4(C)(1)(j) Water and Sewer general note #15 shows a utility easement. Please show on plans and provide an executed copy of the easement. **Comment to remain until recorded easements are provided.**

FIRE (Sumter County)

No comments.

SUMTER COUNTY PUBLIC WORKS– ROADS AND BRIDGES & TRAFFIC ANALYSIS

No comments.

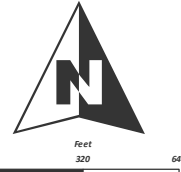
UTILITIES – WATER/WASTEWATER

No comments.

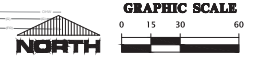
PUBLIC WORKS (WILDWOOD)

No comments.



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 Feet 0 320 640	SP 2202-002 BETHANY ESTATES MEDICAL COMPLEX PARCEL G33-005	MAP 1B LOCATION MAP FEBRUARY 2022
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CR NO. 468 WARM SPRINGS AVENUE



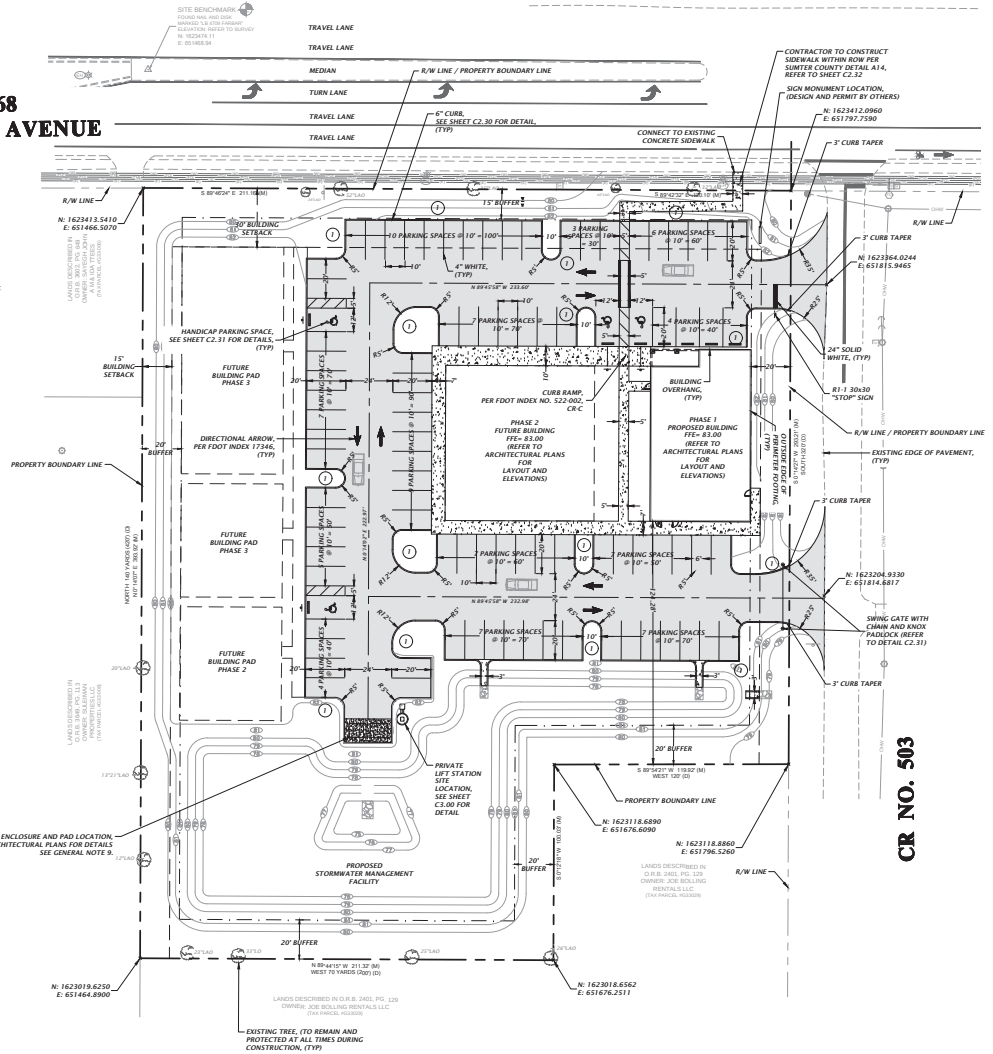
GENERAL NOTES

1. SITE LIGHTING TO BE PROVIDED BY POLE MOUNTED LIGHTING FIXTURES. SEE SHEET E-1 FOR DESIGN AND SPECIFICATIONS.
2. SEE GEOTECHNICAL ENGINEERING REPORT FOR GENERAL REQUIREMENTS AND RECOMMENDATIONS.
3. REFER TO C0.12 FOR HANDICAP ACCESSIBILITY NOTES.
4. REFER TO L5.1 - L5.2 FOR LANDSCAPE PLAN.
5. REFER TO ARCHITECTURAL PLANS FOR BUILDING LAYOUT AND ELEVATIONS.
6. ALL PAVEMENT MARKINGS SHALL BE 4" WHITE.
7. ALL PAVEMENT MARKINGS AND SIGNING SHALL BE INSTALLED ACCORDING TO FOOT STANDARD PLANS INDEXED TO 0, 7000 (1), AND 711 (00).
8. CONTRACTOR TO ENSURE DUMPSTER ENCLOSURE DOORS SWING FULL 180 DEGREES. DOORS SHALL HAVE DROP PINS AND HOLES TO SECURE PINS IN THE CLOSED AND OPEN POSITION. ENSURE ENCLOSURE DOORS CLEAR CURBING. FOR MORE INFORMATION CONTACT SCOTT SOUTHWORTH WITH WASTE MANAGEMENT (866-684-3142, SOUTHWORTH@WM.COM)

LEGEND

- LIMITS OF PROPOSED CONCRETE SIDEWALK, SEE SHEETS C2.30 AND C2.32 FOR DETAILS
- LIMITS OF ASPHALT PAVEMENT, SEE SHEET C2.30 FOR DETAIL
- LIMITS OF CONCRETE PAVEMENT, SEE SHEET C2.30 FOR DETAIL
- PROPERTY BOUNDARY LINE
- LIMITS OF PROPOSED BUILDING
- Auto SIMULATION
- LIGHT POLE
- 6" CURB, SEE SHEET C2.30 FOR DETAIL

STRIPING NOTES	
YELLOW CURBING AND BOLLARDS PARKING LOT	SURFACES SHOULD BE CLEAN, DRY AND METAL. SURFACES FREE OF HEAVY RUST 2 COATS SHERWIN WILLIAMS 165R 6000 ACRYLIC ALKO ENAMEL SAFETY YELLOW B551300
STRIPING PARKING LOT	SURFACES SHOULD BE CLEAN, DRY. TOP COAT SHERWIN WILLIAMS - PRO. MARK TRAFFIC MARKING PAINT WHITE TMS495
HANDICAP STRIPING PARKING LOT	SURFACES SHOULD BE CLEAN, DRY. TOP COAT SHERWIN WILLIAMS - PRO. MARK TRAFFIC MARKING PAINT "M.C." BLUE



CHW

CHW CONSULTANTS, INC.

1000 N. W. 10th Ave., Suite 1000

Fort Lauderdale, FL 33304

TEL: (954) 574-1000

FAX: (954) 574-1001

WWW.CHWCONSULTANTS.COM

PROJECT: CR NO. 468 & 503

LOCATION: WARM SPRINGS AVENUE

DATE: 10/20/2024

DESIGNED BY: DANIEL H. YOUNG

CHECKED BY: DANIEL H. YOUNG

APPROVED BY: DANIEL H. YOUNG

SCALE: AS SHOWN

FL PER NO. 20780

C1.00

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2203-003 Villas at Wildwood

REQUESTED ACTION: Staff recommends approval pending resolution of development services and utility comments and approval of the Villas at Wildwood PD.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No: SP 2203-003 Villas at Wildwood

Parcel Number: G05-032

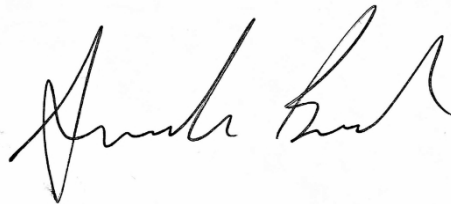
Acreage: 18.67 +/-

Property Location: The subject property is generally located at the southwest corner of CR 134 and E C 462, approximately 0.25 miles north of C 466A

Owner/Applicant: Wildwood BTR, LLC

The applicant seeks a favorable recommendation from the Project Review Committee, for construction of 192 single family rental units consisting of 16, 696 sq ft one-bedroom units, 108, 1095 sq ft two-bedroom units, and 68, 1445 sq ft three-bedroom units.

Staff recommends approval pending resolution of development services and utility comments and approval of the Villas at Wildwood PD.



DATED: 07/07/2022

Amanda Bush
Planner, Development Services



WILDWOOD

FLORIDA

City of Wildwood

Project #: SP 2203-003

Name: Villas at Wildwood

Representative: Matthew J. Morris – Morris Engineering

DEVELOPMENT SERVICES

1. LDR4.4(c)(2)(c) Number of dwelling units listed on the site plan shows 192 which does not match the planned development (PD) under section 3(C)(3) stating 182 units.

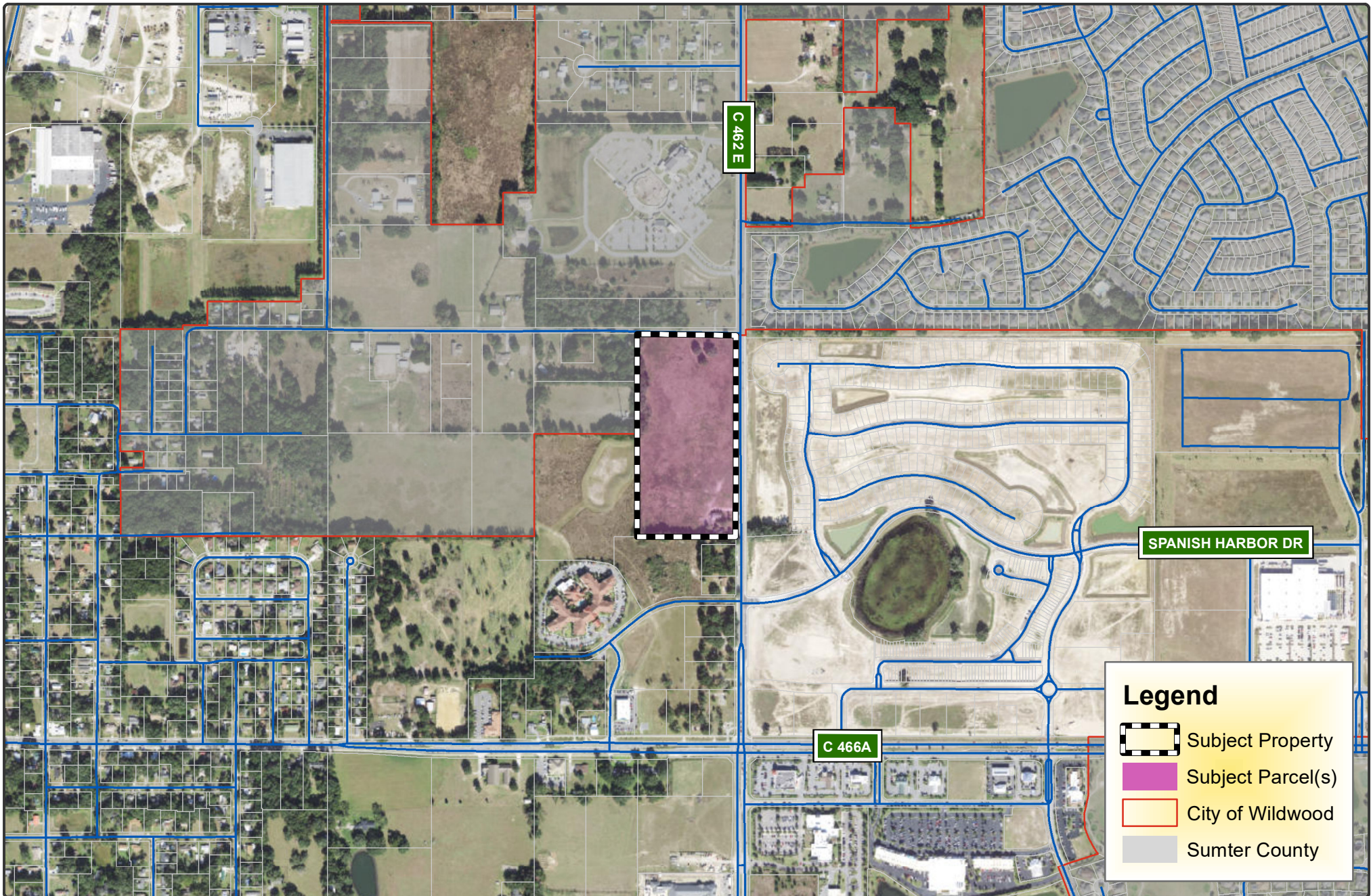
Standing comment until PD Amendment is approved.

2. DDS Chapter 2(F)(8) Provide light fixtures design and height.

Light fixtures do not meet Design District Standards.

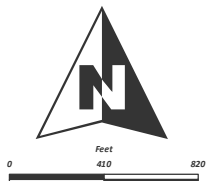
UTILITIES – WATER/WASTEWATER

1. Sheet 22: See City of Wildwood website and update detail S-16 all pages.



**CITY OF
WILDWOOD**

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

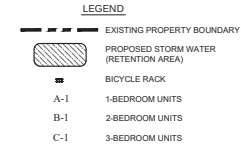


SP 2203-003
VILLAS AT WILDWOOD
PARCEL G05-032

MAP 1B

**LOCATION
MAP**

**MARCH
2022**



SITE DATA

1. SUMTER COUNTY PROPERTY APPRAISER'S PARCEL IDENTIFICATION NUMBER: 065-002-CITY PROPERTY ADDRESS: 9727 E. ROAD 462, WEST WOOD, FLORIDA 32835, SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST
2. BEARINGS SHOWN HEREON ARE BASED ON THE NORTH LINE OF THE CENTER LINE OF SECTION 34 AND A GROUND BEARING OF S 89°35'31"E
3. THE GROUND BEARINGS AS SHOWN HEREON REFER TO THE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD-83) (2011 ADJUSTMENT) FOR THE WEST ZONE OF FLORIDA.
4. THE BEARINGS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD8) BASED ON THE NATIONAL GEODETIC SURVEY BENCHMARK "R 757," HAVING A PUBLISHED ELEVATION OF 63.61 FEET.
4. EXISTING ZONING: R4
5. EXISTING LAND USE: VACANT
6. THE EXISTING LAND USE IS MEDIUM HIGH DENSITY RESIDENTIAL (MCHR)
7. THE SUBJECT PARCELS LIES IN "FLOOD PLANE," ACCORDING TO FLOOD INSURANCE RATE MAP, MAP NO. 12190I032D FOR SUMTER COUNTY, DATED SEPTEMBER 27, 2013, SUMTER COUNTY COMMUNITY NO. 12206E
8. THE SUBJECT PROPERTY CANNOT BE USED FOR ANY PURPOSES OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY LINES SHOWN IF, ANY, HAVE BEEN ACTIVELY TRANSLATED FROM DRIFM DATABASE INFORMATION SUPPLIED BY THE FEMA SERVICE AREA (https://www.fema.gov).
9. DEVELOPMENT AREA: 18.87 AC. (813.322 SQ.Ft.)
10. PROPOSED LAND USE: RESIDENTIAL (HIGHEST ALLOWED UNITS)
11. PROPOSED TO BE TYPE: SINGLE-FAMILY DETACHED HOME
12. PROPOSED EMPLOYEES: 3 (AT PROPERTY MANAGERS OFFICE IN CLUBHOUSE)
13. CONSTRUCTION SEQUENCE: SEPTEMBER, 2022 TO MAY, 2023.
14. THE PERMIT IS REQUIRED FOR ANY PROPOSED MONUMENT SIGN. ALL OTHER INTERNAL ROADWAYS ARE TO BE PRIVATELY OWNED & MAINTAINED.
15. ALL ELECTRICALLY OPERATED GATES MUST BE EQUIPPED WITH "CLICKENTER" EMERGENCY VEHICLE ACCESS.
16. FIRE LINE STRIPPING AND SIGNAGE AT EACH FIRE APPURTENANCE PER CHAPTER 616.
17. PARKING CALC:
- PARKING REQUIRED:
- MULTIPLE TRIPSPER DWELLING UNIT
- (2 x 150) = 300 SPACES REQUIRED
- PARKING PROVIDED:
- (322 STRETD + 9 GARAGE) = 401 SPACES PROVIDED (2.0 SPACES/UNIT)
- STORY AND HEIGHTS OF BUILDINGS**
- AT BLDG: 1-STORY (19'-10") TOP OF HIGHEST RIDGE
- BLDG: 1-STORY (19'-10") T.O.R.
- C1 BLDG: 2-STORY (30'-2") T.O.R.
- CLUBHOUSE: 1-STORY (20'-5") T.O.R.
- MAINTENANCE BLDG: 1-STORY (14'-5") T.O.R.
- B-BAY GARAGE: 1-STORY (15'-0") T.O.R.
- B-BAY GARAGE: 1-STORY (15'-3") T.O.R.

RESIDENTIAL DWELLING UNITS		
UNIT SIZE	NO OF UNITS	AREA/UNIT SF
1-BEDROOM	16	696
2-BEDROOM	108	1095
3-BEDROOM	68	1445
TOTAL UNITS	192	

NOTE: SQUARE FOOTAGES SHOWN ON PLAN VIEW ARE OVERALL BUILDING SQUARE FOOTAGES

RESIDENTIAL BUILDING COUNT	
BUILDING SIZE	NO OF BUILDINGS
1-BEDROOM	8
2-BEDROOM	54
3-BEDROOM	34
TOTAL BUILDINGS	96

DENSITY	
RESIDENTIAL UNITS	192
GROSS AREA (AC.)	18.67
GROSS DEN. (UNIT/AC.)	10.28

LAND USE	AREA (AC.)	% OF TOTAL
RESIDENTIAL BUILDINGS	7.84	42%
STREET PAVEMENT	4.44	24%
5-CAR GARAGE (3)	0.09	0%
8-CAR GARAGE (8)	0.34	2%
AMENITY	0.16	1%
LANDSCAPE BUFFERS	1.73	9%
POND	2.68	14%
PARKS	0.10	1%
OPEN SPACE	1.29	7%
TOTAL	18.67	100%

OPEN SPACE			
LAND USE	AREA (AC.)	% OF TOTAL	% OF OPEN SPACE
POND (50% OF TOTAL)	1.34	7%	30%
LANDSCAPE BUFFERS	1.73	9%	39%
PARKS	0.10	1%	2%
OTHER OPEN SPACE	1.29	7%	29%
TOTAL	4.46	24%	100%

02	06/22/22	MISC. REVISIONS PER CITY COMMENTS		D
01	05/25/22	MISC. REVISIONS PER COMMENTS		SE
	NO. DATE	REVISION DESCRIPTION		R



MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Sarasota, Florida 34240 C.A.28780 941-444-6644 www.morrisengineering.net

DATE 6/24/22	
PROJECT VILLAS AT WILLOWOOD	
DRAWING 04 VAW MSP	
DRAWN DL	CHECKED M.M

MASTER SITE PLAN
VILLAS AT WILDWOOD
CITY OF WILDWOOD, FLORIDA

SCALE 1" = 50'	
SEC. - TSP. - RNG. 05-19S-23E	
SHEET 4	OF 23

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2205-002 Twisted Oaks Mass Grading

REQUESTED ACTION: Staff Recommends approval.

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

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No: SP 2205-002 Twisted Oaks Mass Grading

Parcel Number: D31-006, D31-007, D31-008, D31-029, D31-030 & D31-039

Acreage: 387.29+/-

Property Location: The subject property is generally located south along portions of E C 462, west along portions CR 209, east along portions N US 301 and north along portions of W Clarke St.

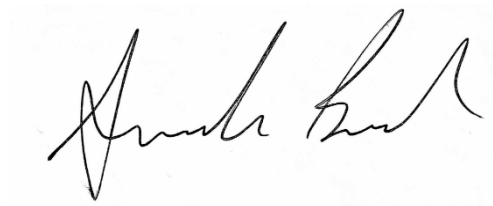
Owner: KL Twisted Oaks, LLC

Applicant: Kolter Group Acquisitions, LLC

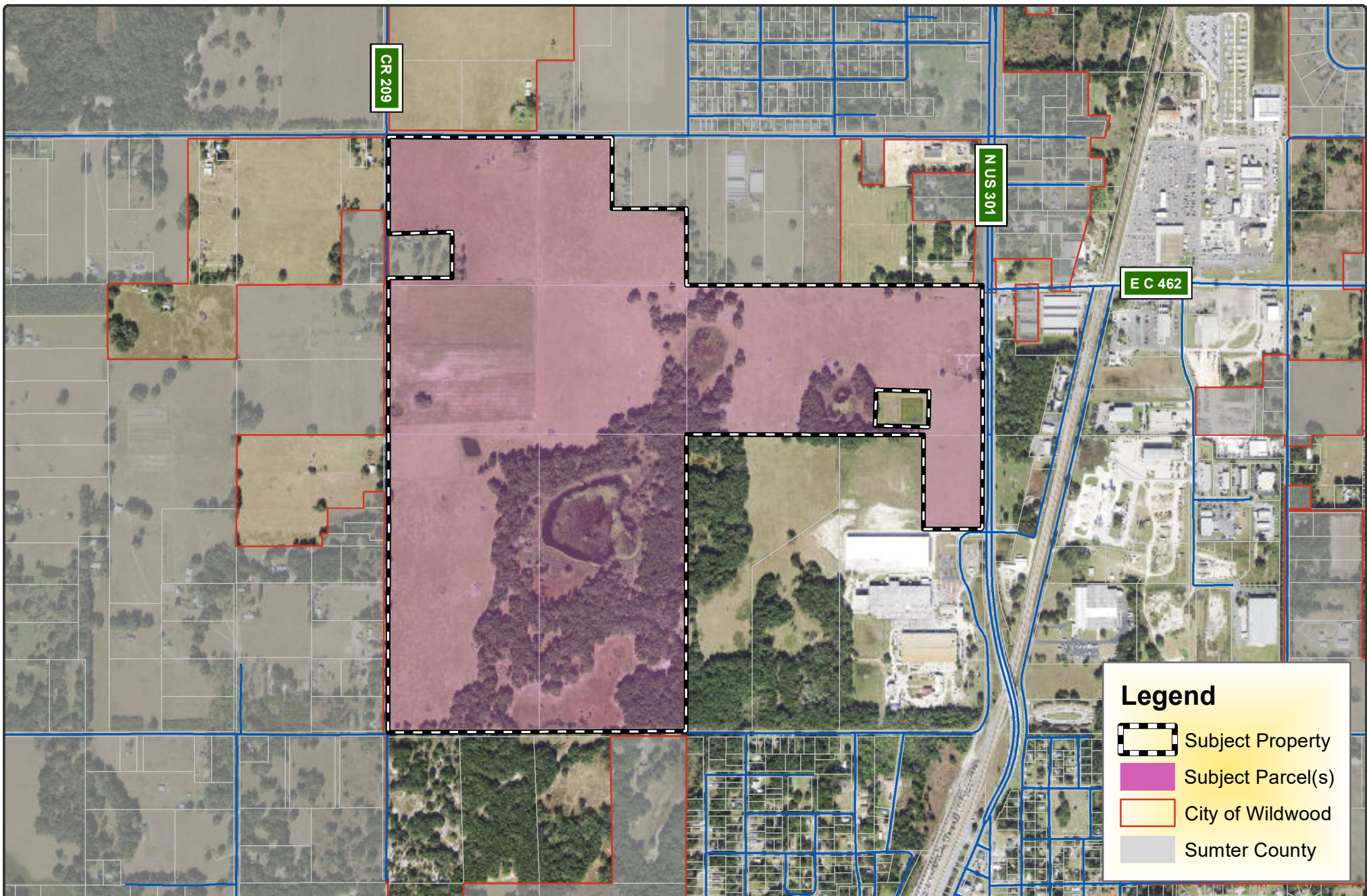
The applicant is seeking approval from the Project Review Committee, for construction of infrastructure and associated improvements.

Staff recommends approval.

DATED: 07/07/2022

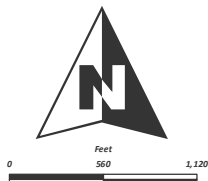


Amanda Bush
Planner I, Development Services



**CITY OF
WILDWOOD**

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



SP 2205-002

TWISTED OAKS MASS GRADING

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

MAP 1B

**LOCATION
MAP**

**MAY
2022**

PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: PD 2205-002 Villas PD Amendment

REQUESTED ACTION:

Staff recommends approval and a favorable recommendation of Ordinance O2022-58.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case #	PD 2205-002 Villas at Wildwood PD Amendment
Ordinance #	O2022-58
Applicant/Owner	Wildwood BTR, LLC
Property Location	At the southwest corner of E C 462 & CR 134
Parcel Number(s)	G05-032
Date	7/5/2022

Wildwood BTR, LLC seeks approval and a favorable recommendation from the Project Review Committee for a Planned Development (PD) amendment. This is an amendment to the original Planned Development approved in August of 2021 for 182 dwelling units. The owner would like to increase the number of dwelling units to 192, which is allowable under the Future Land Use designation of Medium High Density Residential at the time of application.

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 Villas at Wildwood development had a Future Land Use designation of Medium High Density Residential at the time of application. As the 2050 Comprehensive Plan is now in effect, the Medium High Density Residential FLU is now High Density Residential. 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. The addition of 10 dwelling units will not significantly affect roadway capacity or utilities. 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 10 additional dwelling units to meet the housing need in the city.

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

A revised TIA was accepted by Sumter County on 6/2/2022.

- (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.

Staff recommends approval and a favorable recommendation of Ordinance O2022-58.

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. O2022-58

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

WHEREAS, the first Villas at Wildwood Planned Development Agreement (“Agreement”) was filed with the City of Wildwood (“City”) on or about May 17, 2021;

WHEREAS, the City Commission of the City of Wildwood, Florida passed and ordained Ordinance O2021-38 on August 23, 2021;

WHEREAS, said Ordinance was recorded September 16, 2021 in OR Book 4097, Page 116, Public Records of Sumter County, Florida;

WHEREAS, the first Villas at Wildwood Planned Development Amendment Application was filed on May 25, 2022;

WHEREAS, it is the intention of the City for this amendment and restatement to supersede Ordinance O2021-38.

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 and Consulting, LLC (“Agent”) as Agent for Wildwood BTR, LLC (“Developer”) for a Planned Development Amendment was heard by and before the City Commission, Wildwood, Florida on this _____ day of _____ 2022 (“Effective Date”). 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; - the testimony adduced and evidence received at the Public Hearing by the Planning and Zoning Board on _____, 2022; and otherwise, being fully advised, the City Commission does hereby find and determine as follows:

SECTION 1: GENERAL FINDINGS

- A. That the “Villas at Wildwood” Planned Development Application (hereinafter referred to as the “Project”) was duly and properly filed herein on May 17, 2021;

- B. That the first Villas at Wildwood Planned Development Amendment Application (hereinafter referred to as the “Project”) was duly and properly filed herein on May 25, 2022;
- C. That all fees required to be borne and paid by the Developer have been paid in accordance with the City of Wildwood Fee Schedule;
- D. 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;
- E. That the Developer intends to develop a Project consisting of 18.66 acres, more or less, which is situated in Wildwood, Florida. This land is legally described in **Exhibit A** attached hereto;
- F. That the Developer has complied with the conceptual development plan provision as required by Section 8.4 of the Land Development Regulations; and
- G. That the Developer has complied with the Planned Development Amendment provisions as required by Section 8.6 of the Land Development Regulations.
- H. 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 (PD) Amendment of the lands described in **Exhibit A**;
- B. That the zoning district of the subject land described in **Exhibit A** is classified as R-4 on the City of Wildwood Zoning Map;
- C. 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;
- 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 conceptual development plan prepared by Morris Engineering & Consulting, LLC dated May 23, 2022 is incorporated into this Ordinance as **Exhibit B** ("Conceptual Development Plan") attached hereto. The Conceptual Development Plan is hereby deemed to be consistent with City of Wildwood Comprehensive Plan. The Developer shall, and is entitled to, construct improvements depicted on the Conceptual Development Plan.
 - 1. The conceptual development plan illustrates the general location of the following land uses:
 - a. Single Family Attached Residential units; and
 - b. Common Area/Club House/Recreation Areas
 - 2. The Conceptual Development Plan is conceptual in nature and may be affected or modified by final zoning approval and conditions, by compensating storage capacity requirements in flood prone areas, 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 conceptual development plan, the written ordinance will supersede.
- C. Development Program. The Project shall be developed in a single phase in accordance with the conceptual development plan and this Section.
 - 1. **TYPE OF DEVELOPMENT.** The Project is intended to consist of a medium high density single-family attached residential neighborhood not to exceed 12 units per acre.
 - 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)
Single Family Attached Residential	18.66
Total	18.66

3. Maximum Development Potential. Residential and non-residential development within the Project shall not exceed the following as permitted within the R-4 zoning district:

Land Use	Beds/Units
One-Bedroom Units	16
Two-Bedroom Units	108
Three-Bedroom Units	68
Total	192

4. Signage. All signage identifying the project and located adjacent to County Road 462 East and County Road 134 shall comply with the City of Wildwood Land Development Regulations and Design District Standards.
- D. Amendments. All modifications requiring an amendment to this 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.
- E. Future Approvals. After this Ordinance is recorded, and prior to any construction occurring, a site plan or subdivision preliminary 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. Further, prior to approval of a site plan or a subdivision preliminary 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. Said agreement(s) shall also specify, among other items, the ownership and maintenance of infrastructure associated with the Project.
- F. Principal Uses. All permitted principal uses listed in Chapter 3, Table 3-6 of the Land Development Regulations for the R-4 zoning district shall be allowed within the Project, as well as the ancillary uses included within the Conceptual Development Plan, including but not limited to a pool, passive recreation / open

spaces, clubhouse, detached garages and storage buildings.

- G. Development Standards. Unless specifically noted herein, the Project shall adhere to the zoning district standards prescribed in Chapter 3 of the Land Development Regulations for the R-4 zoning district. The Florida Energy Conservation Code 2017 edition and the Florida Plumbing Code 2020 edition, 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. The Developer will provide a required minimum living area of six hundred fifty (650) square feet per one-bedroom dwelling unit and minimum building separation of ten feet (10').
- H. Design District Standards. Unless otherwise noted, the Project shall adhere to the Design District Standards applicable to single family attached / multifamily projects pursuant to Section 6.12 of the Land Development Regulations.
1. Streetscapes. This Project will consist of a minimum of three (3) different floor plans, each having one (1) unique elevation, and four (4) different color palettes. Residential unit design, sidewalks, parking and setbacks will be consistent with the Conceptual Development Plan. Sidewalks or pedestrian pathways provided throughout the project will adhere to the applicable ADA requirements. Sidewalks will maintain a minimum width of five feet (5') and will be located at variable distance from the curb with a minimum of zero feet (0') when adjacent to parking spaces, as depicted on the Conceptual Development Plan.
 2. The project will provide social gathering areas within the community as depicted on the Conceptual Development Plan.
- I. Recreation and Open Space. The Project shall include the open spaces depicted on the Conceptual Development Plan and shall meet the required 20% open space as noted in the Design District Standards.
1. Parks and Recreation. The Project shall include common areas such as open spaces for passive recreation, a dog park, tot lot, pool, and an amenities building, as depicted on the Conceptual Development Plan.
 2. Buffers. The Developer shall maintain twenty-foot (20') landscape buffers along the northern, southern, eastern and western boundaries, as depicted on the Conceptual Development Plan.
 3. Open Space. Open space shall include wetlands, preservation

areas, greenspace, and landscape buffers. Open space may include areas such as trails, plazas, courtyards, and other similar public areas. Open space may also include recreation areas and amenities provided said amenities or area is not enclosed with conditioned space, including a pool. 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 drainage retention areas shall not exceed 50% of the open space requirement. Open space shall not include open bodies of water, rights-of-way (public or private), yards, or lots of record per plat, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.

- J. Environmental Considerations. The Developer shall comply with any requirements arising out of the environmental survey conducted by Modica & Associates.
- K. 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 any certificates of occupancy 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, 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 ensure 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: There is sufficient roadway capacity available to accommodate the Project at buildout. The responsibility to fund the improvements listed in Section L of this ordinance, in part or whole, will be the responsibility of the Applicant/Developer. These improvements were identified in the Traffic Impact Analysis submitted with the Planned Development application and are attached as **Exhibit C.**

- L. Access and Transportation. Access to the Project from County Road 462 East and County Road 134 as well as internal roadways shall be constructed in a location substantially similar to the area depicted on the Conceptual Development Plan. Developer acknowledges that the development of the Property will be subject to Sumter County's impact fee ordinances. The Developer agrees to fund project required improvements to C-134. This includes the widening of C-134 to County standards and will begin at the terminus at C-462 to the western property line of the Development, approximately 628 feet, resurfacing of C-134 along the property frontage and may include tapers at the western end. Improvements along C-462 may include a curb and gutter section with integral sidewalk if approved by Sumter County.
- M. Maintenance of Common Areas and Open Space. Maintenance and repair of structures, lawn mowing, and landscaping maintenance of all common areas and open space within the Project shall be the responsibility of the Developer or its designee, 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, through which City may be entitled to reimbursement for its reasonable attorney's fees, costs and expenses, as may be reasonably incurred by the City.

- N. 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 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.
- O. 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 Project for periods of up to twelve (12) months provided the applicant can show good cause why said 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 the original establishing Ordinance.

SECTION 4. 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. 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

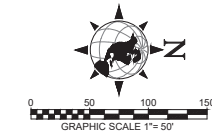
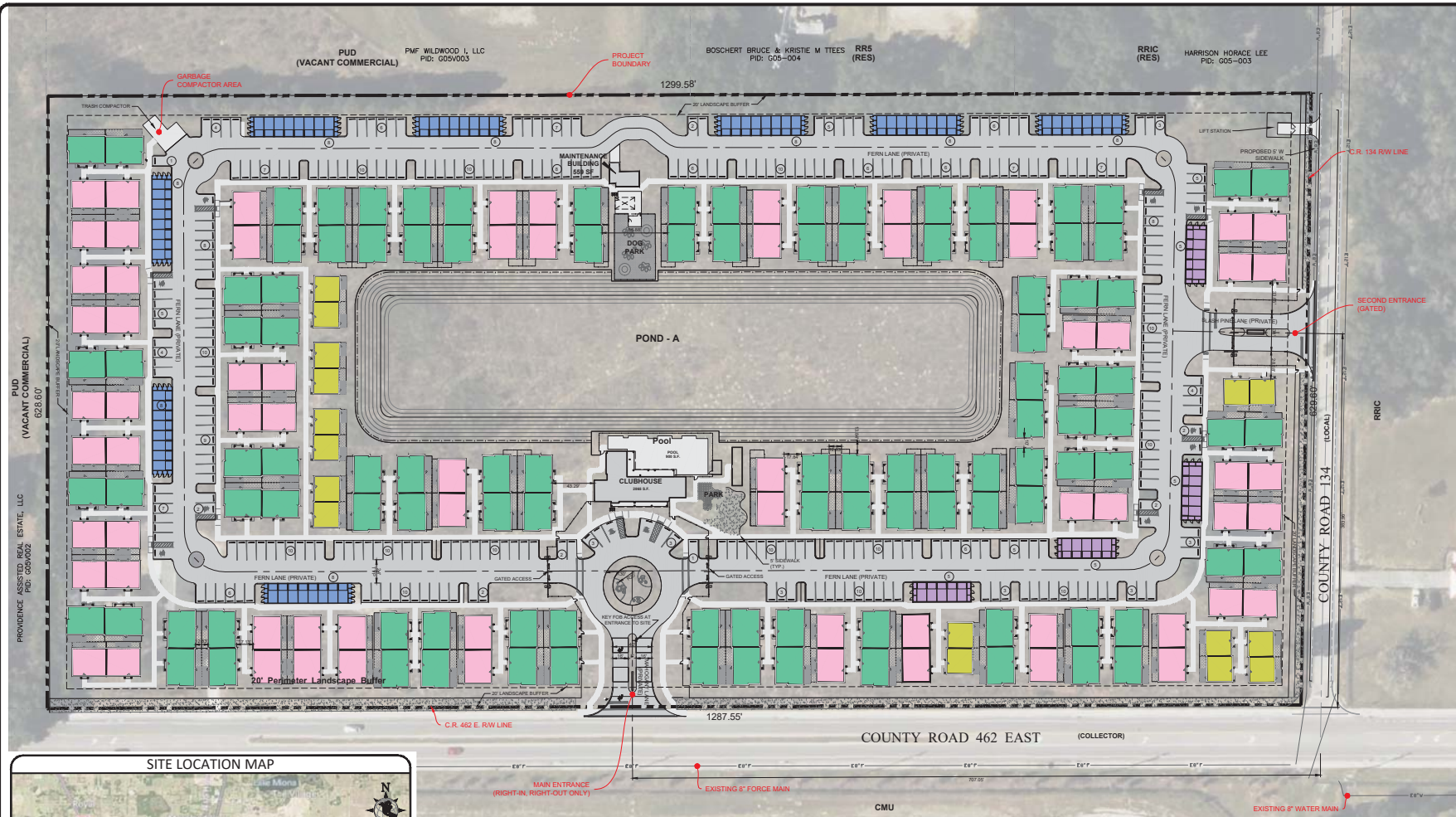
PARCEL 1:

Beginning at the Southeast corner of the NE 1/4 of the NE 1/4, Section 5, Township 19 South, Range 23 East; thence run north 75 feet; then run West to the right of way line of State Road 462 for a Point of Beginning; thence North 75 feet; thence West 200 feet; thence South 75 feet; thence East 200 feet to the Point of Beginning.

PARCEL 2:

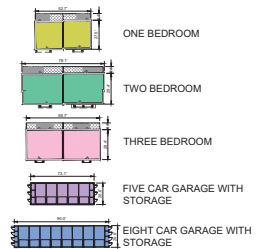
NE 1/4 of NE 1/4 of NE 1/4 and North 1/2 of SE 1/4 of NE 1/4 of NE 1/4 and South 1/2 of SE 1/4 of NE 1/4 of NE 1/4, all in Section 5, Township 19, Range 23, Sumter County, Florida. LESS AND EXCEPT any portion lying within C.R. 134 and C.R. 462, as established and in use. ALSO LESS AND EXCEPT: Beginning at the Southeast corner of the NE 1/4 of the NE 1/4, Section 5, Township 19 South, Range 23 East; thence run north 75 feet; then run West to the right of way line of State Road 462 for a Point of Beginning; thence North 75 feet; thence West 200 feet; thence South 75 feet; thence East 200 feet to the Point of Beginning

EXHIBIT B



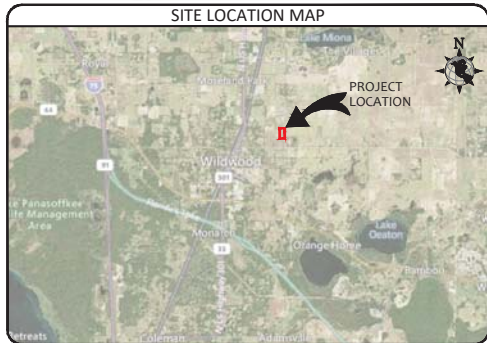
BUFFERS
PERIMETER LANDSCAPE BUFFERS - 20'
SIDEWALKS
MAIN SIDEWALKS - 5'
UNIT PATHWAYS - 4'
BUILDING SETBACKS
FRONT BUILDING OFFSETS - 15'
REAR YARD DEPTHS - 8'
SIDE YARD OFFSETS - 10'

UNIT COUNT
1 BEDROOM UNITS = 16 UNITS
2 BEDROOM UNITS = 108 UNITS
3 BEDROOM UNITS = 68 UNITS
TOTAL UNIT COUNT = 192



18.67 AC x 12 PER/AC = 224.04
MAX ALLOWABLE DENSITY

Areas	Sq. Ft.	Acres	%
Project Area	183,312	18.67	100.00%
Wetlands	0	0.00	0.00%
Lakes / Ponds	136,743	2.68	14.35%
Pavement & Walkways	192,566	4.42	23.68%
Assembly	6,824	0.16	0.84%
One Bedroom	20,744	0.48	2.55%
Two Bedroom	206,064	4.73	25.34%
Three Bedroom	114,682	2.63	14.30%
5 Car Garage with Storage	4,940	0.11	0.61%
8 Car Garage with Storage	14,810	0.34	1.85%
Landscape Buffer	75,306	1.73	9.26%
Parks	4,272	0.10	0.53%
Open Space	56,853	1.29	6.93%
Open Space Areas	Sq. Ft.	Acres	%
Half Lakes / Ponds Area	58,371	1.34	7.18%
Landscape Buffer	75,306	1.73	9.26%
Parks	4,272	0.10	0.53%
Open Space	56,853	1.29	6.93%
TOTAL OPEN SPACE	194,302	4.46	23.89%



PARCEL 1:
Beginning at the Southeast corner of the NE 1/4 of the NE 1/4, Section 5, Township 19 South, Range 23 East; thence run north 75 feet; then run West to the right of way line of State Road 462 for a Point of Beginning; thence North 75 feet; thence West 200 feet; thence South 75 feet; thence East 200 feet to the Point of Beginning.

PARCEL 2:
NE 1/4 of NE 1/4 of NE 1/4 and North 1/2 of SE 1/4 of NE 1/4 of NE 1/4 and South 1/2 of SE 1/4 of NE 1/4 of NE 1/4, all in Section 5, Township 19, Range 23, Sumter County, Florida. LESS AND EXCEPT any portion lying within C.R. 134 and C.R. 462, as established and in use. ALSO LESS AND EXCEPT: Beginning at the Southeast corner of the NE 1/4 of the NE 1/4, Section 5, Township 19 South, Range 23 East; thence run north 75 feet; then run West to the right of way line of State Road 462 for a Point of Beginning; thence North 75 feet; thence West 200 feet; thence South 75 feet; thence East 200 feet to the Point of Beginning.

NO.	DATE	REVISION DESCRIPTION	BY

M MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
6897 Professional Parkway East, Suite 200, Orlando, Florida 32838 CA 38780 941-444-6644 www.morrisengineering.com

DATE	2022-05-23
PROJECT	WILDWOOD APTS.
DRAWING	VMW-SP08
DRAWN	SM
CHECKED	KJM

CONCEPTUAL DEVELOPMENT PLAN
VILLAS AT WILDWOOD
CITY OF WILDWOOD, FLORIDA

SCALE	1"=50'
SHEET	1
OF	1

Print

EXHIBIT C

Sumter County Traffic Impact Analysis (TIA) - Submission #34625**Date Submitted: 6/2/2022****First Name***

Stephanie

Last Name*

Mandello

Email Address*

sm@trafficmobility.com

Address3101 Maguire Boulevard
Suite 265**City**

Orlando

State

FL

Zip Code

32803

Phone

4075315332

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 2022 County Annual Traffic Reports Summary Table

<https://www.sumtercountyfl.gov/DocumentCenter/View/35884/Sumter-County-2022-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

21047-1 Villas at Wildwood TIA v2.0 eSS 052722.pdf

Sumter County Traffic Impact Analysis
(TIA) Acceptance: Steven Cohoon

Digitally signed by Steven Cohoon
DN: cn=Steven Cohoon, o=Sumter County, ou=Sumter County, email=Steven.Cohoon@sumtercountyfl.gov, c=US
Date: 2022.06.02 11:14:21 -0400

**Date of Methodology
Acceptance by County**

04/2021

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

VILLAS AT WILDWOOD

Project № 21047-1, v2.0
May 2022

**TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA**

Prepared by:



Traffic & Mobility Consultants

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

Prepared for:

Morris Engineering & Consultants LLC
6997 Professional Parkway East, Suite B
Sarasota, Florida 34240

EXECUTIVE SUMMARY

Project Information

Name: Villas at Wildwood
Location: Southwest corner of the intersection of C 134 and C 462
Jurisdiction: City of Wildwood, Florida
Description: 192 Townhouse Dwelling Units

Findings

Trip Generation: 1,411 Daily Trips / 88 AM Peak Hour Trips / 106 PM Peak Hour Trip

Roadway Capacity: The roadway segment analysis reveals that the study roadway segment of C 134 will continue to operate at an acceptable LOS in the background and projected scenarios.

The segment of C 462 from C 134 to C 466A will operate in excess of adopted LOS due to the background traffic.

Intersection Capacity: Study intersections will operate at acceptable LOS at project buildout.

The project driveways will operate at an overall adequate LOS.

Access Plan: 2 access driveways; 1 full access on C 134 and 1 Right-In/Right-Out on C 462.

Alternative

Transportation Modes: C 462 is equipped with sidewalks on both sides of the road in the vicinity of the site. C 134 is not currently equipped with sidewalks on either side of the road. No fixed-route bus service in the study area but Sumter County Connection offers a door-to-door service within the City.

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: Villas at Wildwood

LOCATION: City of Wildwood, Florida

CLIENT: Morris Engineering & Consultants LLC

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

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
MOHAMMED N. ABDALLAH, P.E. NO 56169

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1.0 INTRODUCTION

This traffic analysis was conducted to assess the impact of the Villas at Wildwood development. The project includes 192 townhouse dwelling units with an anticipated buildout year of 2023. The site is located on the southwest corner of the intersection of C 462 and C 134, in the City of Wildwood, Florida. **Figure 1** depicts the site location and the surrounding transportation network.

Access to the site will be provided via two (2) access driveways; one (1) full access on C 134 and one (1) Right-In/Right-Out on C 462. The preliminary development site plan is provided in **Appendix A**.

The analysis was prepared in accordance with the approved methodology provided in **Appendix B**. Data used in the analysis consisted of site plan/development information provided by the project engineers, AM and PM peak hour intersection traffic counts obtained by Traffic & Mobility Consultants LLC, and roadway capacities obtained from the *Sumter County Roadway Network Capacity Report*.

1.1 Summary of TIA Updates

The following is a summary of the TIA versions submitted in support of this development application:

Version 1.0 submitted on May 3, 2021

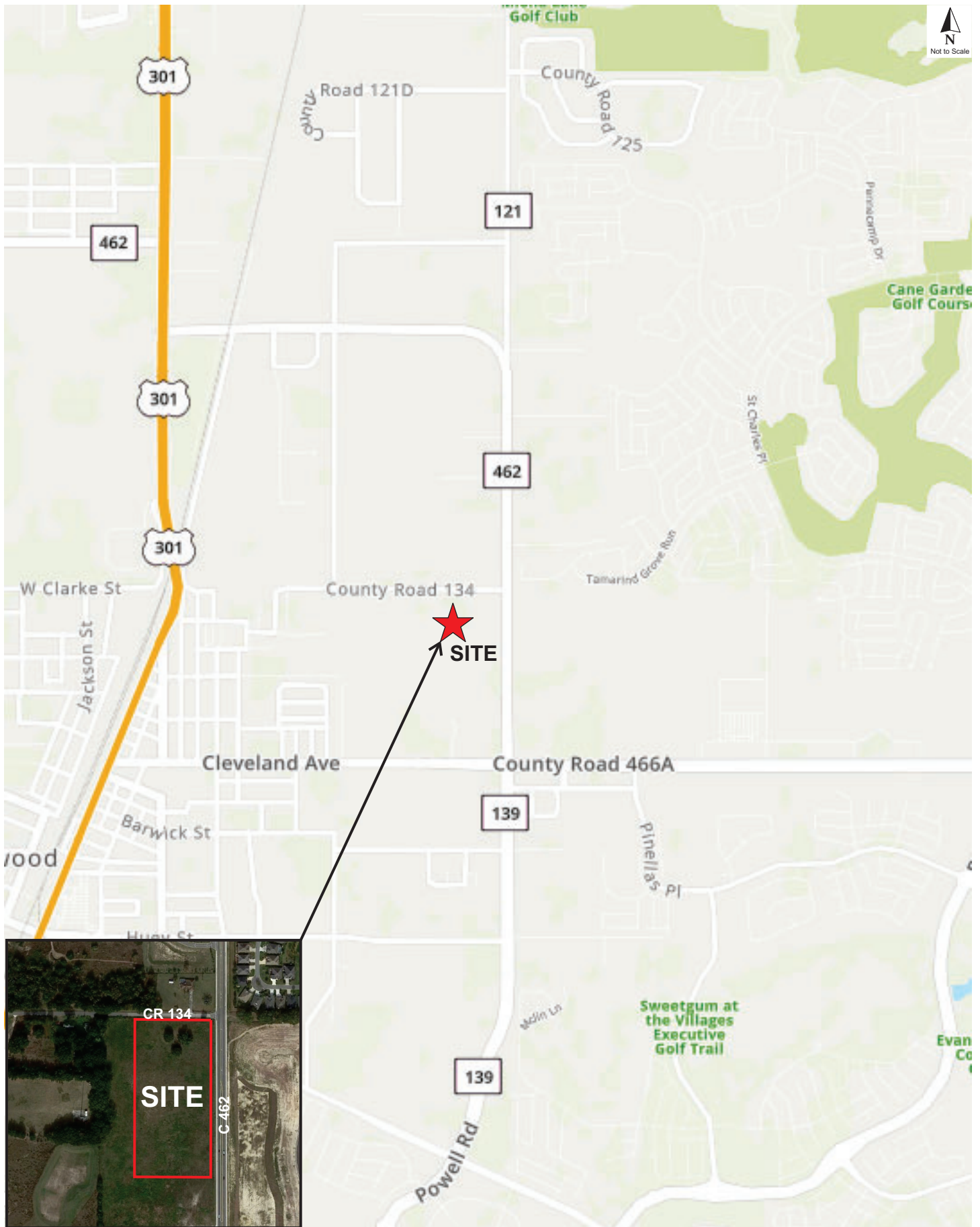
Development program 182 units included full access on C 462. No improvements recommended.

Version 1.1 submitted on June 4, 2021

Provided revisions in response to county comments and modified access on C 462 to right-in/right-out. Recommended improvement to C 132. Version 1.1 approved by the county on June 15, 2021.

Version 2.0, this report, originally submitted on May 2, 2022

Revised to reflect modified development program with an increase of 10 dwelling units to 192 units. The revision did not change recommendations from version 1.1.



1.1 Study Area

In accordance with the requirements of a Major TIA methodology, the study area will encompass roadway segments that are adjacent to the development, along with the segments where project traffic is greater than 3% of the Generalized Peak Hour Two-Way Maximum Service Volume or more than 70 peak hour two-way trips. All major intersections that are part of the impacted roadways, and those within 1,320 feet of the site access will also be included. The study facilities considered in the analysis are as follows:

Study Roadways:

- C 134
 - C 127 to C 462
- C 462
 - C 134 to C 466A

Study Intersections:

- C 127 and C 462 (Two-Way Stop-Controlled)
- C 134 & C 462 (Two-Way Stop-Controlled)
- C 466A & C 462 / Powell Road (Signalized)
- C 134 & Access Driveway
- C 462 & Access Driveway

2.0 EXISTING CONDITIONS ANALYSIS

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

2.1 Roadway Segment Capacity

Existing roadway conditions were analyzed by comparing existing traffic volumes within the study area and level of service (LOS) volumes for the roadway segments obtained from the 2020 *Sumter County Roadway Network Capacity Report* and *Sumter County 2014/2015 TMS Tables*, included in **Appendix C**.

The study roadway segments of C 134 and C 462 are currently operating at an adequate LOS, as shown in **Table 1**.

Table 1
Existing Roadway Segment Capacity Analysis

Roadway Segment	# of LNS	A T	LOS STD	LOS Cap	2020 LOS		
					NB/EB	SB/WB	LOS
C 134*							
C 127 to C 462	2	U	C	333	10	12	C
C 462							
C 134 to C 466A	2	U	D	675	644	495	D

2020 Sumter County Annual Traffic Counts

**LOS capacity obtained from segment 3525100, volumes obtained from counts.*

2.2 Intersection Capacity

A capacity analysis was performed for the AM and PM peak hours to determine existing operating conditions at the study intersections. The capacity analysis was conducted using the *Synchro* software and the methods of the *Highway Capacity Manual, 6th Edition (HCM)*. Existing turning movement counts were taken at C 466A & C 462 / Powell Road on July 22, 2021. They were collected during the peak season; therefore, a seasonal factor was not applied for the intersection. The counts at the other two intersections were collected on April 13, 2021, during the peak season; therefore, a seasonal adjustment factor was not applied. The existing adjusted AM and PM peak intersection volumes are displayed in **Figure 2**. The existing raw turning movement counts along with the FDOT seasonal factor report are provided in **Appendix D**.

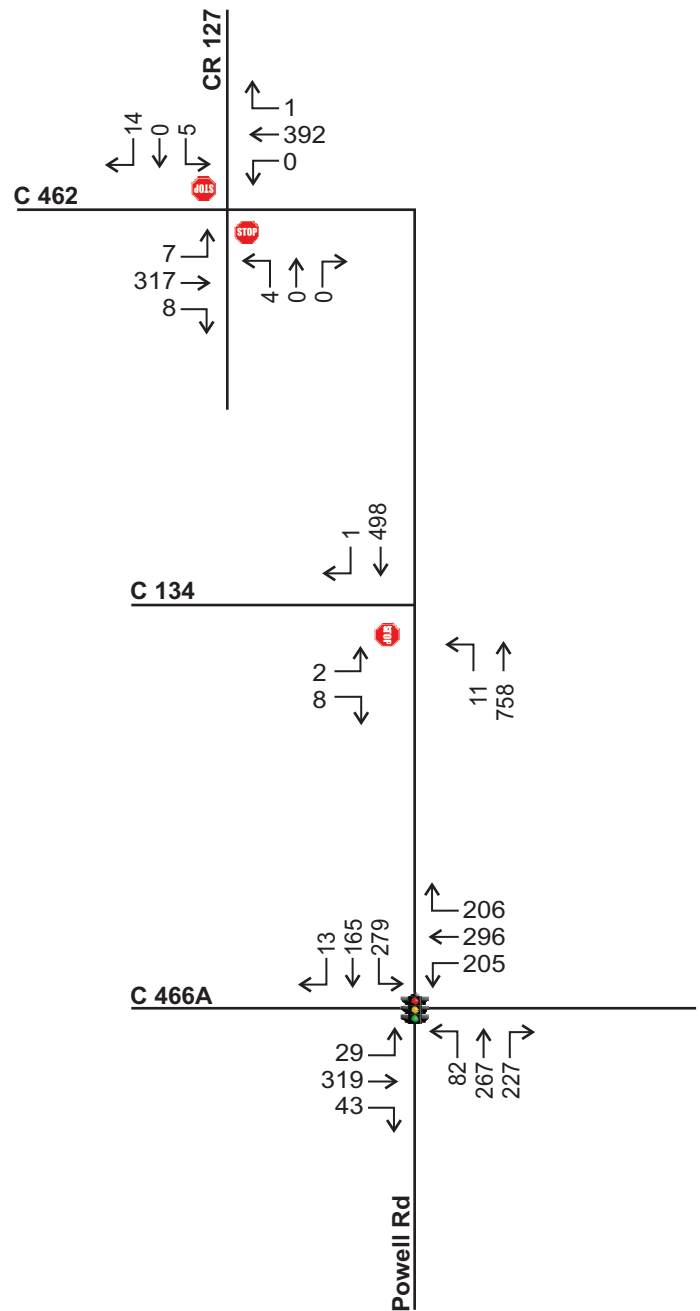
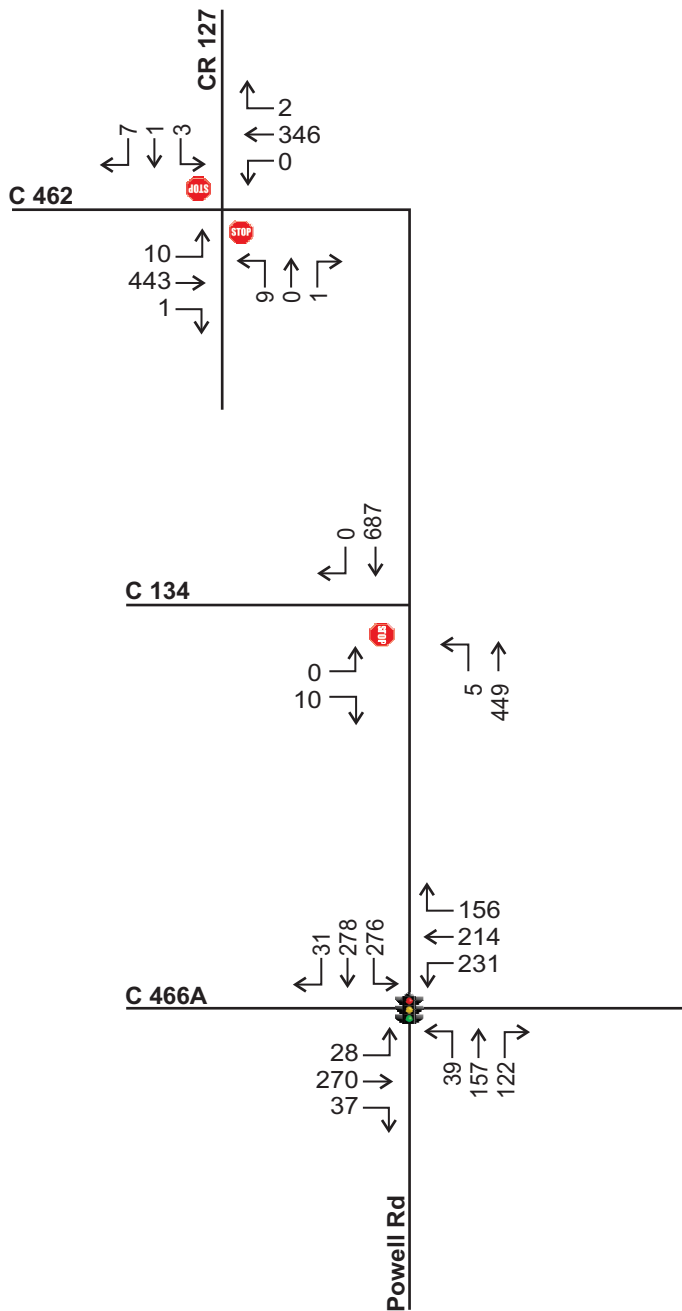
A summary of the intersection capacity analysis is shown in **Table 2**. Detailed *HCM* analysis worksheets and signal timing sheets are included in **Appendix E**.

Table 2
Existing Intersection Capacity Analysis

Intersection	Traffic Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
C 127 & C 462	TWSC	AM	8.1	A	0.0	A	19.5	C	13.9	B	--	--
		PM	8.3	A	0.0	A	21.9	C	13.3	B	--	--
C 134 & C 462	TWSC	AM	15.5	C	--	--	10.0	B	--	--	--	--
		PM	15.6	C	--	--	8.6	A	--	--	--	--
C 466A & C 462 / Powell Rd	Signal	AM	30.9	C	25.6	C	19.3	B	16.7	B	22.6	C
		PM	31.3	C	26.0	C	22.1	C	19.8	B	24.6	C

Delays expressed in sec/veh

The analysis reveals that the signalized intersection and the two-way stop-controlled intersections currently operate at an overall adequate LOS.



3.0 PROJECT TRAFFIC

3.1 Trip Generation

The trip generation of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, as summarized in **Table 3**. The ITE information sheets are provided in **Appendix F**.

Table 3
Trip Generation Analysis

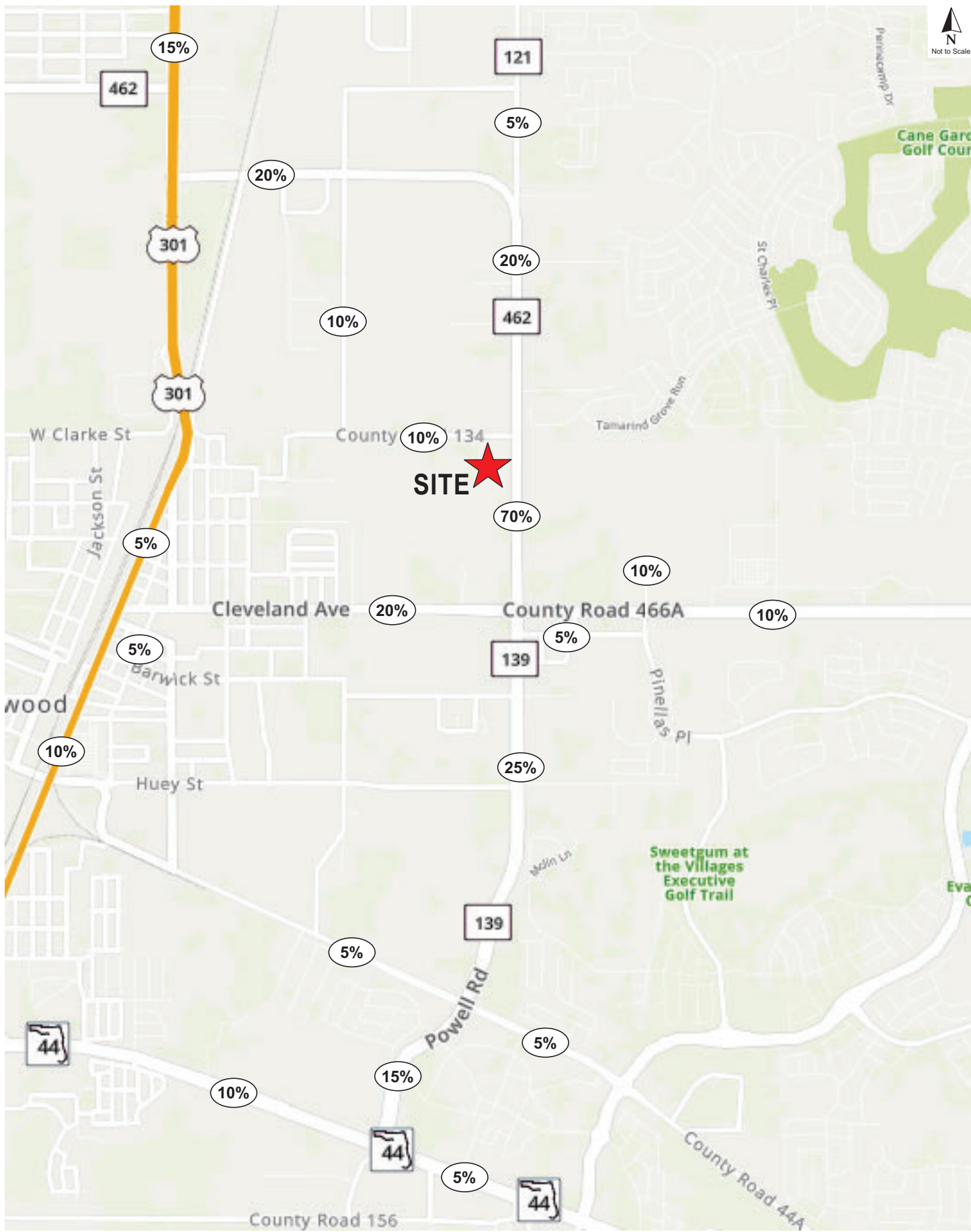
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multifamily Townhouses	192 DU	7.35	1,411	0.46	88	20	68	0.55	106	67	39

Trip Generation analysis based on ITE Trip Generation Manual, 10th Edition.

The proposed development is projected to generate 1,411 external trips per day, of which 88 trips occur during the AM peak hour and 106 trips occur during the PM peak hour.

3.2 Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model, version 6.1* (CFRPM v6.1) based on the *Florida Standard Urban Transportation Model Structure* (FSUTMS). The model distribution was manually adjusted based on local knowledge and engineering judgement to better reflect prevailing travel and traffic flow patterns. The project trip distribution is presented in **Figure 3**. The model output plot is included in **Appendix G**.



4.0 PROJECTED CONDITIONS ANALYSIS

An analysis of background and buildout conditions was conducted to determine the impact of the proposed development on roadway segment capacity, as well as the proposed access connections and intersections to the site. The project buildout year for the analysis is 2023.

4.1 Background Traffic Projections

Projected background traffic growth for the buildout year 2023 was calculated based on the historical growth trends experienced on C 462. The growth rate for the roadway segment was established based on historical traffic volume (AADT) obtained from the 2020 *Sumter County Roadway Network Capacity Report*. A minimum annual growth rate of 1% was applied to the intersection volumes. The growth rate calculation is included in **Appendix H**.

4.2 Projected Roadway Segment Capacity

Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities. The total projected traffic volume is composed of background traffic and project trips. Additionally, vested trips were added to background traffic for the segment on C 462 while the minimum 1% growth rate was used for C 134.

The projected conditions analysis reveals that the roadway segment of C 134 will continue to operate at an adequate LOS in the background and projected scenarios. However, the segment of C 462 from C 134 to C 466A will operate in excess of adopted LOS due to the background traffic, as shown in **Table 4**.

Table 4
Projected Roadway Segment Capacity Analysis

Road Name	#	LOS	LOS	AGR	Vested Trips	Background 2023			Project Trips			Total Volume		
	LNS	Std	Cap			NB/EB	SB/WB	LOS	%Dist	NB/EB	SB/WB	NB/EB	SB/WB	LOS
C 134*														
C 127 to C 462	2	C	333	1.00%	--	10	12	C	10%	7	4	17	16	C
C 462														
C 134 to C 466A	2	D	675	--	133	777	628	F	70%	47	27	824	655	F

AGR denotes Annual Growth Rate

4.3 Intersection Capacity Analysis

The projected volumes for the intersection capacity and operations analysis were calculated by assigning the project trips to the project driveways and adding those volumes to the background volumes at the study intersections. Projected background traffic was estimated using the minimum annual growth rate of 1%. Traffic volumes from Wildwood Residential and Turkey Run PUD developments were added to the analysis as vested trips. Excerpts from the reports used are included in **Appendix I**. The detailed intersection volume projections calculations are included in **Appendix J**. The projected AM and PM peak hour volumes are illustrated in **Figure 4**.

The results of the analysis, as summarized in **Table 5**, show that all intersections will continue to operate at an overall adequate LOS at the project buildout. The project access driveways will operate at an adequate LOS. The detailed *HCM* analysis worksheets are included in **Appendix K**.

Table 5
Projected Intersection Capacity Analysis

Intersection	Traffic Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
C 127 & C 462	TWSC	AM	8.2	A	0.0	A	20.8	C	14.4	B	--	--
		PM	8.4	A	0.0	A	23.5	C	13.8	B	--	--
C 134 & C 462	TWSC	AM	26.6	D	--	--	9.8	A	--	--	--	--
		PM	26.6	D	--	--	9.0	A	--	--	--	--
C 466A & C 462 / Powell Rd	Signal	AM	31.4	C	26.2	C	20.5	C	21.2	C	24.6	C
		PM	30.7	C	27.9	C	28.9	C	61.3	E	36.3	D
C 134 & Access Driveway	TWSC	AM	--	--	7.3	A	8.6	A	--	--	--	--
		PM	--	--	7.3	A	8.7	A	--	--	--	--
C 462 & Access Driveway	TWSC	AM	17.8	C	--	--	--	--	--	--	--	--
		PM	12.5	B	--	--	--	--	--	--	--	--

Delays expressed in sec/veh

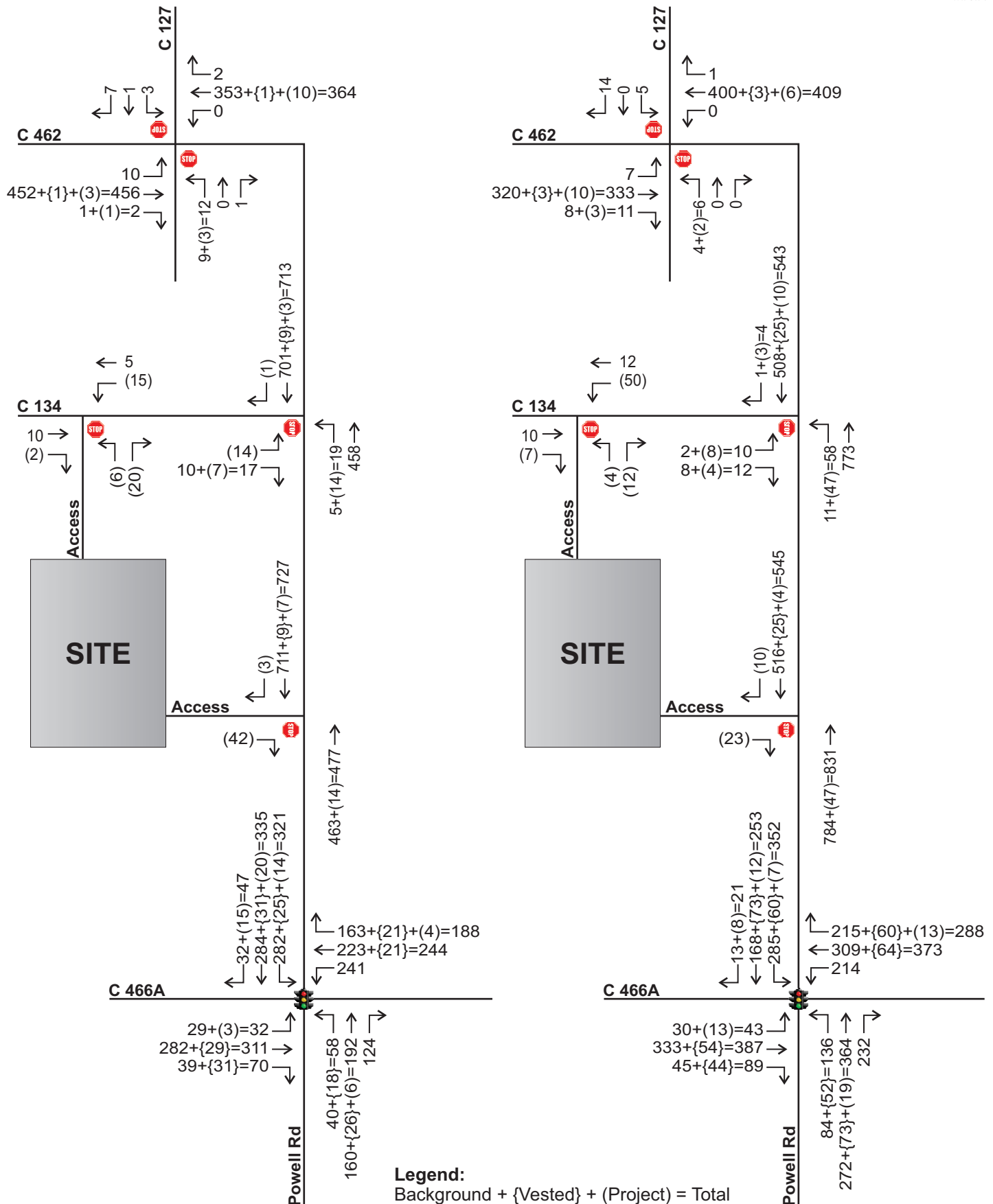
As per the request of Sumter County, additional analysis was performed for the intersection, by adding dual left turn lanes and a through-right in the southbound approach to mitigate the southbound delay and achieve a V/C ratio of less than 1.0 at the intersection. The signal timing plan was also optimized. The recommended improvement would provide sufficient capacity at the intersection to mitigate the LOS deficiencies. The intersection is improved from an overall LOS D to LOS C, and all approaches are at LOS D or better. The results of the analysis with the improvements are summarized in **Table 6** and the detail analysis worksheets are included in **Appendix L**.

Table 6
Improved Intersection Capacity Analysis

Intersection	Traffic Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
C 466A & C 462 / Powell Rd	Signal	AM	46.9	D	25.9	C	19.4	B	19.4	B	26.6	C
		PM	52.5	D	27.0	C	25.1	C	19.3	B	29.8	C

AM Peak

PM Peak



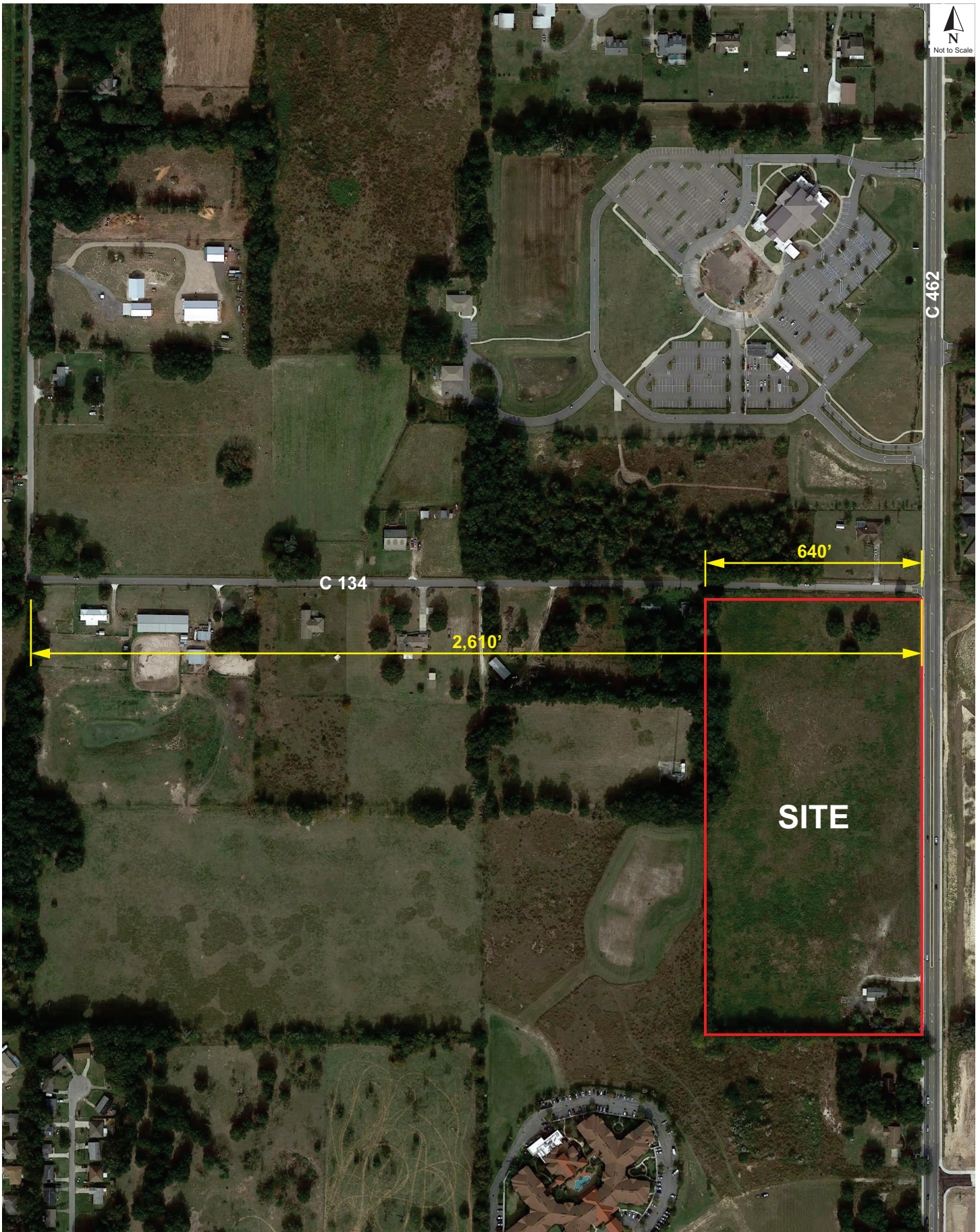
4.4 Access Review

C 134 is a 2-lane undivided roadway with a posted speed limit of 30 mph. C 462 is a 2-lane divided roadway with a posted speed limit of 45 mph, in the vicinity of the site. The project is proposed to have two (2) access driveways; one (1) full access on C 134 and one (1) Right-In/Right-Out on C 462.

A review of left and right turn deceleration lanes on C 134 and C 462 at the project access driveways was conducted to determine if auxiliary turn lanes are necessary to maintain the integrity of traffic flow and capacity of the road during the peak hours. Left and right turn lanes are not warranted at the access driveways on C 134 based on a 2-lane daily adopted capacity of 6,570 and on C 462 based on a 2-lane daily adopted capacity of 13,320. The review was conducted based on Sumter County's *Code of Ordinances*. An excerpt is included in **Appendix M**.

4.5 Site Improvements

C 134 is a collector roadway with 9-foot lanes. The roadway does not currently have curb and gutters. The project adds approximately 2% of daily traffic to the roadway from the project entrance to C 462. The developer plans to widen the roadway to County standards from C 462 along the property (approximately 640 feet from the intersection), as shown in **Figure 5**.



4.6 Turn Lanes & Queue Analysis

A review of the existing turn lanes at the first major impacted intersection from the project access driveways (C 462 / Powell Road & C 466A) and the closest intersection (C462 & C 462), was conducted to determine if the lane lengths are adequate to support the existing and projected traffic. The turn lane lengths were compared to the 95th percentile queue lengths determined from the *HCM* existing and projected intersection analysis for the peak hour with the highest queue, as presented in **Table 7**.

The existing turn lanes at C 462 / Powell Road & C 466A are adequate for the existing and projected traffic, except for the southbound left turn lane, which requires additional capacity. The southbound left was also evaluated as dual left turn lanes which will provide sufficient storage to accommodate the maximum queue length. The existing northbound left turn lane at C 462 and C 134 is adequate for the existing and projected traffic.

Table 7
Turn Lanes & Queue Length

Intersection	App	# of Lns	Mvmt	95 th %ile Queue		Lane Length	Adequate Queue?
				Existing	Buildout		
C 462 / Powell Rd & C 466A	EB	1	Left	25'	25'	360'	YES
	WB	2	Left	83'	88'	620'	YES
		1	Right	205'	228'	420'	YES
	NB	1	Left	60'	78'	300'	YES
	SB	1	Left	263'	430'	380'	NO
		2	Left	--	215'	380'	YES
C 462 & C 134	NB	1	Left	25'	25'	335'	YES

Source: HCM Worksheets

5.0 MULTIMODAL ASSESSMENT

In the effort to ensure transportation network connectivity within the vicinity of the proposed development, this section evaluates alternative modes of transportation, emphasizing on the transit-network, pedestrian facilities, motorists/bicyclist facilities as well as the rail network.

5.1 Sidewalks and Pedestrian Facilities

A survey of existing sidewalks and pedestrian facilities was conducted using aerial photography and from information gathered during a field survey of the study area. C 462 is equipped with sidewalks on both sides of the road in the vicinity of the site. C 134 is not currently improved with sidewalks on either side of the road.

5.2 Bicycle Facilities

The study area was reviewed using recent aerial photography and during field visits to identify and verify bicycle facilities in the area. C 462 is equipped with on-road bicycle lanes on both sides of the road in the vicinity of the site. C 134 does not have dedicated on-road bicycle lanes.

5.3 Transit Services

Currently, this area is not served by fixed-route services. The Sumter County Connection offers a door-to-door service within the City for medical appointments, grocery shopping, and miscellaneous errands. This service is intended primarily for mobility impaired individuals and senior citizens but is opened to the public during all operating hours.

6.0 STUDY CONCLUSIONS

This traffic analysis was conducted to assess the impact of the proposed Villas at Wildwood development. The proposed project is a 192 townhouse dwelling units located on the southwest corner of the intersection of C 134 and C 462, in the City of Wildwood, Sumter County, Florida. The anticipated project buildout is year 2023. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity, and an access review.

The results of the traffic analysis are summarized as follows:

- The proposed development will generate 1,411 net external trips per day, of which 88 trips will occur during the AM peak hour and 106 trips will occur during the PM peak hour.
- The roadway segment analysis reveals that the study roadway segment of C 134 will continue to operate at an acceptable LOS in the background and projected scenarios. However, the segment of C 462 from C 134 to C 466A will operate inadequately due to the background traffic.
- The intersection analysis reveals that all intersections are projected to operate at an overall adequate LOS in the existing and projected scenarios at the project buildout.
- The existing turn lanes at C 462 / Powell Road & C 466A adequately supports the existing and projected traffic, except for the southbound left turn lane, which requires additional capacity. The southbound left was also evaluated as dual left turn lanes which will provide sufficient storage to accommodate the maximum queue length.
- The existing northbound left turn lane at C 462 and C 134 adequately supports the proposed development.
- The project driveways are projected to operate at an overall adequate LOS.

APPENDICES

Appendix A
Preliminary Site Plan



CONC. CONCRETE
 ELEC. ELECTRIC
 EX. EXISTING
 F.F.E. FINISHED FLOOR ELEVATION
 LF. LINEAR FEET
 P.B. PLAT BOOK
 PR. PROPOSED
 UTIL. UTILITY
 + STOP SIGN
 ——— EXISTING PROPERTY BOUNDARY



PROPOSED STORM WATER
(RETENTION AREA)

BICYCLE RACK

A-1 1-BEDROOM UNITS

B-1 2-BEDROOM UNITS

C-1 3-BEDROOM UNITS

1. SUMTER COUNTY PROPERTY APPRAISER'S PARCEL IDENTIFICATION NUMBER: G05-002 & G05-032 PROPERTY ADDRESS: 5741 & 5727 E. COUNTY ROAD 462, WILDWOOD, FLORIDA 34785, SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST
2. BEARINGS SHOWN HEREON ARE BASED ON THE NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 5, HAVING A GRID BEARING OF S 89°56'35" E. THE GRID BEARINGS AS SHOWN HEREON REFER TO THE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83-2011 ADJUSTMENT) FOR THE WEST ZONE OF FLORIDA.
3. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) BASED ON NATIONAL GEODETIC SURVEY BENCHMARK "R 753", HAVING A PUBLISHED ELEVATION OF 63.61 FEET.
4. EXISTING ZONING: R4
5. EXISTING LAND USE: VACANT
6. FUTURE LAND USE: LAND USE: HIGH DENSITY RESIDENTIAL (HDR)
7. THE SUBJECT PARCEL LIES IN FLOOD ZONE "X", ACCORDING TO FLOOD INSURANCE RATE MAP, MAP NO. 12190C132D FOR SUMTER COUNTY, DATED SEPTEMBER 27, 2013, SUMTER COUNTY COMMUNITY NO. 120296, CITY OF WILDWOOD COMMUNITY NO. 120299 AND ISSUED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. LINES SHOWN, IF ANY, HAVE BEEN DIGITALLY TRANSLATED FROM DFIRM DATABASE INFORMATION SUPPLIED BY THE FEMA MAP SERVICE CENTER (<https://msc.fema.gov>).
8. DEVELOPMENT AREA: 18.67 AC ± (312.312 20 S.F. ±)
9. PROPOSED LAND USE: RESIDENTIAL (ATTACHED LEASED UNITS)
10. PROPOSED BUILDING HEIGHTS:
 - BUILDING TYPE 1 (1 STORY) = 30'
11. PROPOSED EMPLOYEES: 3 (AT PROPERTY MANAGERS OFFICE IN CLUBHOUSE)
12. CONSTRUCTION SCHEDULE: AUGUST 2022 TO DECEMBER 2022.
13. A SIGN PERMIT IS REQUIRED FOR ANY PROPOSED MONUMENT SIGN.
14. IMPERVIOUS / OPEN SPACE AREAS: 813,312.20 S.F. (18.69 AC. ±)
 - IMPERVIOUS AREAS: 379,408 S.F. (8.71 AC. ±)(47%)
 - ASPHALT - 150,718 S.F.
 - CONCRETE - 90,605 S.F.
 - BUILDINGS - 137,649 S.F. (INCLUDES CLUBHOUSE & POOL AREA
 - OPEN SPACE: 433,858 S.F. (9.96 AC. ±)(53%)
15. PARKING PROVIDED: 397 SPACES (318 STRIPED & 79 GARAGE)(4.16 SPACES/UNIT)
16. ALL OTHER INTERNAL ROADWAYS ARE TO BE PRIVATELY OWNED & MAINTAINED.
17. ALL ELECTRONICALLY OPERATED GATES MUST BE EQUIPPED WITH "CLICKCENTER" EMERGENCY VEHICLE ACCESS.
18. FIRE LANE STRIPING AND SIGNAGE AT EACH FIRE APPURTENANCE PER F.P.P.C. 1-18.2.3.6.

DENSITY	
RESIDENTIAL UNITS	192
GROSS AREA (AC.)	18.67
GROSS DEN. (UNIT/AC.)	10.28

Appendix B
CR 134 Residence Methodology & Approval

Stephanie Mandello

From: Cohoon, Steven <Steven.Cohoon@sumtercountyfl.gov>
Sent: Wednesday, April 14, 2021 9:12 AM
To: Stephanie Mandello
Cc: 21047 COUNTY ROAD 134 RESIDENCE; Snyder, Deborah
Subject: RE: 21047 CR 134 Residence

Stephanie,

You may proceed with developing the Traffic Impact Analysis (TIA). Please be sure to replace any reference to CR 139 with Powell Road. Lastly, the TIA will need to include an analysis of CR 134 per the substandard roads section of the Sumter County TIA guidelines dated June 2020.

Sincerely,

Steven Cohoon
Assistant Director – Planning and Design
Public Works
Board of Sumter County Commissioners
Tel: 352-689-4400
Fax: 352-689-4401
www.sumtercountyfl.gov

From: Stephanie Mandello <sm@trafficmobility.com>
Sent: Friday, April 09, 2021 3:34 PM
To: Cohoon, Steven <Steven.Cohoon@sumtercountyfl.gov>
Cc: 21047 COUNTY ROAD 134 RESIDENCE <21047@trafficmobility.com>; Snyder, Deborah <Deborah.Snyder@sumtercountyfl.gov>
Subject: 21047 CR 134 Residence

Steven,

Kindly find attached the update methodology report for CR 134 Residence for your review. Please let me know if you have any questions.

Thank you,
Stephanie

Stephanie Mandello
TRAFFIC & MOBILITY CONSULTANTS LLC
3101 Maguire Boulevard, Suite 265
Orlando, FL 32803
Office: (407) 531-5332 Ext 216
Fax: (407) 531-5331
sm@trafficmobility.com

From: Cohoon, Steven <Steven.Cohoon@sumtercountyfl.gov>
Sent: Thursday, April 8, 2021 10:31 AM



MEMORANDUM

April 9, 2021

Re: CR 134 Residence
Traffic Impact Analysis Methodology
City of Wildwood, Florida
Project № 21047

The following is a methodology outline for the Traffic Impact Analysis (TIA) for the above referenced project. The methodology is consistent with the requirements of the City of Wildwood and Sumter County for a Major TIA.

Project Description

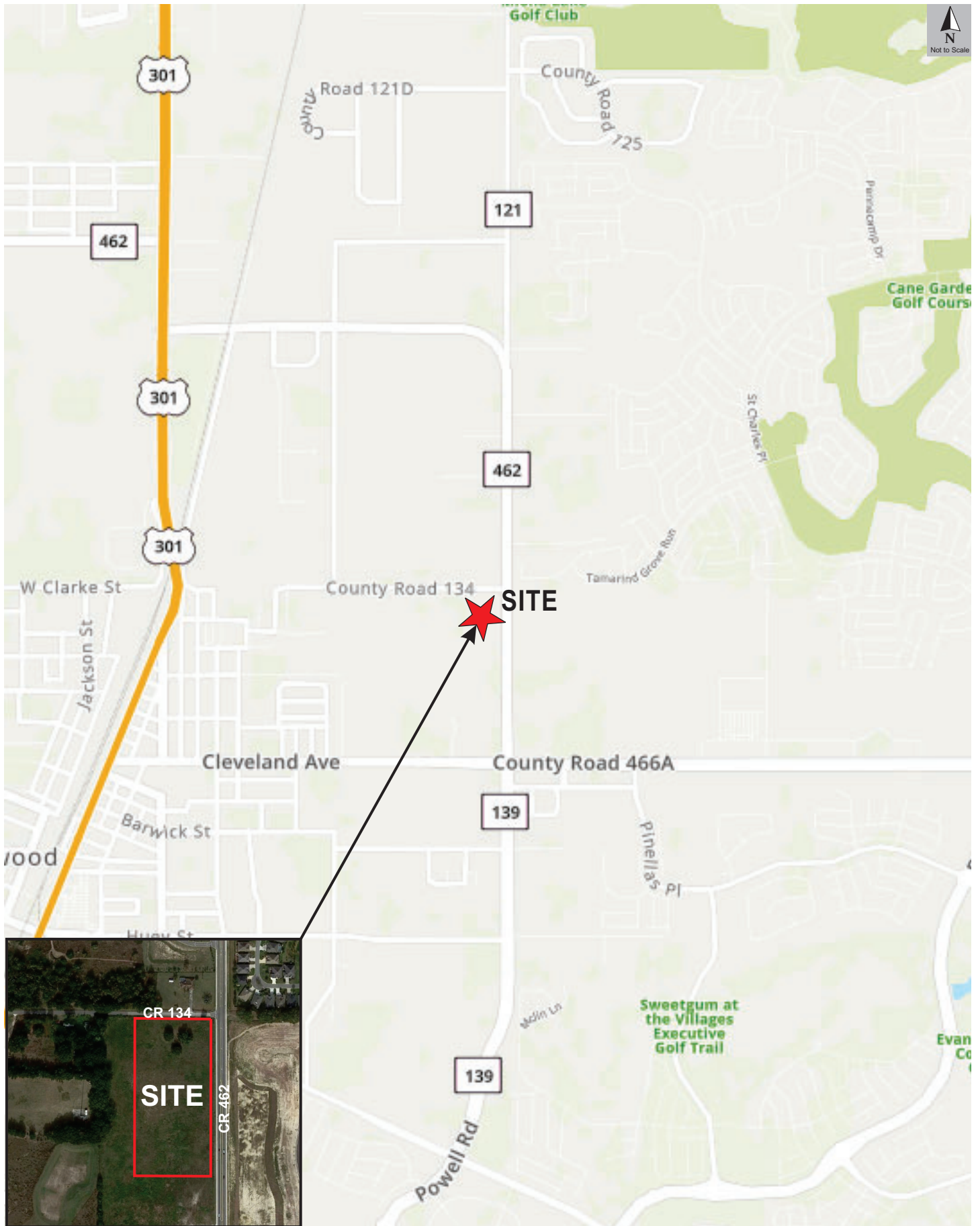
The proposed project includes 190 townhouse dwelling units. The project has an anticipated buildout year of 2023. A copy of the conceptual site plan is provided in the **Attachments**.

Project Location

The +/- 18.66-acre property is located on the southwest corner of CR 462 and CR 134, in the City of Wildwood, Florida, as shown in **Figure 1**.

Project Access

Access to the site is proposed via two (2) access driveways; one (1) Right-In/Right-Out on CR 462 and one (1) full access on CR 134.



Trip Generation

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 10th Edition*. **Table 1** summarizes the trip generation analysis, and the detailed ITE sheets are included in the **Attachments**.

Table 1
Trip Generation

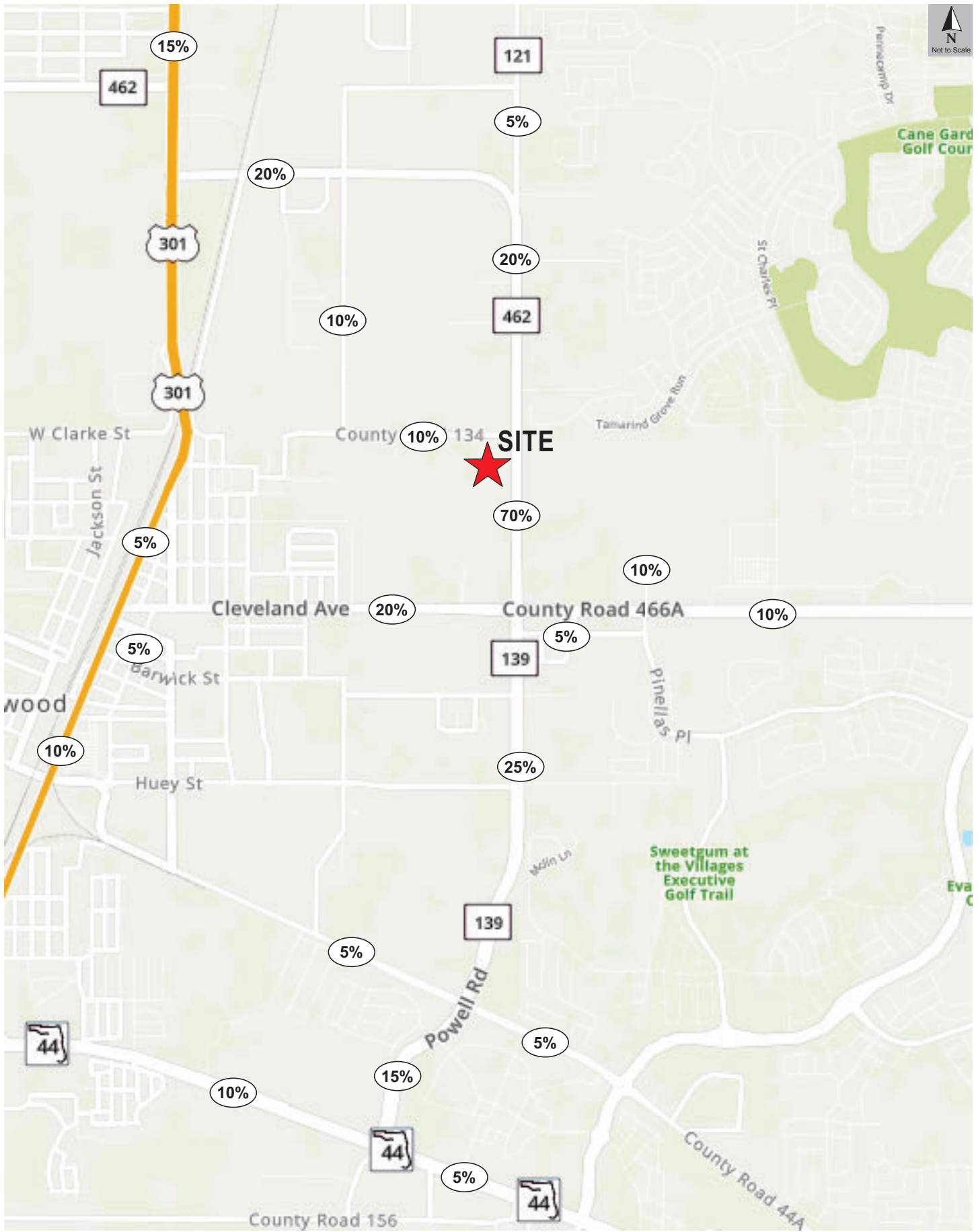
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multifamily Townhouses	190 DU	7.34	1,395	0.46	87	20	67	0.55	105	66	39

*Trip Generation analysis based on ITE Trip Generation Manual, 10th Edition.
The ITE equations were used since R^2 was greater than 0.75*

The proposed development is projected to generate 1,395 net external daily trips, of which 87 trips occur during the AM peak hour and 105 trips occur during the PM peak hour. The project generates more than 1,000 average daily trips; therefore, a Major Traffic Impact Analysis is required.

Trip Distribution

The *Central Florida Regional Planning Model* (CFRPM), version 6.1 based on the *Florida Standard Urban Transportation Model Structure* (FSUTMS) was used to analyze the project's trip distribution percentages onto the roadway network. The model distribution was adjusted to reflect the local network as well as prevailing traffic flow patterns. The raw model output is included in the **Attachments** and the adjusted general distribution is illustrated in **Figure 2**.



Study Area

In accordance with the requirements of a Major TIA methodology, the study area will encompass roadway segments that are adjacent to the development, along with the segments where project traffic is greater than 3% of the Generalized Peak Hour Two-Way Maximum Service Volume or more than 70 peak hour two-way trips. All major intersections that are part of the impacted roadways and intersections within 1,320 feet of the site access will also be included. The roadway segment significance analysis is in **Table 2**. The *2014/2015 Sumter County Transportation Management System (TMS)* and FDOT's *2020 Quality/Level of Service (Q/LOS)* data is included in the **Attachments**.

Table 2
Study Area

Roadway Segment	# LNS	LOS Std	LOS Cap	Project % Dist	2-Way Trips	% Cap	Adjacent to site?	Included in Study?
CR 139 (Powell Road)								
CR 44A to CR 466A	4	D	2,628	25%	26	0.61%	N	N
CR 44A								
CR 213 to US 301 / SR 35	2	D	1,197	0%	0	0.00%	N	N
US 301 SR 35 to CR 139	2	D	1,197	5%	5	0.25%	N	N
CR 462								
US 301 / SR 35 to CR 131	2	D	1,197	20%	21	1.09%	N	N
CR 131 to CR 121	2	D	1,197	20%	21	1.09%	N	N
CR 121 to CR 134	2	D	1,197	20%	21	1.09%	N	N
CR 134 to CR 466A	2	D	1,197	70%	74	3.93%	Y	Y
CR 466A								
US 301 / SR 35 to CR 462 / CR 139	2	D	1,197	20%	21	1.09%	N	N
CR 462 / CR 139 to CR 133 (NE 57th Dr)	4	D	2,628	20%	21	0.49%	N	N
CR 133 (NE 57th Dr) to Buena Vista Blvd	4	D	2,628	10%	11	0.27%	N	N
US 301								
CR 44A to CR 466A	4	D	3,580	10%	11	0.20%	N	N
CR 466A to CR 462 (South)	4	D	3,580	5%	5	0.08%	N	N

Source: 2014/2015 Sumter County TMS Segment Report
FDOT's Q/LOS Tables 4 & 7

The following roadway segment will be analyzed for the PM peak hour as part of this study:

Roadway Segment

- CR 462
 - CR 134 to CR 466A

The following intersections will be analyzed for the AM and PM peak hour:

Study Intersections

- CR 134 and CR 462 (Two-Way Stop-Control)
- CR 127 and CR 462 (Two-Way Stop-Control)
- CR 466A and CR 462 / CR 139 (Signalized)
- CR 134 and Project Access Driveway
- CR 462 and Project Access Driveway

Capacity Analysis

The TIA will include an analysis of the peak hour conditions in the existing year and the project buildout year (2023). The capacity analysis will be based on service volumes from the *2020 Sumter County Roadway Network Capacity Report*, FDOT's *2020 Quality/Level of Service (Q/LOS) Manual*, and the methods of the *Highway Capacity Manual (HCM)*, 6th Edition.

Projected Traffic

The TIA will include an analysis of the roadway segment in the PM peak hour. The study intersections will be analyzed for AM and PM peak hour operations. Offsite and access improvements necessary to support the proposed development at buildout will be identified in the study.

Projected background traffic for the buildout year (2023) will be calculated using the following approved developments included as committed trips: Wildwood Residential and Turkey Run PUD. A growth rate may also be calculated using a 5-year historical annual growth rate or a minimum annual growth rate of 1.0%. Historical traffic volume counts will be obtained from Sumter County or FDOT to determine the observed traffic growth on the study segments.

Planned and Programmed Improvements

Planned and programmed improvements that may be available from the County's Capital Improvement Program (CIP), the FDOT's Work Program, and/or the LSMPO Transportation Improvement Program (TIP) for any of the study segments will be utilized, if applicable.

Report

A report will be prepared for submittal to the City of Wildwood documenting the analysis and findings.

Appendix C
2020 Roadway Network Capacity Report & 2014/2015 TMS Tables

Sumter County Annual Traffic Counts
2020 Volumes Summary

Station ID	Street	Location Description	Start Date	Duration									A.M. Peak Hour						P.M. Peak Hour						# of Lanes	Posted Speed	Golf Cart			
					2013	2014	2015	2016	2017	2018	2019	2020	Time	Total	NB/EB	SB/WB	'K'	'D'	Time	Total	NB/EB	SB/WB	'K'	'D'			2017	2018	2019	2020
7	C-44A	300 feet west of CR 139 east of US 301	01/30/20	24-HR	-	-	-	-	7,279	7,215	6,664	6,513	11:45 AM	559	279	280	8.6%	50.1%	3:45 PM	623	327	296	9.6%	52.5%	4	25	--	--	--	--
8	C-44A	150' East of CR 221(West of US 301)	01/30/20	24-HR	3,110	816	1,077	1,301	1,372	1,075	1,298	1,522	8:15 AM	109	73	36	7.2%	67.0%	5:00 PM	174	68	106	11.4%	60.9%	2	35	--	--	--	--
9	C-44A	500' West of Buena Vista Boulevard	-	24-HR	2,324	4,180	5,621	6,127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	35	--	--	--	--	
10	S Buena Vista	200 feet south of Tall Trees Lane	01/14/20	24-HR	-	-	-	-	19,439	18,947	20,095	18,162	11:30 AM	1,711	839	872	9.4%	51.0%	12:00 PM	1,729	878	851	9.5%	50.8%	4	35	--	--	--	--
11	C-462W	400' East of C-475N	01/30/20	24-HR	488	621	587	498	1,151	802	825	776	10:30 AM	68	49	19	8.8%	72.1%	5:15 PM	95	17	78	12.2%	82.1%	2	45	--	--	--	--
12	C-462E	275' East of CR 131	-	24-HR	7,701	10,839	10,024	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	35	--	--	--	--	
13	C-462E	20' East of CR 221	02/18/20	24-HR	2,138	2,291	2,540	2,502	3,938	2,644	2,888	3,117	7:30 AM	301	190	111	9.7%	63.1%	4:15 PM	330	120	210	10.6%	63.6%	2	45	--	--	--	--
14	C-462E	500' West of US 301	02/12/20	24-HR	2,458	2,450	2,856	3,109	3,044	3,331	3,385	3,140	7:00 AM	259	195	64	8.2%	75.3%	4:45 PM	351	104	247	11.2%	70.4%	2	55	--	--	--	--
15	C-462E	200' East of US 301	01/30/20	24-HR	6,562	8,545	9,051	8,865	9,819	10,876	12,120	11,882	11:15 AM	879	424	455	7.4%	51.8%	4:45 PM	1,032	397	635	8.7%	61.5%	2	45	--	--	--	--
16	C-462E	200' N. of NE 81 st. Blvd.	-	24-HR	8,043	10,713	10,750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	45	--	--	--	--	
17	C-462E	500' North of C-466A	02/04/20	24-HR	8,553	11,194	11,688	10,926	9,833	10,954	11,810	13,297	7:30 AM	1,102	456	646	8.3%	58.6%	4:30 PM	1,139	644	495	8.6%	56.5%	2	45	--	--	--	--
18	C-466W	300' South of C-475N	02/26/20	24-HR	4,680	4,670	4,898	5,067	5,166	5,674	5,961	5,328	8:30 AM	355	145	210	6.7%	59.2%	4:15 PM	487	297	190	9.1%	61.0%	2	45	--	--	--	--
19	C-466E	250' East of CR 229	01/30/20	24-HR	5,257	5,232	6,028	6,721	3,638	6,854	7,555	8,182	6:45 AM	562	171	391	6.9%	69.6%	5:00 PM	787	514	273	9.6%	65.3%	2	55	--	--	--	--
20	C-466E	450' West of US 301	02/04/20	24-HR	6,471	7,325	7,676	7,117	-	8,153	8,726	8,682	7:45 AM	635	394	241	7.3%	62.0%	4:45 PM	766	282	484	8.8%	63.2%	2	35	--	--	--	--
22	C-466E	300' West of R/R	02/04/20	24-HR	19,345	22,576	25,799	24,533	25,692	24,995	25,324	26,459	8:00 AM	2,097	1,078	1,019	7.9%	51.4%	3:30 PM	2,366	1,067	1,299	8.9%	54.9%	5	45	--	--	--	--
25	C-466E	300' West of CR 103	01/14/20	24-HR	17,855	20,358	21,891	20,927	23,147	21,205	21,605	20,779	10:45 AM	1,656	911	745	8.0%	55.0%	2:30 PM	1,848	848	1,000	8.9%	54.1%	5	45	--	--	--	--
28	C-466E	200' West of CR 101	02/26/20	24-HR	24,398	24,914	27,634	26,232	26,729	24,981	25,444	23,530	11:45 AM	2,224	1,034	1,190	9.5%	53.5%	12:15 PM	2,356	1,099	1,257	10.0%	53.4%	5	45	--	--	--	--
31	C-466E	400' W. of Buena Vista Blvd.	02/26/20	24-HR	18,014	30,289	21,946	31,540	31,523	29,899	31,080	31,176	11:00 AM	2,430	1,135	1,295	7.8%	53.3%	12:30 PM	2,682	1,248	1,434	8.6%	53.5%	4	45	--	--	--	--
34	C-466E	500' E. of Buena Vista Blvd.	01/14/20	24-HR	20,988	23,900	22,604	25,097	24,723	24,377	24,879	23,316	11:45 AM	1,970	939	1,031	8.4%	52.3%	2:15 PM	2,130	992	1,138	9.1%	53.4%	4	45	--	--	--	--
37	C-466E	500' East of Morse Blvd.	02/26/20	24-HR	29,401	25,854	28,037	27,929	28,023	25,763	27,144	25,367	11:15 AM	2,234	1,156	1,078	8.8%	51.7%	12:00 PM	2,227	1,200	1,027	8.8%	53.9%	4	45	--	--	--	--
40	C-466A (Cleveland)	150' East of US 301	01/30/20	24-HR	7,997	-	4,402	9,163	10,433	10,317	9,137	10,975	11:45 AM	931	471	460	8.5%	50.6%	12:45 PM	974	479	495	8.9%	50.8%	2	30	--	--	--	--
41	C-466A	500' East of CR 139	02/04/20	24-HR	13,132	15,222	16,304	19,085	18,870	19,706	22,776	24,123	11:45 AM	2,199	1,078	1,121	9.1%	51.0%	12:00 PM	2,200	1,071	1,129	9.1%	51.3%	5	45	--	--	--	--
43	C-466A	500' W. of Buena Vista Blvd.	02/04/20	24-HR	13,429	15,724	18,289	19,781	21,110	22,940	25,010	26,843	11:15 AM	2,529	1,215	1,314	9.4%	52.0%	12:15 PM	2,507	1,222	1,285	9.3%	51.3%	4	45	--	--	--	--
46	C-466A	300' W. of Morse Blvd.	01/29/20	24-HR	12,288	15,099	15,696	16,403	17,032	17,959	18,028	18,455	11:30 AM	1,732	820	912	9.4%	52.7%	12:00 PM	1,723	806	917	9.3%	53.2%	4	45	--	--	--	--
49	C-466A	50' W. of Lake County Line	02/26/20	24-HR	14,490	16,441	17,960	18,515	17,714	20,240	19,532	20,108	11:30 AM	1,740	866	874	8.7%	50.2%	3:00 PM	1,856	907	949	9.2%	51.1%	2	45	--	--	--	--
50	C-468	1400' South of SR 44E	02/26/20	24-HR	3,392	3,670	4,401	4,638	6,976	9,999	13,344	12,282	11:45 AM	1,142	602	540	9.3%	52.7%	12:00 PM	1,133	591	542	9.2%	52.2%	2	45	--	--	--	--
51	C-468	500' East of CR 501	02/26/20	24-HR	2,682	2,956	3,119	3,587	5,971	8,991	10,996	11,239	11:30 AM	950	450	500	8.5%	52.6%	3:30 PM	980	519	461	8.7%	53.0%	2	55	--	--	--	--
52	C-468	500' West of CR 501	02/08/20	24-HR	2,373	2,329																								



COUNTY TRANSPORTATION MANAGEMENT SYSTEM

SUMTER COUNTY TMS SEGMENT REPORT - 2014/15 Level of Service

Posted on January 16, 2015

Segment ID	ROAD NAME	FROM	TO	NUMBER OF LANES	AREA TYPE	MAINTAINING AGENCY	JURISDICTION	FUNCTIONAL CLASSIFICATION	FDOT LOS STANDARD	LOS CAPACITY	EVACUATION ROUTE	LOS CODE	PEAK HOUR DIRECTION CAPACITIES					2014/15 LEVEL OF SERVICE							
													A	B	C	D	E	AADT	PM PEAK HOUR TOTAL	EB/NB	V/C RATIO	LOS	WB/SB	V/C RATIO	LOS
5000	BAILEY TRL	BUENA VISTA BLVD (N)	SUNSET RIDGE DR	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	2UC	0	0	333	675	720	10,420	1,199	635	0.94	D	564	0.84	D
5010	BAILEY TRL	SUNSET RIDGE DR	ST. CHARLES PLACE	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	2UC	0	0	333	675	720	8,630	674	472	0.70	D	11	0.02	C
5020	BAILEY TRL	ST. CHARLES PL	BASSINGER CT	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	2UC	0	0	333	675	720	2,785	327	169	0.25	C	178	0.26	C
5030	BAILEY TRL	BASSINGER CT	BUENA VISTA BLVD (S)	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	2UC	0	0	333	675	720	4,203	526	268	0.40	C	258	0.38	C
6000030	BELVEDERE BLVD	C-466E	CHURCHILL DOWNS	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	792	N	2UMC	0	0	747	792	792	9,456	1,159	521	0.66	C	638	0.81	C
6000035	BELVEDERE BLVD	CHURCHILL DOWNS	BUENA VISTA BLVD	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	792	N	2UMC	0	0	747	792	792	6,384	885	447	0.56	C	438	0.55	C
6000050	BONITA BLVD	BUENA VISTA BLVD	CANAL ST	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	2UC	0	0	333	675	720	3,390	382	187	0.28	C	195	0.29	C
6000045	BONITA BLVD	CANAL ST	MORSE BLVD N	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	2UC	0	0	333	675	720	3,664	367	170	0.25	C	197	0.29	C
6000015	BUENA VISTA BLVD	SR 44	C-44A	4D	U	COUNTY	WILDWOOD	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	14,258	1,302	740	0.41	C	562	0.31	C
6000010	BUENA VISTA BLVD	C-44A	C-466A	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	5,171	455	168	0.09	C	287	0.16	C
6000005	BUENA VISTA BLVD	C-466A	ST. CHARLES PL	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	18,280	1,549	808	0.45	C	741	0.41	C
60000051	BUENA VISTA BLVD	ST. CHARLES PL	ODELL CIRCLE S. END	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	13,503	1,201	601	0.33	C	600	0.33	C
60000052	BUENA VISTA BLVD	ODELL CIRCLE S. END	BONITA BLVD	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	11,989	1,054	507	0.28	C	547	0.30	C
60000053	BUENA VISTA BLVD	BONITA BLVD	ODELL CIRCLE N. END	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	13,857	1,203	555	0.31	C	648	0.36	C
60000054	BUENA VISTA BLVD	ODELL CIRCLE N. END	STILLWATER TRAIL	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	23,008	1,968	844	0.47	C	1,124	0.62	C
60000055	BUENA VISTA BLVD	STILLWATER TRAIL	TEMBERRY FOREST DR	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	18,971	1,616	736	0.41	C	880	0.49	C
60000056	BUENA VISTA BLVD	TEMBERRY FOREST DR	C-472 (Rainey Trail)	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	23,372	2,056	992	0.55	C	1,064	0.59	C
3300000	BUENA VISTA BLVD	C-472 (Rainey Trail)	BELVEDERE BLVD	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	20,922	1,818	866	0.48	C	952	0.53	C
33000001	BUENA VISTA BLVD	BELVEDERE BLVD	TALL TREES LN	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	20,492	1,727	836	0.46	C	891	0.50	C
33000002	BUENA VISTA BLVD	TALL TREES LN	LAUREL MANOR DR	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	20,327	1,701	835	0.46	C	866	0.48	C
33000003	BUENA VISTA BLVD	LAUREL MANOR DR	C-466	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	19,125	1,647	839	0.47	C	808	0.45	C
50000101	BUENA VISTA BLVD	C-466	SADDLEBROOK LN	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	17,643	1,473	730	0.41	C	743	0.41	C
50000102	BUENA VISTA BLVD	SADDLEBROOK LN	EL CAMINO REAL	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	20,049	1,655	868	0.48	C	787	0.44	C
5000000	BUENA VISTA BLVD	EL CAMINO REAL	MARION COUNTY BOUNDARY	4D	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	1,800	N	4UMC	0	0	1,719	1,800	1,800	15,471	1,308	731	0.41	C	577	0.32	C
5000110	BUENOS AIRES BLVD	EL CAMINO REAL	US 27/US 441/SR 500	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	MAJOR COLLECTOR	D	792	N	2UMC	0	0	747	792	792	11,277	1,034	434	0.55	C	600	0.76	C
4040	BUTTONWOOD RUN	HARDING PATH	ST. CHARLES PL	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	2UC	0	0	333	675	720	5,241	606	361	0.53	D	245	0.36	C
35281102	C-44A	SR 44 (W)	CR 213	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	2UC	0	0	333	675	720	816	85	36	0.05	C	49	0.07	C
35281103	C-44A	CR 213	US 301/SR 35	2U	U	COUNTY	WILDWOOD	COLLECTOR	D	675	N	2UC	0	0	333	675	720	1,052	99	67	0.10	C	32	0.05	C
3528120	C-44A	US 301/SR 35	CR 139	2U	U	COUNTY	WILDWOOD	COLLECTOR	D	675	N	2UC	0	0	333	675	720	2,602	261	124	0.18	C	137	0.20	C
35281301	C-44A	CR 139	BUENA VISTA BLVD	4U	U	COUNTY	WILDWOOD	COLLECTOR	D	1,467	N	4UC	0	0	657	1,467	1,530	4,180	371	157	0.11	C	214	0.15	C
35281302	C-44A	BUENA VISTA BLVD	SR 44 (E)	2U	U	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	D	675	N	2UC	0	0	333	675	720	1,262	115	54	0.08	C	61	0.09	C
3542100	C-462	C-475	CR 229	2U	R	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	C	603	N	2RC	0	0	603	666	666	621	77	48	0.08	C	29	0.05	C
3542120	C-462	CR 229	CR 223	2U	R	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	C	603	N	2RC	0	0	603	666	666	1,125	108	45	0.07	C	63	0.10	C
3542130	C-462	CR 223	CR 209	2U	R	COUNTY	UNINCORPORATED SUMTER COUNTY	COLLECTOR	C	603	N	2RC	0	0	603	666	666	2,291	226	140	0.23	C	86	0.14	C
3542150	C-462	CR 209	US 301/SR 35	2U	U	COUNTY	WILDWOOD	COLLECTOR	D	675	N	2UC	0	0	333	675	720	2,450	264	88	0.13	C	176	0.26	C
3541110	C-462	US 301/SR 35	CR 131	2U	U	COUNTY	WILDWOOD	COLLECTOR	D	675	N	2UC	0	0	333										

Appendix D
Turning Movement Counts & Seasonal Factor Data

TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

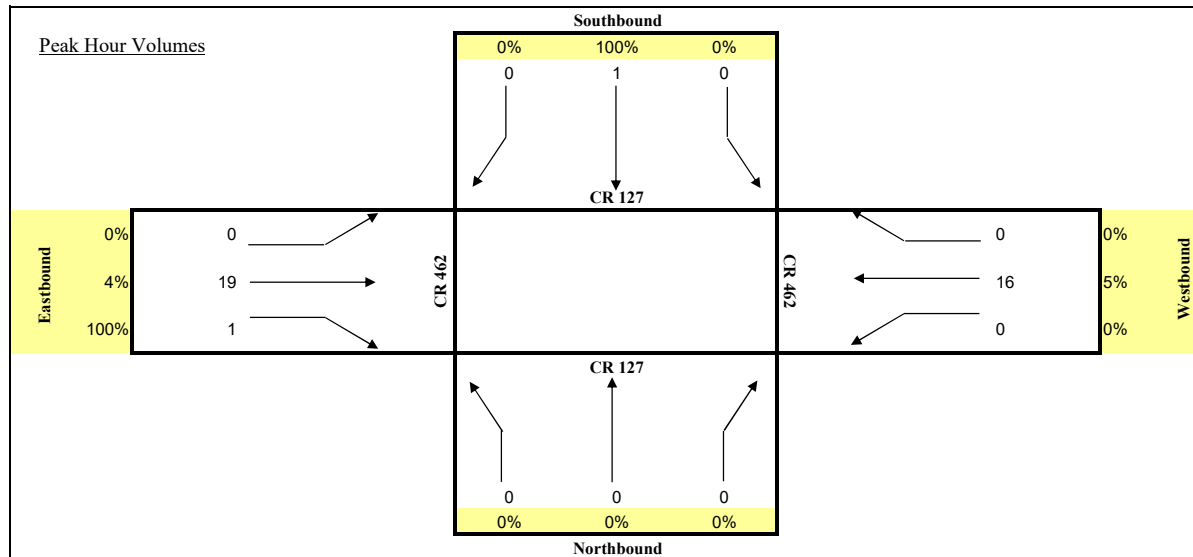
Intersection (N/S): CR 127

Intersection (E/W): CR 462

Date: 4/13/2021

		CR 127			CR 127			CR 462			CR 462			TOTAL
Start	End	NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	0	0	0	0	0	0	5	0	0	3	0	8
7:15 AM	7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
7:30 AM	7:45 AM	0	0	0	0	0	0	0	4	0	0	7	0	11
7:45 AM	8:00 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
8:00 AM	8:15 AM	0	0	0	0	1	0	0	2	0	0	3	0	6
8:15 AM	8:30 AM	0	0	0	0	0	0	0	4	0	0	6	0	10
8:30 AM	8:45 AM	0	0	0	0	0	0	0	5	0	0	4	0	9
8:45 AM	9:00 AM	0	0	0	0	0	0	0	8	1	0	3	0	12

Total for:	7:00 AM	8:00 AM	0	0	0	0	0	0	0	12	0	0	16	0	28
Total for:	8:00 AM	9:00 AM	0	0	0	0	1	0	0	19	1	0	16	0	37
Tota Peak Hour:	8:00 AM	9:00 AM	0	0	0	0	1	0	0	19	1	0	16	0	37
Overall PHF:	0.77														

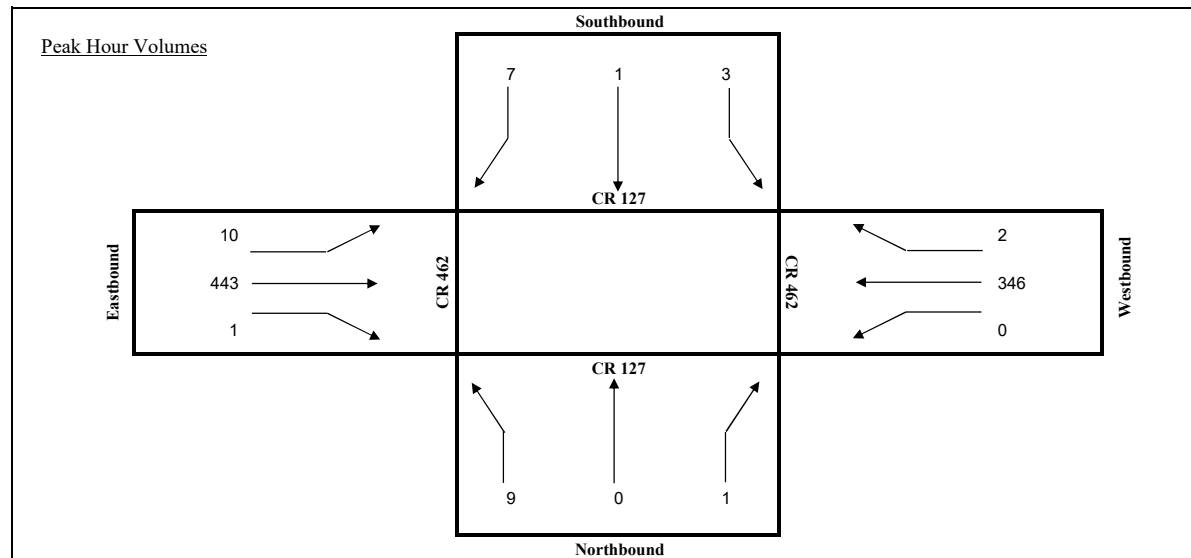


TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

Intersection (N/S): CR 127
(E/W) CR 462
Date: 4/13/2021

		CR 127			CR 127			CR 462			CR 462			TOTAL
Start	End	NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	1	0	0	1	0	1	1	62	1	1	56	2	126
7:15 AM	7:30 AM	0	0	0	0	0	1	0	99	1	0	52	1	154
7:30 AM	7:45 AM	1	0	0	1	0	1	3	126	1	0	97	0	230
7:45 AM	8:00 AM	4	0	0	0	0	3	3	127	0	0	96	1	234
8:00 AM	8:15 AM	2	0	0	0	1	1	2	110	0	0	69	1	186
8:15 AM	8:30 AM	2	0	1	2	0	2	2	80	0	0	84	0	173
8:30 AM	8:45 AM	0	0	0	1	0	1	0	106	1	0	96	0	205
8:45 AM	9:00 AM	0	0	0	1	0	1	0	97	3	0	87	1	190

Total for:	7:00 AM	8:00 AM	6	0	0	2	0	6	7	414	3	1	301	4	744
Total for:	8:00 AM	9:00 AM	4	0	1	4	1	5	4	393	4	0	336	2	754
Tota Peak Hour:	7:30 AM	8:30 AM	9	0	1	3	1	7	10	443	1	0	346	2	823
Overall PHF:	0.88														



TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

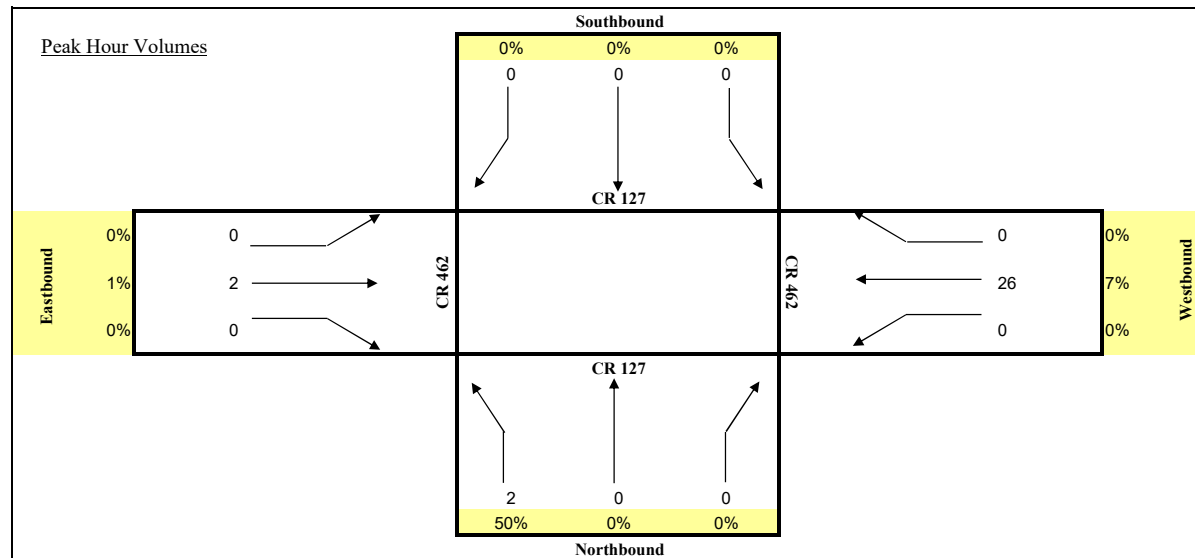
Intersection (N/S): CR 127

Intersection (E/W): CR 462

Date: 4/13/2021

		CR 127			CR 127			CR 462			CR 462			TOTAL	
Start	End	NB			SB			EB			WB				
		R	T	L	R	T	L	R	T	L	R	T	L		
4:00 PM	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	13	0	14
4:15 PM	4:30 PM	1	0	0	0	0	0	0	0	0	0	0	5	0	6
4:30 PM	4:45 PM	1	0	0	0	0	0	0	0	0	0	0	5	0	6
4:45 PM	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	3	0	4
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	0	1	0	0	0	0	3	0	4
5:30 PM	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	5	0	6
5:45 PM	6:00 PM	0	0	0	0	1	0	0	0	0	0	0	2	0	3

Total for:	4:00 PM	5:00 PM	2	0	0	0	0	0	0	2	0	0	26	0	30
Total for:	5:00 PM	6:00 PM	0	0	0	0	1	0	1	1	0	0	10	0	13
Tota Peak Hour:	4:00 PM	5:00 PM	2	0	0	0	0	0	0	2	0	0	26	0	30
Overall PHF:	0.54														



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

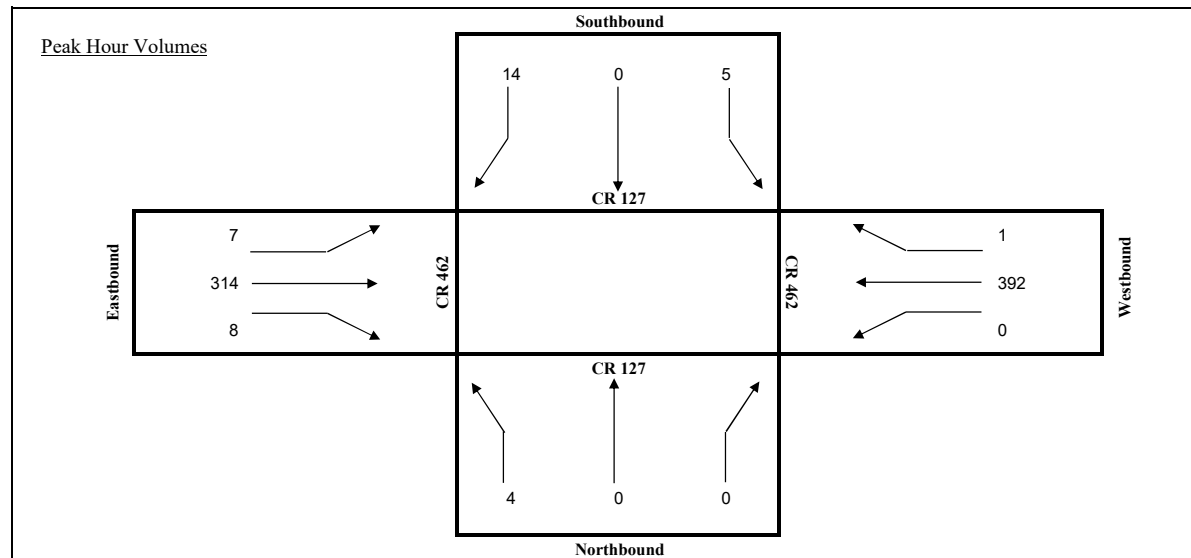
Intersection (N/S): CR 127

Intersection (E/W): CR 462

Date: 4/13/2021

		CR 127			CR 127			CR 462			CR 462			TOTAL
Start	End	NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	2	0	0	0	1	2	1	83	0	1	118	1	209
4:15 PM	4:30 PM	1	0	0	0	0	2	1	67	1	0	99	0	171
4:30 PM	4:45 PM	2	0	0	1	0	3	2	68	1	0	99	1	177
4:45 PM	5:00 PM	1	0	0	0	0	2	1	62	2	0	96	0	164
5:00 PM	5:15 PM	2	0	0	1	0	4	3	98	5	0	108	0	221
5:15 PM	5:30 PM	1	0	0	0	0	1	2	84	0	0	92	0	180
5:30 PM	5:45 PM	0	0	0	4	0	7	1	70	1	0	96	1	180
5:45 PM	6:00 PM	2	0	0	1	1	4	1	61	3	0	91	0	164

Total for:	4:00 PM	5:00 PM	6	0	0	1	1	9	5	280	4	1	412	2	721
Total for:	5:00 PM	6:00 PM	5	0	0	6	1	16	7	313	9	0	387	1	745
Tota Peak Hour:	4:45 PM	5:45 PM	4	0	0	5	0	14	7	314	8	0	392	1	745
Overall PHF:	0.84														



TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

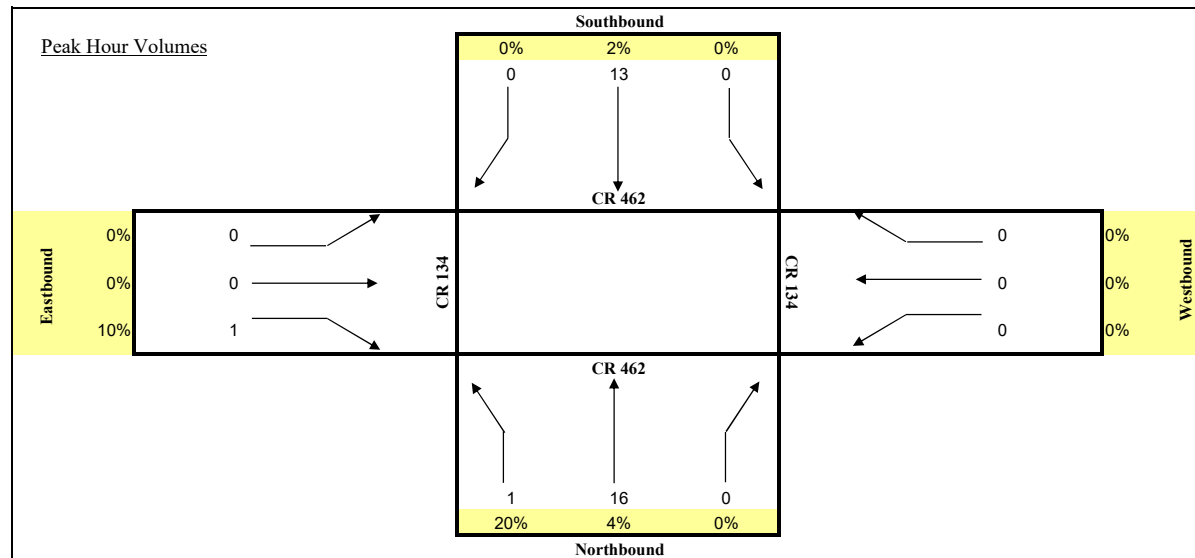
Intersection (N/S): CR 462

Intersection (E/W): CR 134

Date: 4/13/2021

		CR 462			CR 462			CR 134			CR 134			TOTAL
Start	End	NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	3	0	0	5	0	0	0	0	0	0	0	8
7:15 AM	7:30 AM	0	4	0	0	1	0	0	0	1	0	0	0	6
7:30 AM	7:45 AM	0	6	0	0	3	0	0	0	0	0	0	0	9
7:45 AM	8:00 AM	1	1	0	0	5	0	0	0	0	0	0	0	7
8:00 AM	8:15 AM	0	5	0	0	4	0	0	0	0	0	0	0	9
8:15 AM	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
8:30 AM	8:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	6
8:45 AM	9:00 AM	0	3	0	0	9	0	0	0	0	0	0	0	12

Total for:	7:00 AM	8:00 AM	1	14	0	0	14	0	0	0	1	0	0	0	30
Total for:	8:00 AM	9:00 AM	0	13	0	0	18	0	0	0	0	0	0	0	31
Tota Peak Hour:	7:15 AM	8:15 AM	1	16	0	0	13	0	0	0	1	0	0	0	31
Overall PHF:	0.86														

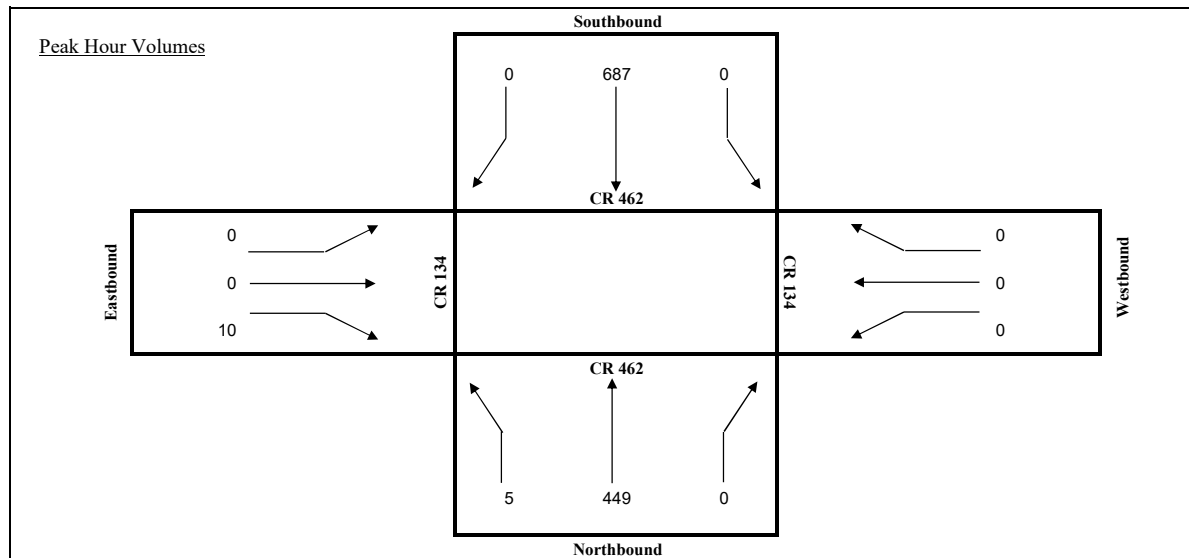


TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

Intersection (N/S): CR 462
(E/W) CR 134
Date: 4/13/2021

CR 462					CR 462			CR 134			CR 134			TOTAL
Start	End	NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	76	0	0	98	0	0	0	3	0	0	0	177
7:15 AM	7:30 AM	1	83	0	0	159	0	0	0	1	0	0	0	244
7:30 AM	7:45 AM	1	127	0	0	195	0	0	0	4	0	0	0	327
7:45 AM	8:00 AM	3	144	0	0	201	0	0	0	3	0	0	0	351
8:00 AM	8:15 AM	0	95	0	0	132	0	0	0	2	0	0	0	229
8:15 AM	8:30 AM	0	108	0	0	132	1	0	0	1	0	0	0	242
8:30 AM	8:45 AM	2	100	0	0	114	0	0	0	0	0	0	0	216
8:45 AM	9:00 AM	0	103	0	0	137	0	0	0	1	0	0	0	241

Total for:	7:00 AM	8:00 AM	5	430	0	0	653	0	0	0	11	0	0	0	1099
Total for:	8:00 AM	9:00 AM	2	406	0	0	515	1	0	0	4	0	0	0	928
Tota Peak Hour:	7:15 AM	8:15 AM	5	449	0	0	687	0	0	0	10	0	0	0	1151
Overall PHF:	0.82														



TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

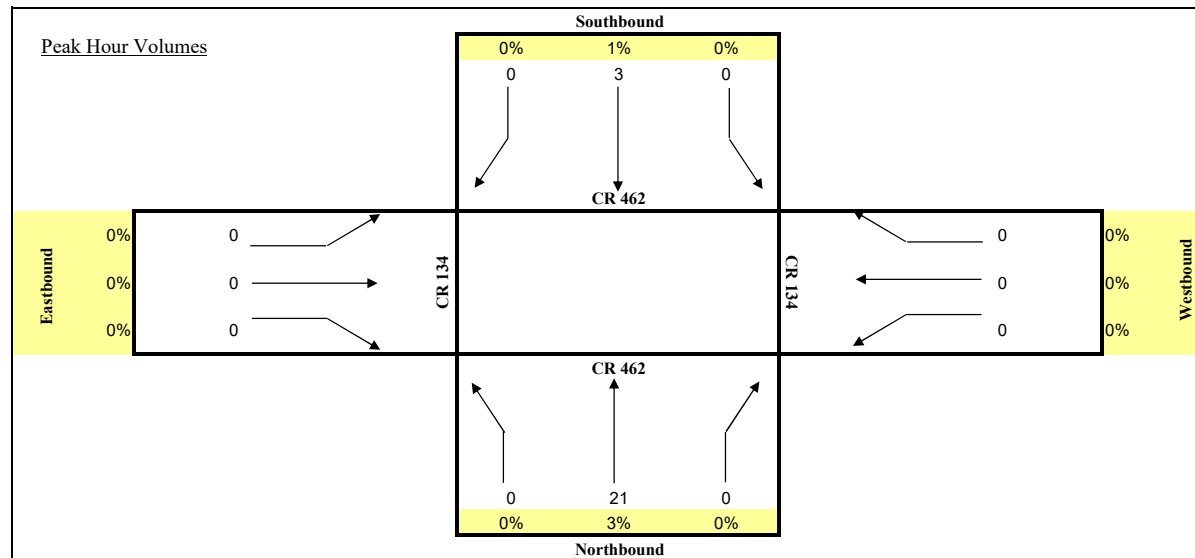
Intersection (N/S): CR 462

Intersection (E/W): CR 134

Date: 4/13/2021

		CR 462			CR 462			CR 134			CR 134			TOTAL
Start	End	NB			SB			EB			WB			
		R	T	L	R	T	L	R	T	L	R	T	L	
4:00 PM	4:15 PM	0	11	0	0	1	0	0	0	0	0	0	0	12
4:15 PM	4:30 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
4:30 PM	4:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	5:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:00 PM	5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2

Total for:	4:00 PM	5:00 PM	0	21	0	0	3	0	0	0	0	0	0	24
Total for:	5:00 PM	6:00 PM	0	8	0	0	1	0	0	0	0	0	0	9
Tota Peak Hour:	4:00 PM	5:00 PM	0	21	0	0	3	0	0	0	0	0	0	24
Overall PHF:	0.50													



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

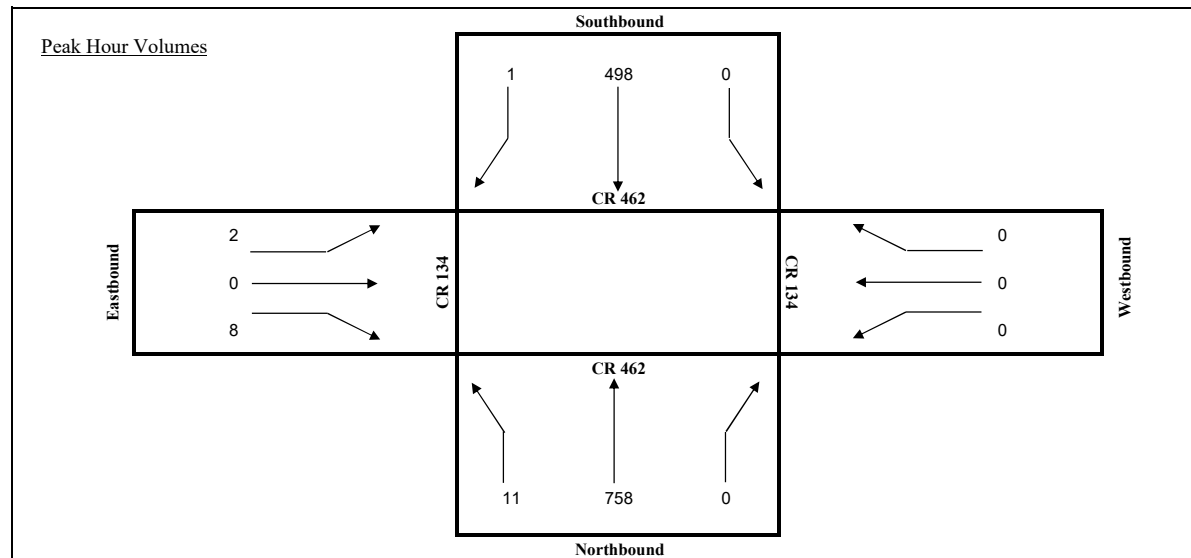
Intersection (N/S): CR 462

Intersection (E/W): CR 134

Date: 4/13/2021

CR 462					CR 462			CR 134			CR 134			TOTAL
Start	End	NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	177	0	0	129	1	0	0	2	0	0	0	309
4:15 PM	4:30 PM	2	183	0	0	122	0	0	0	3	0	0	0	310
4:30 PM	4:45 PM	2	178	0	0	125	1	0	0	1	0	0	0	307
4:45 PM	5:00 PM	2	180	0	0	110	0	0	0	3	0	0	0	295
5:00 PM	5:15 PM	2	193	0	0	124	0	0	0	2	0	0	0	321
5:15 PM	5:30 PM	5	207	0	0	139	0	2	0	2	0	0	0	355
5:30 PM	5:45 PM	3	171	0	0	112	3	0	0	1	0	0	0	290
5:45 PM	6:00 PM	2	151	0	0	97	0	0	0	0	0	0	0	250

Total for:	4:00 PM	5:00 PM	6	718	0	0	486	2	0	0	9	0	0	0	1221
Total for:	5:00 PM	6:00 PM	12	722	0	0	472	3	2	0	5	0	0	0	1216
Tota Peak Hour:	4:30 PM	5:30 PM	11	758	0	0	498	1	2	0	8	0	0	0	1278
Overall PHF:	0.90														



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

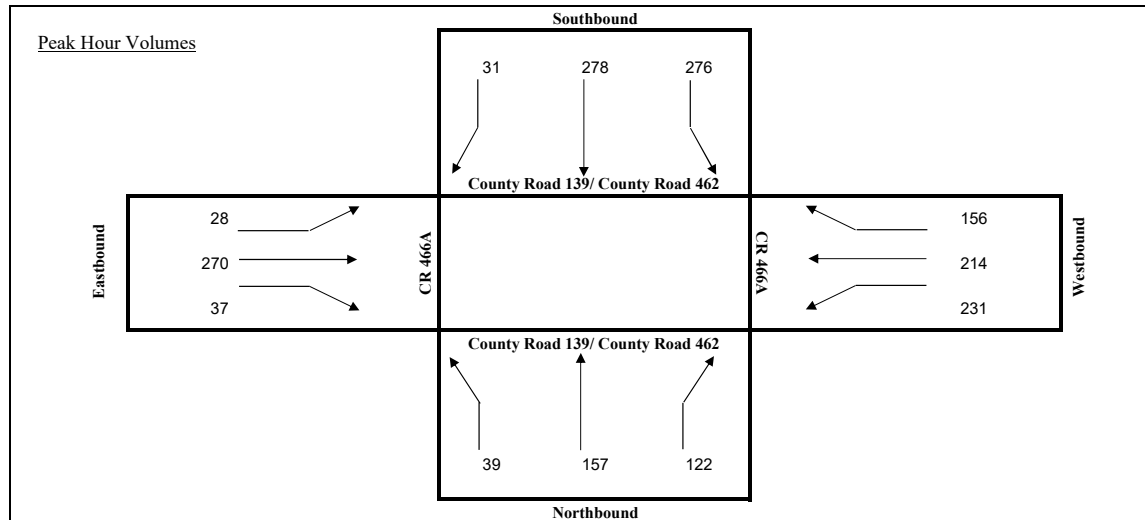
Intersection (N/S): County Road 139/ County Road 462

Intersection (E/W): CR 466A

Date: 7/22/2021

County Road 139/ County Road 462				County Road 139/ County Road 462			CR 466A			CR 466A			TOTAL	
Start	End	NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T		R
7:00 AM	7:15 AM	5	23	15	30	40	3	4	50	6	26	31	33	266
7:15 AM	7:30 AM	8	30	22	37	55	5	4	59	11	34	39	45	349
7:30 AM	7:45 AM	4	41	19	49	61	9	8	60	10	48	53	48	410
7:45 AM	8:00 AM	9	48	22	59	69	4	5	72	8	57	53	50	456
8:00 AM	8:15 AM	11	38	29	67	75	10	9	62	12	52	47	41	453
8:15 AM	8:30 AM	9	40	33	71	69	9	9	63	9	59	58	35	464
8:30 AM	8:45 AM	10	31	38	79	65	8	5	73	8	63	56	30	466
8:45 AM	9:00 AM	7	27	31	64	56	7	4	61	10	55	52	33	407

Total for:	7:00 AM	8:00 AM	26	142	78	175	225	21	21	241	35	165	176	176	1481
Total for:	8:00 AM	9:00 AM	37	136	131	281	265	34	27	259	39	229	213	139	1790
Tota Peak Hour:	7:45 AM	8:45 AM	39	157	122	276	278	31	28	270	37	231	214	156	1839
Overall PHF:	0.99														



TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

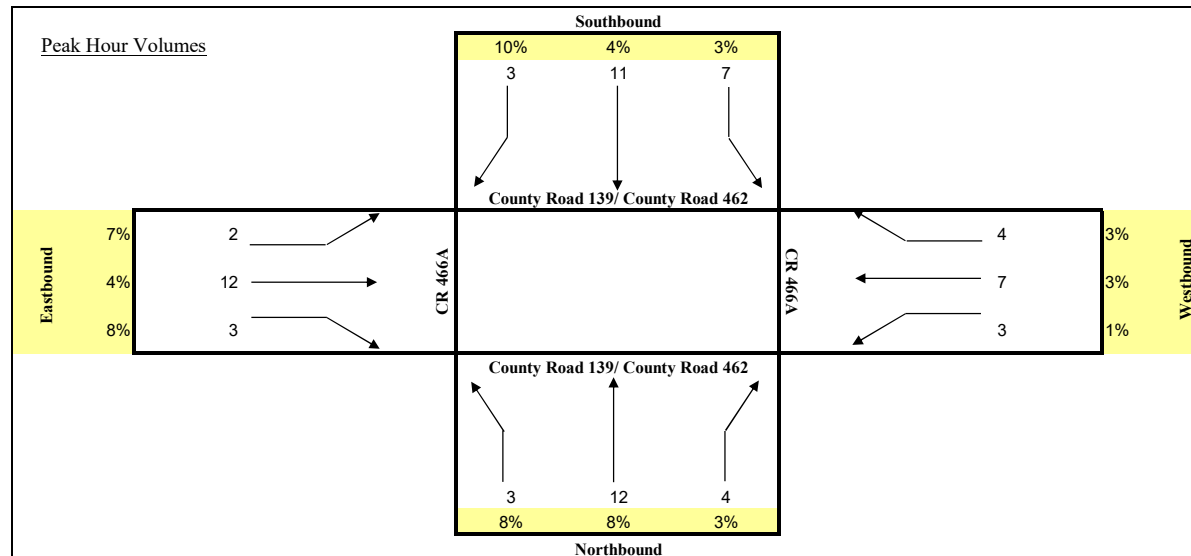
Intersection (N/S): County Road 139/ County Road 462

Intersection (E/W): CR 466A

Date: 7/22/2021

County Road 139/ County Road 462					County Road 139/ County Road 462			CR 466A			CR 466A			TOTAL
Start	End	NB			SB			EB			WB			
		R	T	L	R	T	L	R	T	L	R	T	L	
7:00 AM	7:15 AM	0	1	0	0	8	0	1	2	1	1	1	2	17
7:15 AM	7:30 AM	1	2	2	1	7	0	0	4	1	0	0	1	19
7:30 AM	7:45 AM	0	1	1	2	2	2	2	1	0	0	2	3	16
7:45 AM	8:00 AM	0	4	0	0	1	0	0	6	0	2	1	0	14
8:00 AM	8:15 AM	1	2	1	1	5	1	1	2	1	1	0	0	16
8:15 AM	8:30 AM	1	5	0	2	3	1	1	4	0	0	3	2	22
8:30 AM	8:45 AM	0	2	2	2	1	0	0	3	1	1	4	1	17
8:45 AM	9:00 AM	1	3	1	2	2	1	0	3	1	1	0	1	16

Total for:	7:00 AM	8:00 AM	1	8	3	3	18	2	3	13	2	3	4	6	66
Total for:	8:00 AM	9:00 AM	3	12	4	7	11	3	2	12	3	3	7	4	71
Tota Peak Hour:	8:00 AM	9:00 AM	3	12	4	7	11	3	2	12	3	3	7	4	71
Overall PHF:	0.81														



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

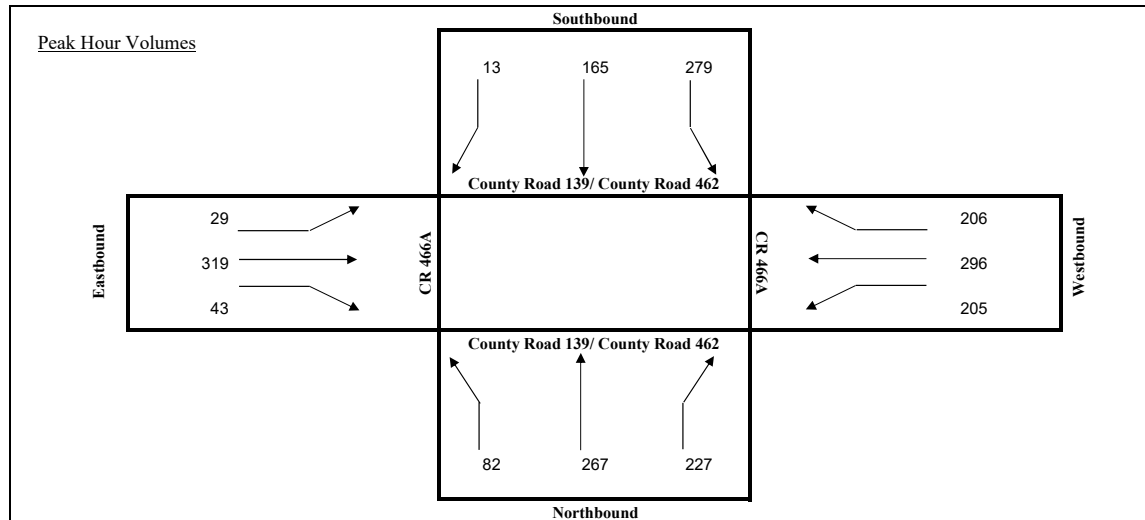
Intersection (N/S): County Road 139/ County Road 462

Intersection (E/W): CR 466A

Date: 7/22/2021

County Road 139/ County Road 462					County Road 139/ County Road 462			CR 466A			CR 466A			TOTAL
Start	End	NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	15	50	48	57	35	3	5	79	9	55	69	39	464
4:15 PM	4:30 PM	20	63	53	68	39	1	6	86	13	56	74	44	523
4:30 PM	4:45 PM	21	67	50	72	44	3	5	78	11	51	70	49	521
4:45 PM	5:00 PM	17	59	58	68	42	5	8	76	8	47	71	54	513
5:00 PM	5:15 PM	24	78	66	71	40	4	10	79	11	51	81	59	574
5:15 PM	5:30 PM	26	64	54	63	31	4	8	84	10	42	79	51	516
5:30 PM	5:45 PM	27	71	41	51	26	2	11	70	5	41	59	45	449
5:45 PM	6:00 PM	31	52	36	44	19	3	10	73	6	34	43	41	392

Total for:	4:00 PM	5:00 PM	73	239	209	265	160	12	24	319	41	209	284	186	2021
Total for:	5:00 PM	6:00 PM	108	265	197	229	116	13	39	306	32	168	262	196	1931
Tota Peak Hour:	4:15 PM	5:15 PM	82	267	227	279	165	13	29	319	43	205	296	206	2131
Overall PHF:	0.93														



TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

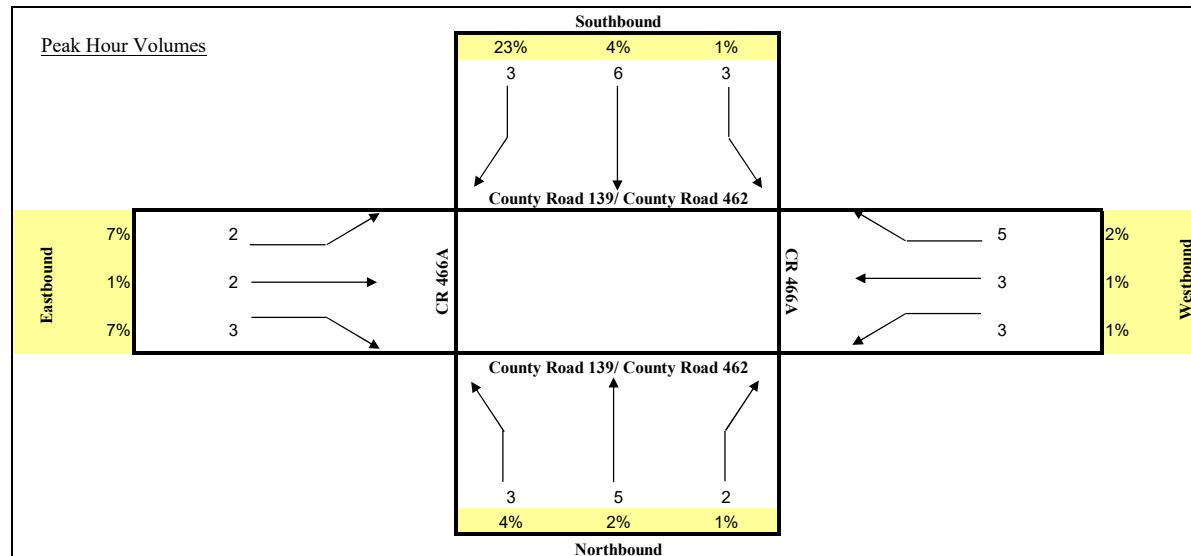
Intersection (N/S): County Road 139/ County Road 462

Intersection (E/W): CR 466A

Date: 7/22/2021

County Road 139/ County Road 462					County Road 139/ County Road 462			CR 466A			CR 466A			TOTAL
Start	End	NB			SB			EB			WB			
		R	T	L	R	T	L	R	T	L	R	T	L	
4:00 PM	4:15 PM	0	1	0	0	3	1	2	0	1	0	1	0	9
4:15 PM	4:30 PM	2	3	1	2	1	0	0	0	0	2	0	2	13
4:30 PM	4:45 PM	1	1	0	1	0	0	0	1	2	1	0	0	7
4:45 PM	5:00 PM	0	0	1	0	2	2	0	1	0	0	2	3	11
5:00 PM	5:15 PM	1	4	0	1	1	0	1	0	0	0	0	1	9
5:15 PM	5:30 PM	0	1	0	0	0	0	0	1	1	0	2	0	5
5:30 PM	5:45 PM	1	1	1	1	2	0	2	1	0	1	1	1	12
5:45 PM	6:00 PM	1	1	0	0	1	0	1	0	1	1	0	1	7

Total for:	4:00 PM	5:00 PM	3	5	2	3	6	3	2	2	3	3	3	5	40
Total for:	5:00 PM	6:00 PM	3	7	1	2	4	0	4	2	2	2	3	3	33
Tota Peak Hour:	4:00 PM	5:00 PM	3	5	2	3	6	3	2	2	3	3	3	5	40
Overall PHF:	0.77														



2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1800 SUMTER COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2019 - 01/05/2019	0.94	0.98
2	01/06/2019 - 01/12/2019	1.00	1.04
3	01/13/2019 - 01/19/2019	1.07	1.11
4	01/20/2019 - 01/26/2019	1.06	1.10
5	01/27/2019 - 02/02/2019	1.05	1.09
6	02/03/2019 - 02/09/2019	1.04	1.08
7	02/10/2019 - 02/16/2019	1.03	1.07
8	02/17/2019 - 02/23/2019	1.00	1.04
* 9	02/24/2019 - 03/02/2019	0.97	1.01
*10	03/03/2019 - 03/09/2019	0.94	0.98
*11	03/10/2019 - 03/16/2019	0.91	0.95
*12	03/17/2019 - 03/23/2019	0.92	0.96
*13	03/24/2019 - 03/30/2019	0.93	0.97
*14	03/31/2019 - 04/06/2019	0.95	0.99
*15	04/07/2019 - 04/13/2019	0.96	1.00
*16	04/14/2019 - 04/20/2019	0.98	1.02
*17	04/21/2019 - 04/27/2019	0.98	1.02
*18	04/28/2019 - 05/04/2019	0.99	1.03
*19	05/05/2019 - 05/11/2019	0.99	1.03
*20	05/12/2019 - 05/18/2019	1.00	1.04
*21	05/19/2019 - 05/25/2019	1.00	1.04
22	05/26/2019 - 06/01/2019	0.99	1.03
23	06/02/2019 - 06/08/2019	0.99	1.03
24	06/09/2019 - 06/15/2019	0.98	1.02
25	06/16/2019 - 06/22/2019	0.98	1.02
26	06/23/2019 - 06/29/2019	0.97	1.01
27	06/30/2019 - 07/06/2019	0.97	1.01
28	07/07/2019 - 07/13/2019	0.96	1.00
29	07/14/2019 - 07/20/2019	0.96	1.00
30	07/21/2019 - 07/27/2019	0.99	1.03
31	07/28/2019 - 08/03/2019	1.02	1.06
32	08/04/2019 - 08/10/2019	1.05	1.09
33	08/11/2019 - 08/17/2019	1.09	1.14
34	08/18/2019 - 08/24/2019	1.10	1.15
35	08/25/2019 - 08/31/2019	1.11	1.16
36	09/01/2019 - 09/07/2019	1.13	1.18
37	09/08/2019 - 09/14/2019	1.14	1.19
38	09/15/2019 - 09/21/2019	1.16	1.21
39	09/22/2019 - 09/28/2019	1.12	1.17
40	09/29/2019 - 10/05/2019	1.09	1.14
41	10/06/2019 - 10/12/2019	1.06	1.10
42	10/13/2019 - 10/19/2019	1.03	1.07
43	10/20/2019 - 10/26/2019	1.02	1.06
44	10/27/2019 - 11/02/2019	1.00	1.04
45	11/03/2019 - 11/09/2019	0.99	1.03
46	11/10/2019 - 11/16/2019	0.97	1.01
47	11/17/2019 - 11/23/2019	0.96	1.00
48	11/24/2019 - 11/30/2019	0.96	1.00
49	12/01/2019 - 12/07/2019	0.95	0.99
50	12/08/2019 - 12/14/2019	0.94	0.98
51	12/15/2019 - 12/21/2019	0.94	0.98
52	12/22/2019 - 12/28/2019	1.00	1.04
53	12/29/2019 - 12/31/2019	1.07	1.11

* PEAK SEASON

14-FEB-2020 15:39:28

830UPD

5_1800_PKSEASON.TXT

Appendix E
HCM Worksheets – Existing Conditions & Signal Timings

HCM 6th TWSC
1: C 127 & C 462

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	443	1	0	346	2	9	0	1	3	1	7
Future Vol, veh/h	10	443	1	0	346	2	9	0	1	3	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	4	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	11	503	1	0	393	2	10	0	1	3	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	395	0	0	504	0	0	925	921	504	920	920	394
Stage 1	-	-	-	-	-	-	526	526	-	394	394	-
Stage 2	-	-	-	-	-	-	399	395	-	526	526	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1164	-	-	1061	-	-	250	270	568	251	271	655
Stage 1	-	-	-	-	-	-	535	529	-	631	605	-
Stage 2	-	-	-	-	-	-	627	605	-	535	529	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1164	-	-	1061	-	-	245	268	568	249	269	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	268	-	249	269	-
Stage 1	-	-	-	-	-	-	530	524	-	625	605	-
Stage 2	-	-	-	-	-	-	618	605	-	529	524	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			19.5			13.9		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	260	1164	-	-	1061	-	-	416
HCM Lane V/C Ratio	0.044	0.01	-	-	-	-	-	0.03
HCM Control Delay (s)	19.5	8.1	-	-	0	-	-	13.9
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
1: C 127 & C 462

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	314	8	0	392	1	4	0	0	5	0	14
Future Vol, veh/h	7	314	8	0	392	1	4	0	0	5	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	7	2	50	2	2	2	2	2
Mvmt Flow	8	374	10	0	467	1	5	0	0	6	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	468	0	0	384	0	0	871	863	379	863	868	468
Stage 1	-	-	-	-	-	-	395	395	-	468	468	-
Stage 2	-	-	-	-	-	-	476	468	-	395	400	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.6	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.95	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1094	-	-	1174	-	-	225	292	668	275	290	595
Stage 1	-	-	-	-	-	-	544	605	-	575	561	-
Stage 2	-	-	-	-	-	-	489	561	-	630	602	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1094	-	-	1174	-	-	218	290	668	273	288	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	218	290	-	273	288	-
Stage 1	-	-	-	-	-	-	540	601	-	571	561	-
Stage 2	-	-	-	-	-	-	475	561	-	625	598	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			21.9			13.3		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	1094	-	-	1174	-	-	454
HCM Lane V/C Ratio	0.022	0.008	-	-	-	-	-	0.05
HCM Control Delay (s)	21.9	8.3	-	-	0	-	-	13.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

HCM 6th TWSC
2: C 462 & C 134

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	5	449	687	0
Future Vol, veh/h	0	10	5	449	687	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	335	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	10	20	4	2	2
Mvmt Flow	0	12	6	548	838	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1398	838	838	0	-	0
Stage 1	838	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.42	6.3	4.3	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.39	2.38	-	-	-
Pot Cap-1 Maneuver	155	354	724	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	354	724	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.5	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	724	-	354	-	-	
HCM Lane V/C Ratio	0.008	-	0.034	-	-	
HCM Control Delay (s)	10	-	15.5	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
2: C 462 & C 134

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	8	11	758	498	1
Future Vol, veh/h	2	8	11	758	498	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	335	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	2	9	12	842	553	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1420	554	554	0	-	0
Stage 1	554	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	150	532	1016	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	532	1016	-	-	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.6	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1016	-	350	-	-	
HCM Lane V/C Ratio	0.012	-	0.032	-	-	
HCM Control Delay (s)	8.6	-	15.6	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	270	37	231	214	156	39	157	122	276	278	31
Future Volume (veh/h)	28	270	37	231	214	156	39	157	122	276	278	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1678	1796	1856	1870	1856	1856	1856	1781	1856	1870	1811	1781
Adj Flow Rate, veh/h	30	293	40	251	233	170	42	171	133	300	302	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	7	3	2	3	3	3	8	3	2	6	8
Cap, veh/h	330	432	58	491	782	349	449	510	450	583	558	63
Arrive On Green	0.06	0.14	0.14	0.14	0.22	0.22	0.08	0.29	0.29	0.14	0.35	0.35
Sat Flow, veh/h	1598	3021	408	3456	3526	1572	1767	1781	1572	1781	1599	180
Grp Volume(v), veh/h	30	164	169	251	233	170	42	171	133	300	0	336
Grp Sat Flow(s),veh/h/ln	1598	1706	1723	1728	1763	1572	1767	1781	1572	1781	0	1779
Q Serve(g_s), s	1.1	6.4	6.5	4.7	3.8	6.6	1.1	5.3	4.6	7.8	0.0	10.6
Cycle Q Clear(g_c), s	1.1	6.4	6.5	4.7	3.8	6.6	1.1	5.3	4.6	7.8	0.0	10.6
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	330	244	246	491	782	349	449	510	450	583	0	621
V/C Ratio(X)	0.09	0.67	0.68	0.51	0.30	0.49	0.09	0.34	0.30	0.51	0.00	0.54
Avail Cap(c_a), veh/h	458	488	493	1038	1564	697	662	637	562	584	0	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	28.4	28.4	27.7	22.7	23.7	14.7	19.7	19.5	13.2	0.0	18.3
Incr Delay (d2), s/veh	0.1	3.2	3.3	0.8	0.2	1.1	0.1	0.4	0.4	0.8	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	4.7	4.8	3.3	2.6	4.1	0.7	3.8	2.8	4.9	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	31.6	31.8	28.6	22.9	24.8	14.8	20.1	19.8	14.0	0.0	19.1
LnGrp LOS	C	C	C	C	C	C	B	C	B	B	A	B
Approach Vol, veh/h	363			654			346			636		
Approach Delay, s/veh	30.9			25.6			19.3			16.7		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	25.0	14.9	15.0	10.6	29.4	9.4	20.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	25.0	21.0	20.0	14.0	25.0	10.0	31.0				
Max Q Clear Time (g_c+I1), s	9.8	7.3	6.7	8.5	3.1	12.6	3.1	8.6				
Green Ext Time (p_c), s	0.0	1.2	0.7	1.3	0.0	1.4	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay	22.6											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

3: Powell Rd/C 462 & C 466A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	319	43	205	296	206	82	267	227	279	165	13
Future Volume (veh/h)	29	319	43	205	296	206	82	267	227	279	165	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1678	1796	1856	1870	1856	1856	1856	1781	1856	1870	1811	1781
Adj Flow Rate, veh/h	33	358	48	230	333	231	92	300	255	313	185	15
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	15	7	3	2	3	3	3	8	3	2	6	8
Cap, veh/h	325	491	65	478	823	367	560	498	440	464	500	41
Arrive On Green	0.07	0.16	0.16	0.14	0.23	0.23	0.12	0.28	0.28	0.14	0.30	0.30
Sat Flow, veh/h	1598	3027	403	3456	3526	1572	1767	1781	1572	1781	1653	134
Grp Volume(v), veh/h	33	201	205	230	333	231	92	300	255	313	0	200
Grp Sat Flow(s),veh/h/ln	1598	1706	1724	1728	1763	1572	1767	1781	1572	1781	0	1787
Q Serve(g_s), s	1.2	8.0	8.1	4.4	5.7	9.4	2.4	10.4	10.0	8.8	0.0	6.3
Cycle Q Clear(g_c), s	1.2	8.0	8.1	4.4	5.7	9.4	2.4	10.4	10.0	8.8	0.0	6.3
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	325	277	280	478	823	367	560	498	440	464	0	540
V/C Ratio(X)	0.10	0.72	0.73	0.48	0.40	0.63	0.16	0.60	0.58	0.67	0.00	0.37
Avail Cap(c_a), veh/h	441	477	482	1015	1529	682	698	623	550	464	0	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	28.4	28.5	28.4	23.2	24.6	13.9	22.3	22.1	15.8	0.0	19.6
Incr Delay (d2), s/veh	0.1	3.6	3.7	0.8	0.3	1.8	0.1	1.2	1.2	3.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	5.8	6.0	3.1	3.9	6.0	1.6	7.6	6.1	6.3	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	32.0	32.2	29.2	23.5	26.4	14.0	23.5	23.3	19.6	0.0	20.0
LnGrp LOS	C	C	C	C	C	C	B	C	C	B	A	C
Approach Vol, veh/h	439			794			647			513		
Approach Delay, s/veh	31.3			26.0			22.1			19.8		
Approach LOS	C			C			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	25.0	14.9	16.6	13.4	26.6	9.8	21.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	25.0	21.0	20.0	14.0	25.0	10.0	31.0				
Max Q Clear Time (g_c+I1), s	10.8	12.4	6.4	10.1	4.4	8.3	3.2	11.4				
Green Ext Time (p_c), s	0.0	2.1	0.6	1.5	0.1	0.8	0.0	2.6				
Intersection Summary												
HCM 6th Ctrl Delay	24.6											
HCM 6th LOS	C											



EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

COORDINATION SETTINGS

Mvmt.	Timing Function	Min	Green	Max	Green	Yellow	All	Walk	F.D.W.	Recall	Det. Func.	Dial 1	Dial 2/AM	Dial 3/PM
		Initial	Passage	I	II	Clear	Red					AVC	Sec	Sec
1		10	3.0	15		4.0	1.0				Lock			
2		20	3.0	30		4.0	1.0	7	33	min	Non Lock			
3		10	3.0	26		4.0	1.0				Lock			
4		10	3.0	25		4.0	1.0	7	33		Non Lock			
5		10	3.0	19		4.0	1.0				Lock			
6		20	3.0	30		4.0	1.0	7	33	min	Non Lock			
7		10	3.0	15		4.0	1.0				Lock			
8		10	3.0	36		4.0	1.0	7	33		Non Lock			
												Off Set		

5020
INTERSECTION: CR466A & Powell Rd / CR462E

DATE: June 2019

Appendix F
ITE Trip Generation Sheets

Multifamily Housing (Low-Rise) (220)

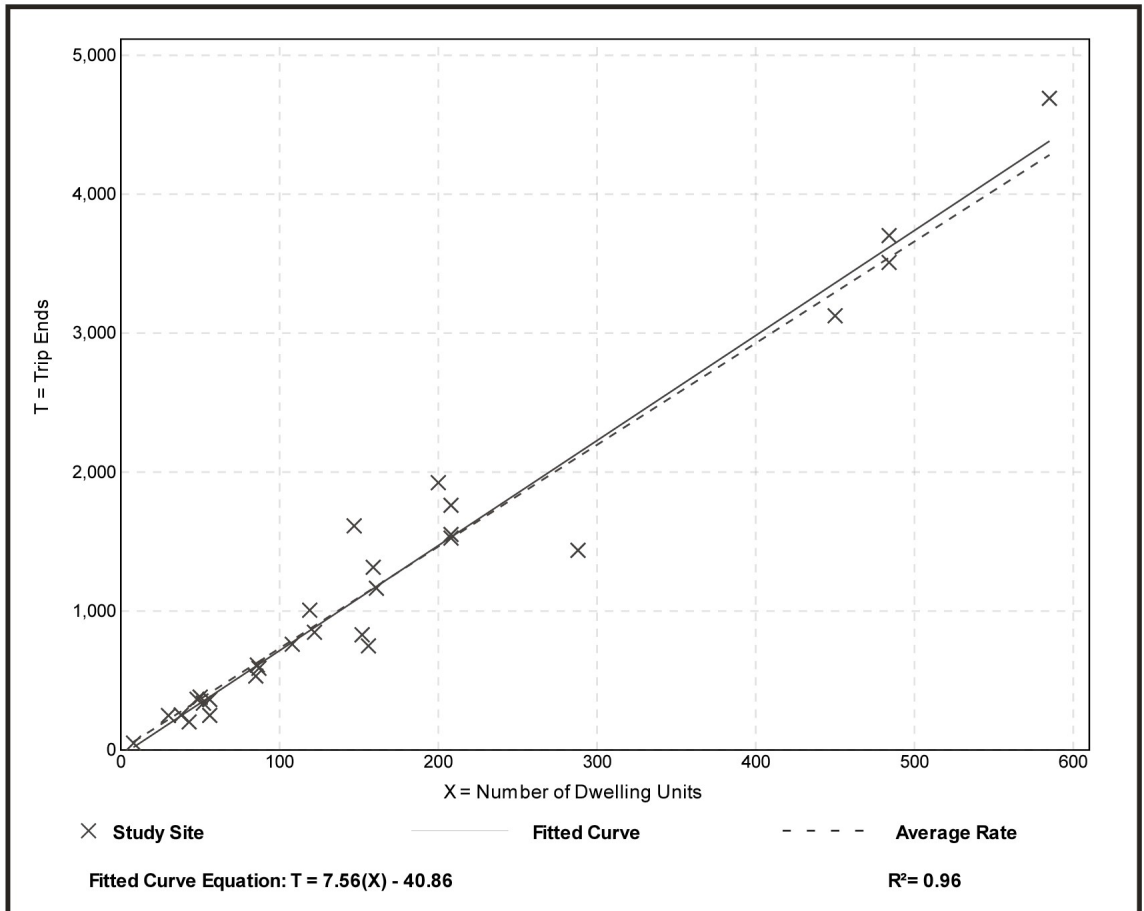
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



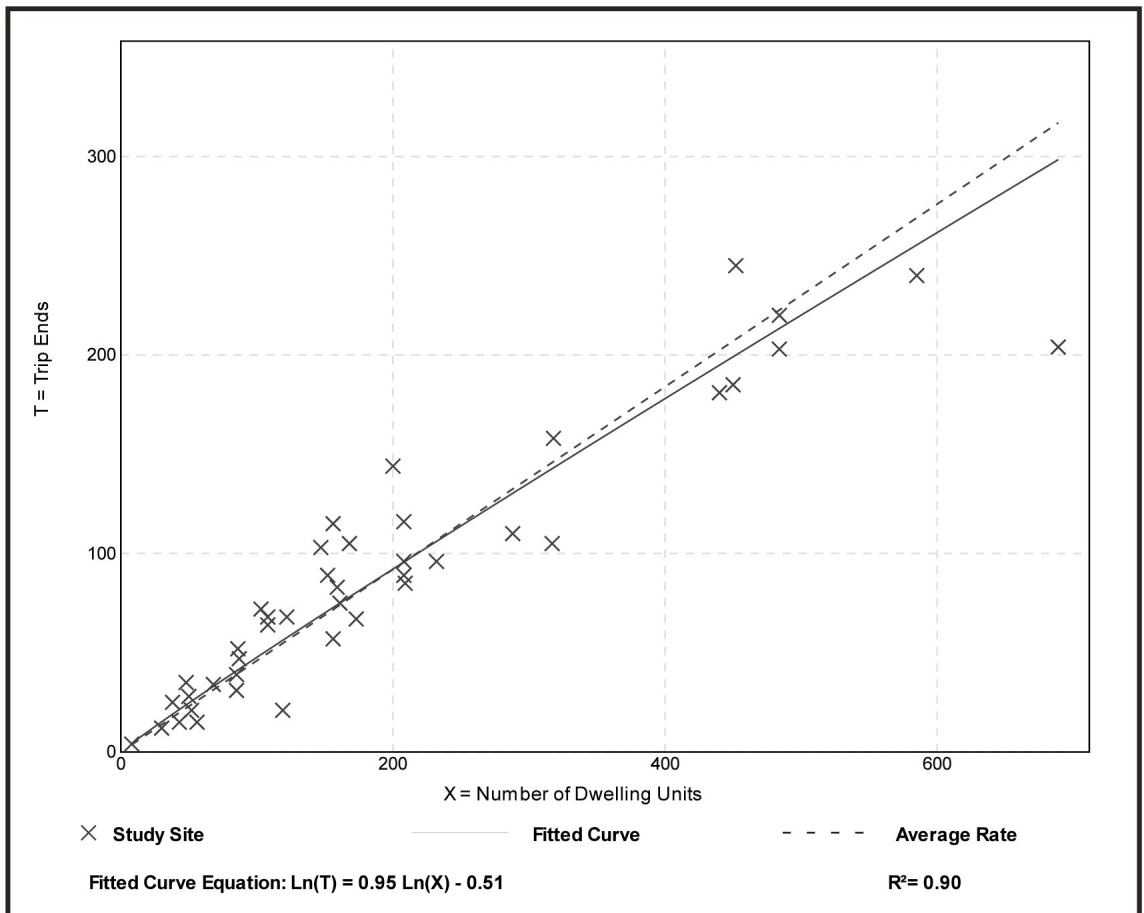
Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 42
 Avg. Num. of Dwelling Units: 199
 Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



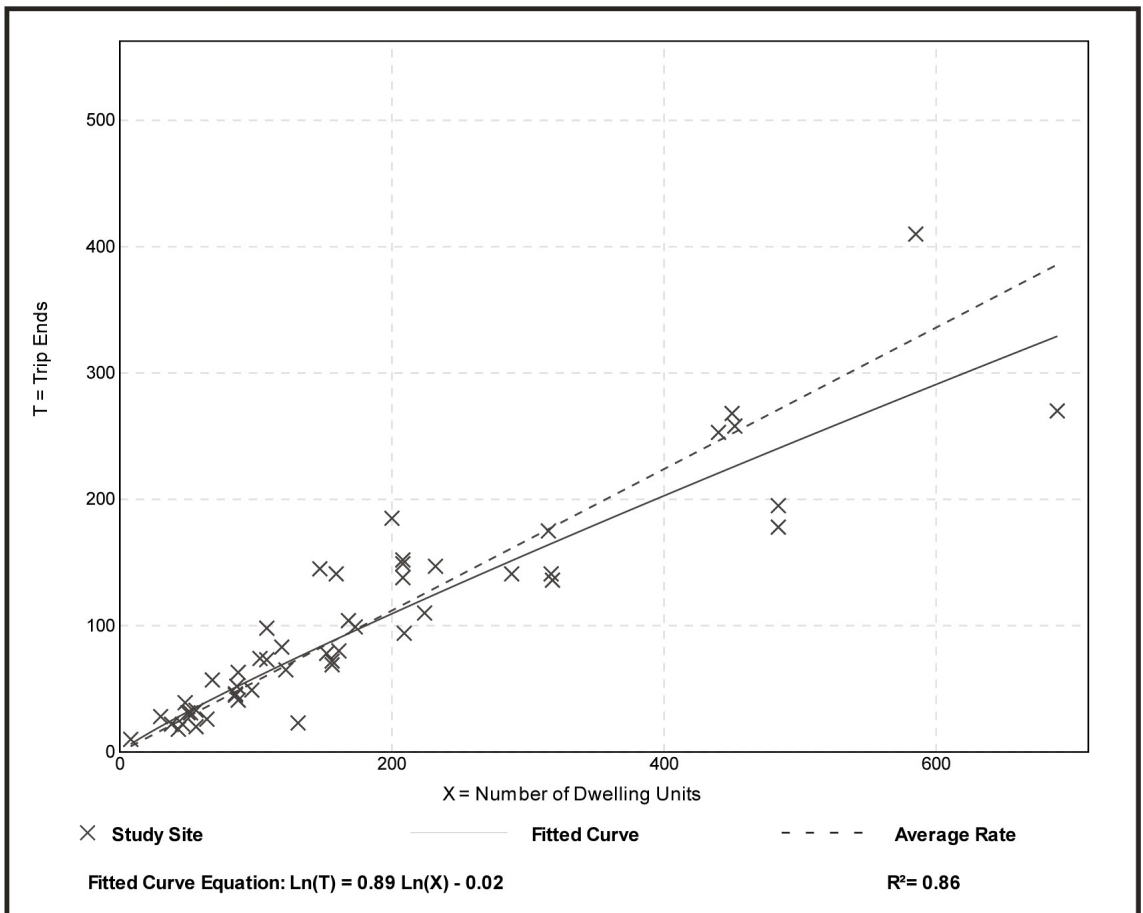
Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 50
 Avg. Num. of Dwelling Units: 187
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



Appendix G
CFRPM v6.1 Model Output

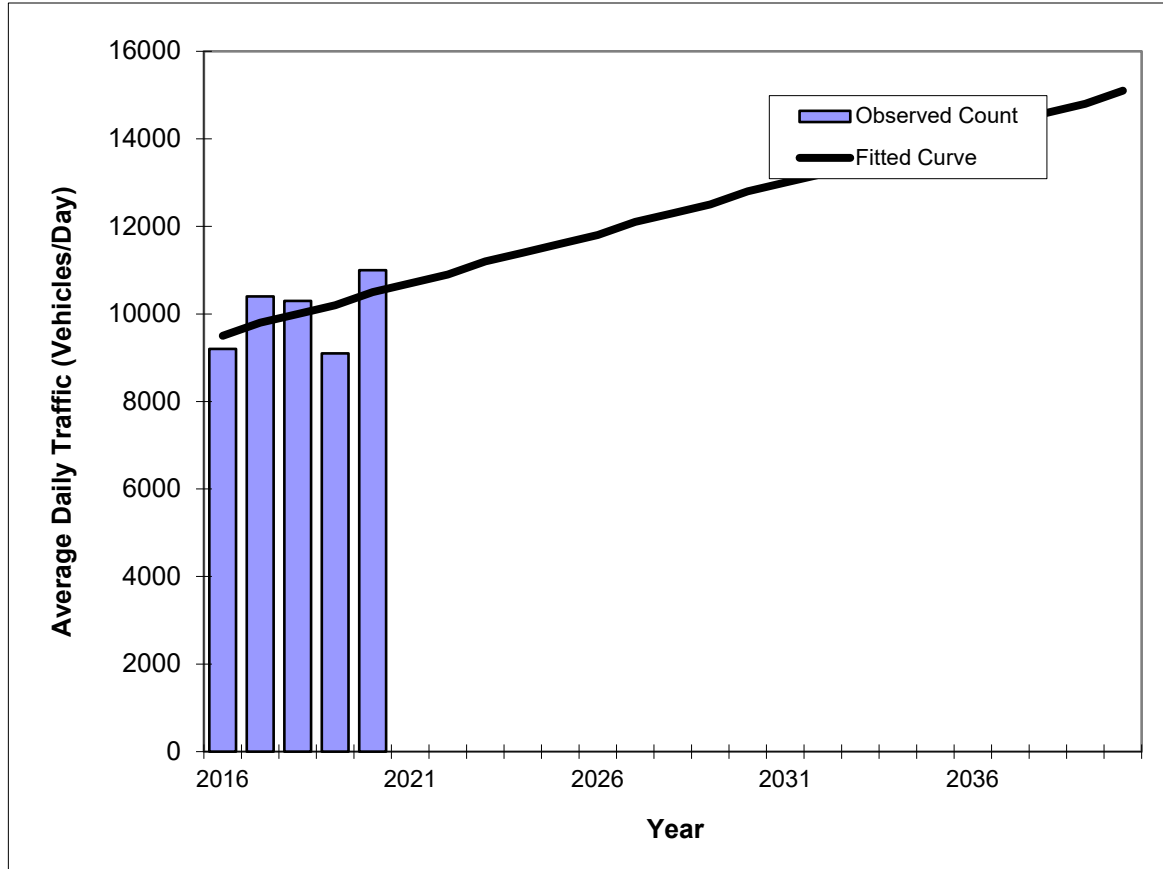
Appendix H

Growth Trend Analysis

Traffic Trends - V2.0 **US 301 -- 150 FEET EAST OF US 301**

PIN#	40
Location	1

County:	Sumter (18)
Station #:	7
Highway:	US 301



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	9200	9500
2017	10400	9800
2018	10300	10000
2019	9100	10200
2020	11000	10500
2030 Opening Year Trend		
2030	N/A	12800
2035 Mid-Year Trend		
2035	N/A	13900
2040 Design Year Trend		
2040	N/A	15100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	230
Trend R-squared:	19.59%
Trend Annual Historic Growth Rate:	2.63%
Trend Growth Rate (2020 to Design Year):	2.19%
Printed:	17-Feb-21
Straight Line Growth Option	

*Axle-Adjusted

Appendix I
Vested Trips Volume Data

PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development consists of a 314-unit multi-family housing complex, a 98-bed assisted living facility, and a 200,285 square-foot shopping center. To determine the impact of this development on the area roadways, an analysis of its trip generation characteristics was made. This included the determination of the number of trips generated by the site and their distribution onto the surrounding roadways.

Trip Generation

Trip generation rates were obtained from the Institute of *Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* and *Trip Generation Handbook, 3rd Edition*. Both the internal capture and pass-by rates are within the Sumter County TIA Guidelines. The trip generation calculation of daily and P.M. peak hour volumes is summarized in **Table 3**. The trip generation sheets are included in **Appendix D**. The proposed development is estimated to generate 7,172 new net daily trips of which 257 will occur during the A.M. peak hour and 664 will occur during the P.M. peak hour. This trip generation represents FDOT Access Connection Category E.

Table 3
Trip Generation Summary

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
220	Multi-Family	314 DU	7.43	2,333	0.45	33	109	142	0.52	103	60	163
254	Assisted Living	98 Beds	0.39	38	0.39	30	8	38	0.48	14	33	47
820	Shopping Center	200.285 KSF	48.13	9,640	0.94	117	72	189	4.54	436	473	909
Totals				12,011		180	189	369		553	566	1,119
<i>Internal Capture (13%)</i>			--	1,561		23	25	48		72	74	146
<i>Shopping Center Pass-by (34%)</i>			--	3,278		40	24	64		148	161	309
New Net Project Trips				7,172		117	140	257		333	331	664

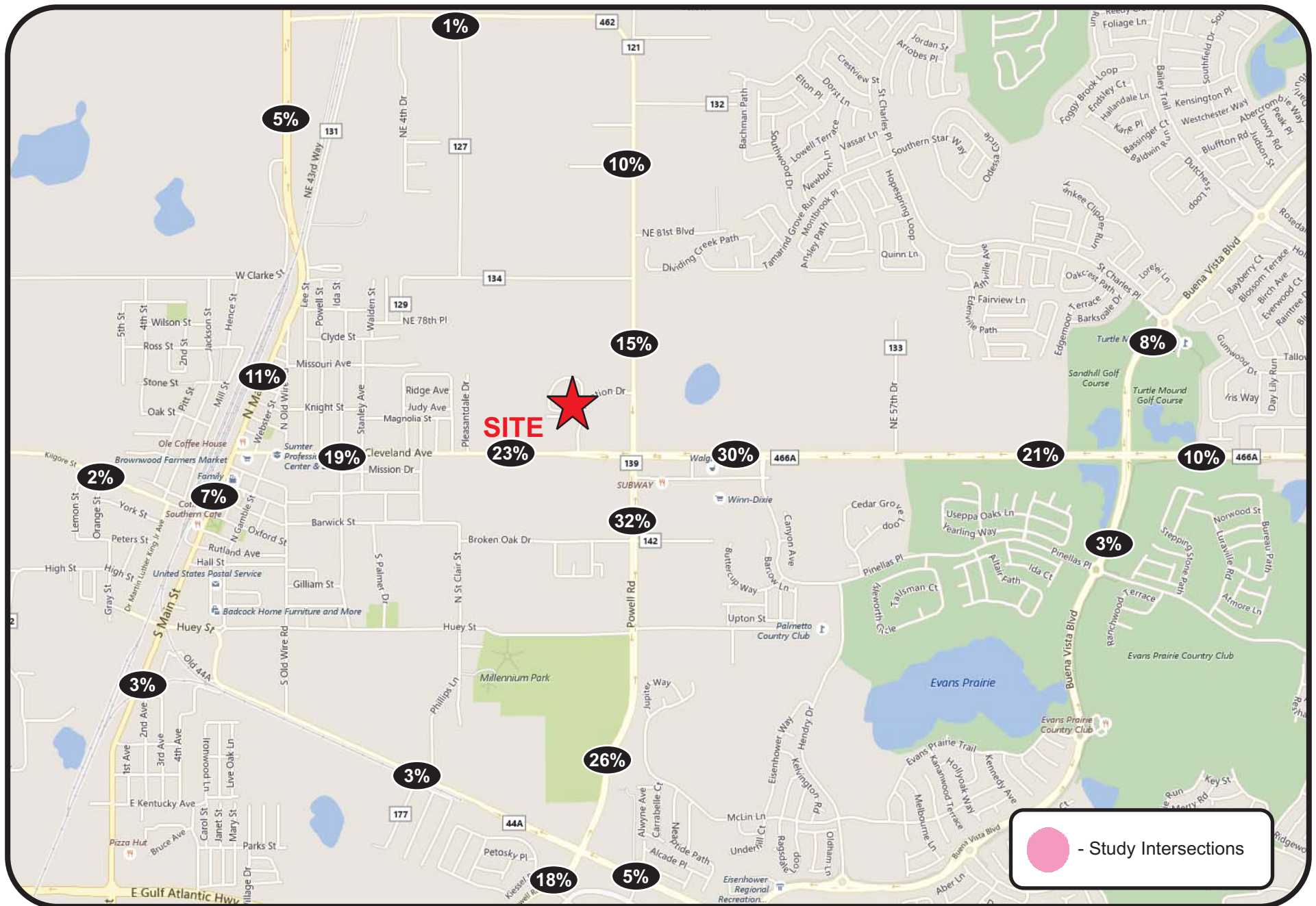
Trip Distribution / Trip Assignment

A trip distribution pattern was determined using the Central Florida Regional Planning Model (CFPRM). The model was slightly modified to add a traffic analysis zone (TAZ) representing the project. Subsequently, the model was run with a Select Zone Analysis which produced a distribution of project trips in the area. The resulting trip distribution was reviewed for reasonableness and slight adjustments were made to account for local trip patterns in the area.

The final trip distribution is illustrated in **Figure 4** and the model distribution plot is included in

Appendix E.





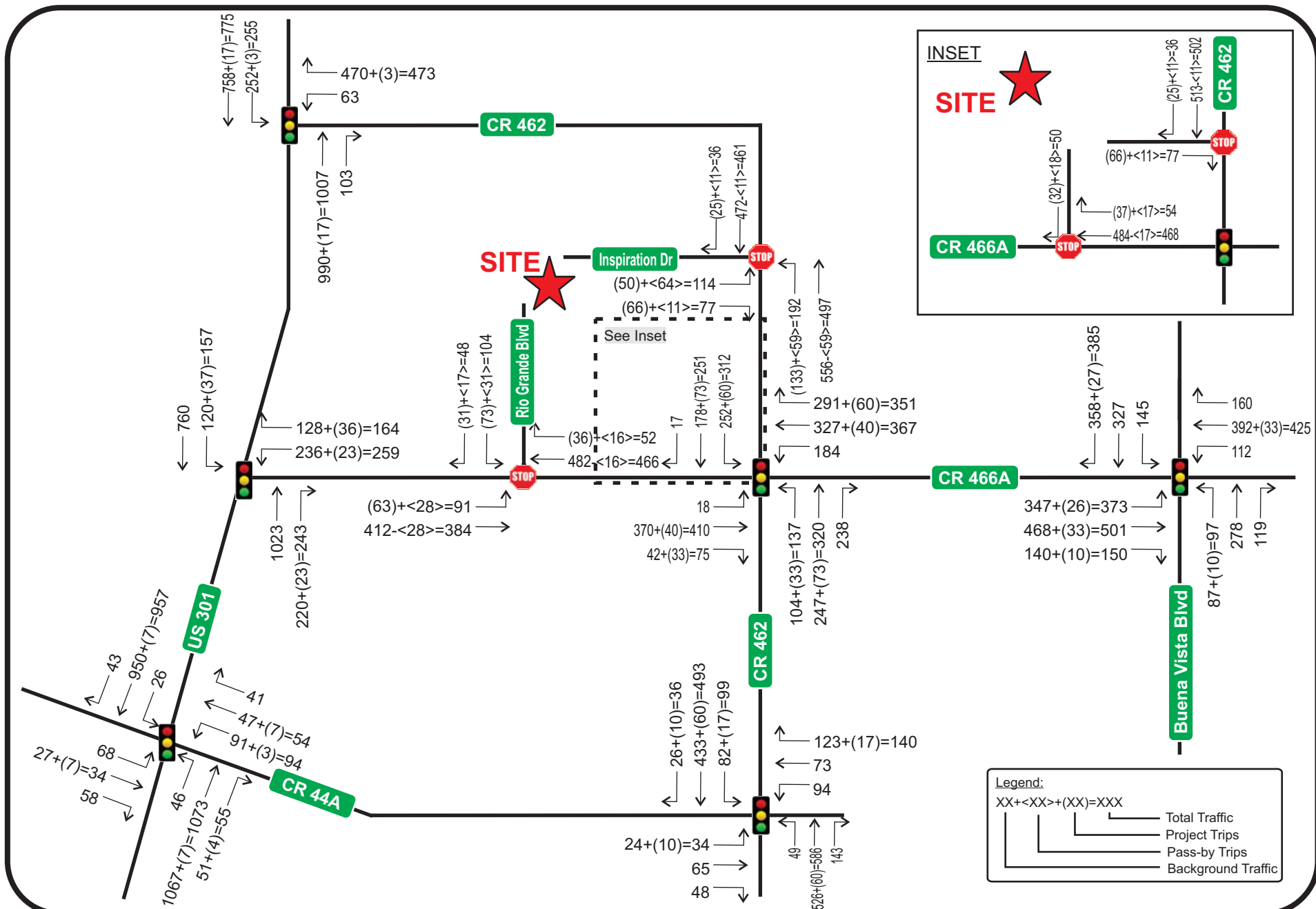
● - Study Intersections



Turkey Run PUD
Project № 5041
Figure 4

Project Trip Distribution



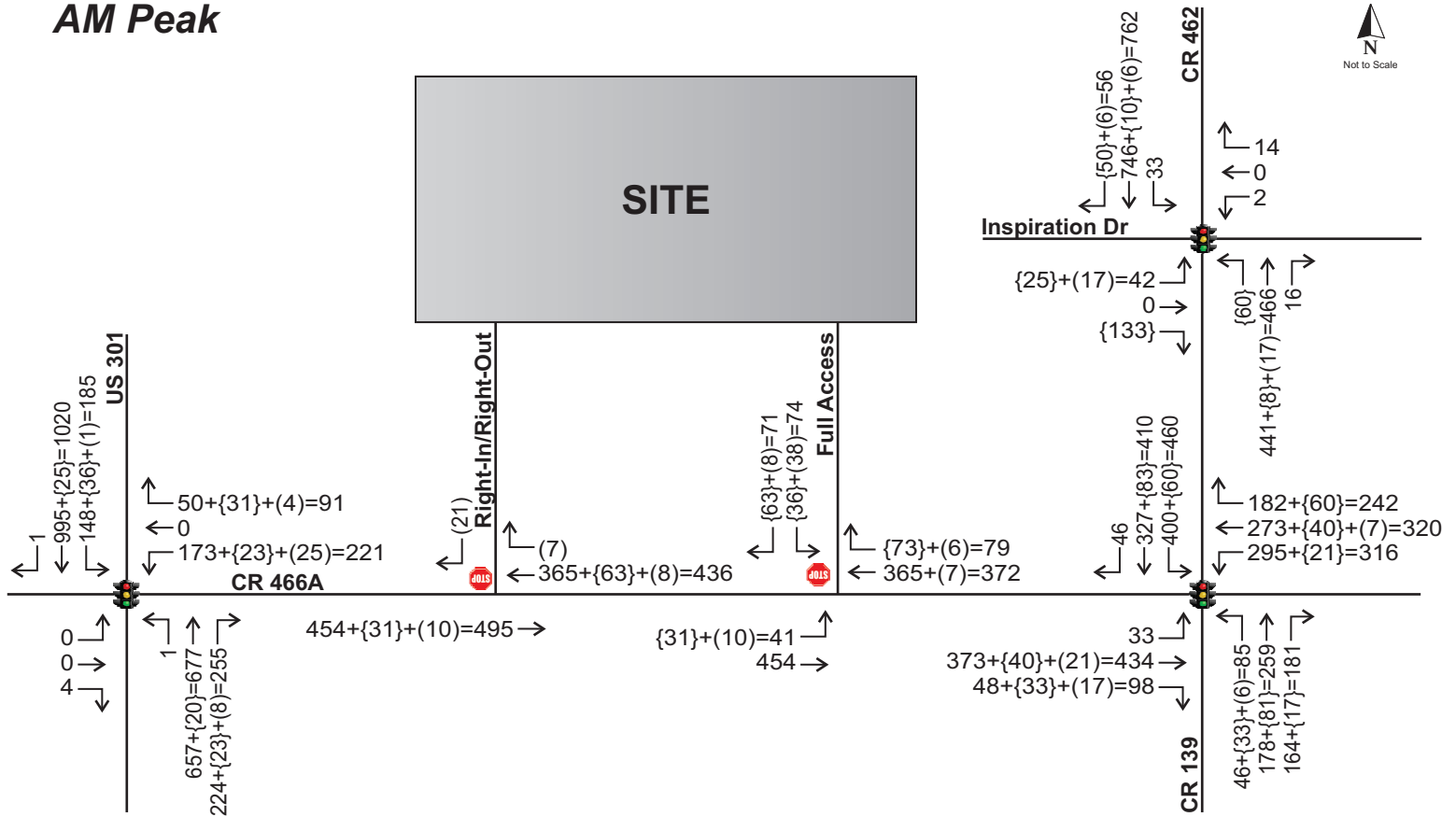


Turkey Run PUD
 Project No 5041
Figure 5

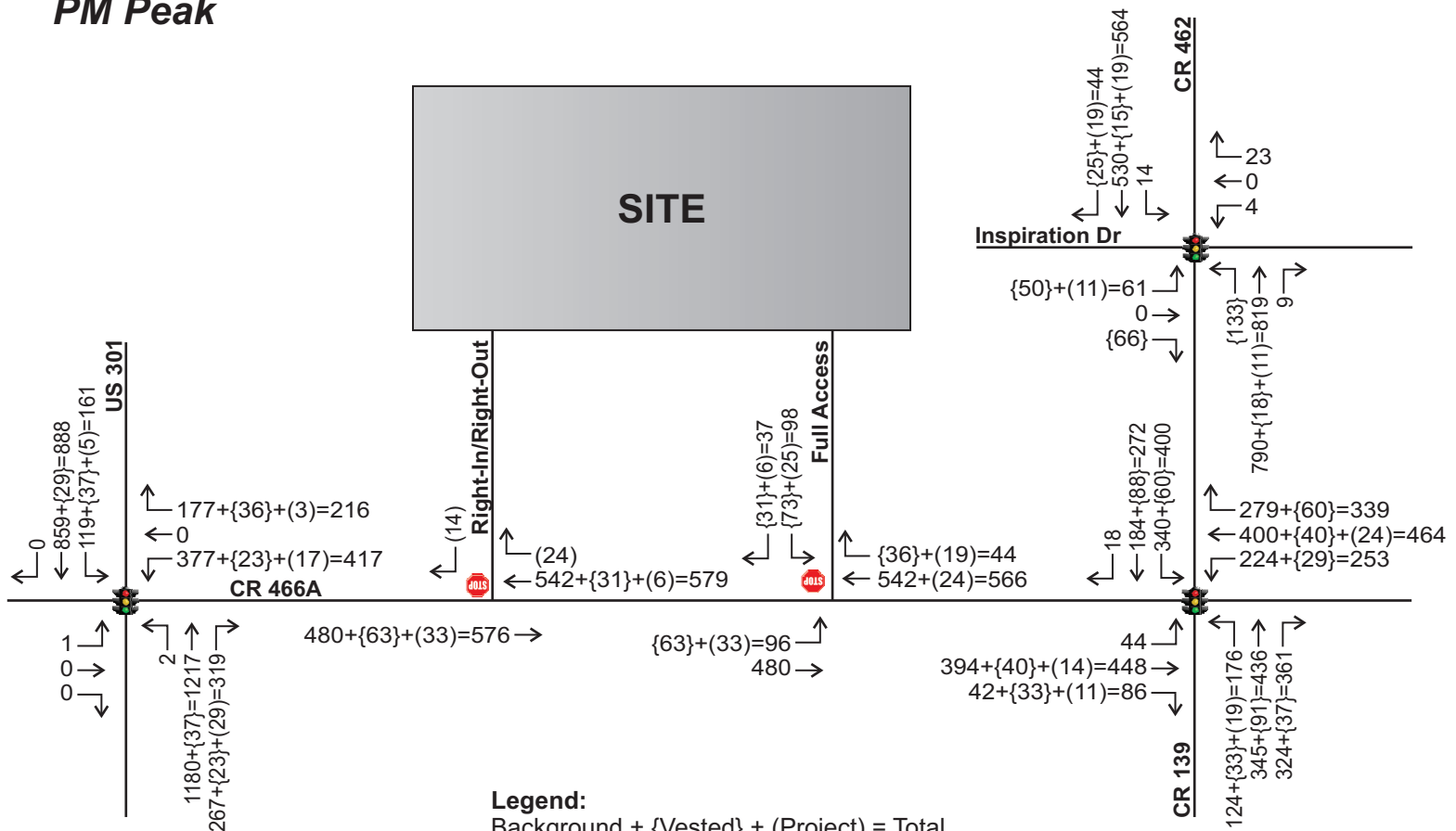
Projected Weekday P.M. Peak Hour Volumes



AM Peak



PM Peak



Appendix J
Projected Calculations

Intersection Volumes

Period	Tgen	Enter	Exit	AGR	Years	Legend
AM Peak		20	68	1.00%	2	Backg'd + {Vested} + (Project) = Total

Intersection= C 127 & C 462 (4/13/2021)

1

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Wildwood	Turkey Run	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	10	1.00	10	1.02		10		0			0	10	10
	T	443	1.00	443	1.02		452		1	15%		3	456	452 + {1} + (3) = 456
	R	1	1.00	1	1.02		1		0	5%		1	2	1 + (1) = 2
WB	L	0	1.00	0	1.02		0		0			0	0	
	T	346	1.00	346	1.02		353		1		15%	10	364	353 + {1} + (10) = 364
	R	2	1.00	2	1.02		2		0			0	2	2
NB	L	9	1.00	9	1.02		9		0		5%	3	12	9 + (3) = 12
	T	0	1.00	0	1.02		0		0			0	0	
	R	1	1.00	1	1.02		1		0			0	1	1
SB	L	3	1.00	3	1.02		3		0			0	3	3
	T	1	1.00	1	1.02		1		0			0	1	1
	R	7	1.00	7	1.02		7		0			0	7	7

Intersection= C 134 & C 462 (4/13/2021)

2

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Wildwood	Turkey Run	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	0	1.00	0	1.02		0		0		20%	14	14	(14)
	T	0	1.00	0	1.02		0		0			0	0	
	R	10	1.00	10	1.02		10		0		10%	7	17	10 + (7) = 17
WB	L	0	1.00	0	1.02		0		0			0	0	
	T	0	1.00	0	1.02		0		0			0	0	
	R	0	1.00	0	1.02		0		0			0	0	
NB	L	5	1.00	5	1.02		5		0	70%		14	19	5 + (14) = 19
	T	449	1.00	449	1.02		458		0			0	458	458
	R	0	1.00	0	1.02		0		0			0	0	
SB	L	0	1.00	0	1.02		0		0			0	0	
	T	687	1.00	687	1.02		701		9	15%		3	713	701 + {9} + (3) = 713
	R	0	1.00	0	1.02		0		0	5%		1	1	(1)

Intersection= C 466A & C 462 / Powell Rd (7/22/2021)

3

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Wildwood	Turkey Run	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	28	1.00	28	1.04		29	0	0	20%		3	32	29 + (3) = 32
	T	270	1.00	270	1.04		282	12	17			0	311	282 + {29} = 311
	R	37	1.00	37	1.04		39	17	14			0	70	39 + {31} = 70
WB	L	231	1.00	231	1.04		241	0	0			0	241	241
	T	214	1.00	214	1.04		223	7	14			0	244	223 + {21} = 244
	R	156	1.00	156	1.04		163	0	21	20%		4	188	163 + {21} + (4) = 188
NB	L	39	1.00	39	1.02		40	6	12			0	58	40 + {18} = 58
	T	157	1.00	157	1.02		160	0	26	30%		6	192	160 + {26} + (6) = 192
	R	122	1.00	122	1.02		124	0	0			0	124	124
SB	L	276	1.00	276	1.02		282	0	25		20%	14	321	282 + {25} + (14) = 321
	T	278	1.00	278	1.02		284	0	31	30%		20	335	284 + {31} + (20) = 335
	R	31	1.00	31	1.02		32	0	0	20%		15	47	32 + (15) = 47

Intersection= C 134 & Access Driveway

4

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Wildwood	Turkey Run	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L		1.00	0	1.00		0		0			0	0	
	T		1.00	0	1.00		10		0			0	10	10
	R		1.00	0	1.00		0		0	10%		2	2	(2)
WB	L		1.00	0	1.00		0		0	75%		15	15	(15)
	T		1.00	0	1.00		5		0			0	5	5
	R		1.00	0	1.00		0		0			0	0	
NB	L		1.00	0	1.00		0		0		10%	6	6	(6)
	T		1.00	0	1.00		0		0			0	0	
	R		1.00	0	1.00		0		0	30%		20	20	(20)
SB	L		1.00	0	1.00		0		0			0	0	
	T		1.00	0	1.00		0		0			0	0	
	R		1.00	0	1.00		0		0			0	0	

Intersection= C 462 & Access Driveway

5

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Wildwood	Turkey Run	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L		1.00	0	1.00		0		0			0	0	
	T		1.00	0	1.00		0		0			0	0	
	R		1.00	0	1.00		0		0	60%		42	42	(42)
WB	L		1.00	0	1.00		0		0			0	0	
	T		1.00	0	1.00		0		0			0	0	
	R		1.00	0	1.00		0		0			0	0	
NB	L		1.00	0	1.00		0		0			0	0	
	T		1.00	0	1.00		463		0	70%		14	477	463 + (14) = 477
	R		1.00	0	1.00		0		0			0	0	
SB	L		1.00	0	1.00		0		0			0	0	
	T		1.00	0	1.00		711		9		10%	7	727	711 + {9} + (7) = 727
	R		1.00	0	1.00		0		0	15%		3	3	(3)

Intersection Volumes

Period	Tgen	Enter	Exit	SF	AGR	Years	Legend
PM Peak		67	39		1.00%	2	Backg'd + {Vested} + (Project) = Total

Intersection= C 127 & C 462 (4/13/2021)														1
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Wildwood	Turkey Run	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	7	1.00	7	1.02		7		0			0	7	
	T	314	1.00	314	1.02		320		3	15%		10	333	320 + {3} + (10) = 333
	R	8	1.00	8	1.02		8		0	5%		3	11	8 + (3) = 11
WB	L	0	1.00	0	1.02		0		0			0	0	
	T	392	1.00	392	1.02		400		3		15%	6	409	400 + {3} + (6) = 409
	R	1	1.00	1	1.02		1		0			0	1	
NB	L	4	1.00	4	1.02		4		0		5%	2	6	4 + (2) = 6
	T	0	1.00	0	1.02		0		0			0	0	
	R	0	1.00	0	1.02		0		0			0	0	
SB	L	5	1.00	5	1.02		5		0			0	5	
	T	0	1.00	0	1.02		0		0			0	0	
	R	14	1.00	14	1.02		14		0			0	14	14

Intersection= C 134 & C 462 (4/13/2021)														2
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Wildwood	Turkey Run	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	2	1.00	2	1.02		2		0		20%	8	10	2 + (8) = 10
	T	0	1.00	0	1.02		0		0			0	0	
	R	8	1.00	8	1.02		8		0		10%	4	12	8 + (4) = 12
WB	L	0	1.00	0	1.02		0		0			0	0	
	T	0	1.00	0	1.02		0		0			0	0	
	R	0	1.00	0	1.02		0		0			0	0	
NB	L	11	1.00	11	1.02		11		0	70%		47	58	11 + (47) = 58
	T	758	1.00	758	1.02		773		0			0	773	
	R	0	1.00	0	1.02		0		0			0	0	
SB	L	0	1.00	0	1.02		0		0			0	0	
	T	498	1.00	498	1.02		508		25	15%		10	543	508 + {25} + (10) = 543
	R	1	1.00	1	1.02		1		0	5%		3	4	1 + (3) = 4

Intersection= C 466A & C 462 / Powell Rd (7/22/2021)															3
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Wildwood	Turkey Run	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L	29	1.00	29	1.04		30	0	0	20%		13	43	30 + (13) = 43	
	T	319	1.00	319	1.04		333	14	40			0	387	333 + {54} = 387	
	R	43	1.00	43	1.04		45	11	33			0	89	45 + (44) = 89	
WB	L	205	1.00	205	1.04		214	0	0			0	214	214	
	T	296	1.00	296	1.04		309	24	40			0	373	309 + {64} = 373	
	R	206	1.00	206	1.04		215	0	60	20%		13	288	215 + {60} + (13) = 288	
NB	L	82	1.00	82	1.02		84	19	33			0	136	84 + {52} = 136	
	T	267	1.00	267	1.02		272	0	73	28%		19	364	272 + {73} + (19) = 364	
	R	227	1.00	227	1.02		232	0	0			0	232	232	
SB	L	279	1.00	279	1.02		285	0	60		19%	7	352	285 + {60} + (7) = 352	
	T	165	1.00	165	1.02		168	0	73		30%	12	253	168 + {73} + (12) = 253	
	R	13	1.00	13	1.02		13	0	0		19%	8	21	13 + (8) = 21	

Intersection= C 134 & Access Driveway															4
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Wildwood	Turkey Run	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L		1.00	0	1.02		0		0			0	0		
	T		1.00	0	1.02		10		0			0	10	10	
	R		1.00	0	1.02		0		0	10%		7	7	(7)	
WB	L		1.00	0	1.02		0		0	75%		50	50	(50)	
	T		1.00	0	1.02		12		0			0	12	12	
	R		1.00	0	1.02		0		0			0	0		
NB	L		1.00	0	1.02		0		0		10%	4	4	(4)	
	T		1.00	0	1.02		0		0			0	0		
	R		1.00	0	1.02		0		0		30%	12	12	(12)	
SB	L		1.00	0	1.02		0		0			0	0		
	T		1.00	0	1.02		0		0			0	0		
	R		1.00	0	1.02		0		0			0	0		

Intersection= C 462 & Access Driveway															5
Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Wildwood	Turkey Run	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L		1.00	0	1.02		0		0			0	0		
	T		1.00	0	1.02		0		0			0	0		
	R		1.00	0	1.02		0		0		60%	23	23 (23)		
WB	L		1.00	0	1.02		0		0			0	0		
	T		1.00	0	1.02		0		0			0	0		
	R		1.00	0	1.02		0		0			0	0		
NB	L		1.00	0	1.02		0		0			0	0		
	T		1.00	0	1.02		784		0	70%		47	831	784 + (47) = 831	
	R		1.00	0	1.02		0		0			0	0		
SB	L		1.00	0	1.02		0		0			0	0		
	T		1.00	0	1.02		516		25		10%	4	545	516 + {25} + (4) = 545	
	R		1.00	0	1.02		0		0	15%		10	10 (10)		

Appendix K
HCM Worksheets - Projected Conditions

HCM 6th TWSC
1: C 127 & C 462

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	456	2	0	364	2	12	0	1	3	1	7
Future Vol, veh/h	10	456	2	0	364	2	12	0	1	3	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	4	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	11	518	2	0	414	2	14	0	1	3	1	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	416	0	0	520	0	0	961	957	519	957	957	415
Stage 1	-	-	-	-	-	-	541	541	-	415	415	-
Stage 2	-	-	-	-	-	-	420	416	-	542	542	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1143	-	-	1046	-	-	236	258	557	237	258	637
Stage 1	-	-	-	-	-	-	525	521	-	615	592	-
Stage 2	-	-	-	-	-	-	611	592	-	525	520	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1143	-	-	1046	-	-	231	255	557	235	255	637
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	255	-	235	255	-
Stage 1	-	-	-	-	-	-	520	516	-	609	592	-
Stage 2	-	-	-	-	-	-	602	592	-	519	515	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			20.8			14.4		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	242	1143	-	-	1046	-	-	397				
HCM Lane V/C Ratio	0.061	0.01	-	-	-	-	-	0.031				
HCM Control Delay (s)	20.8	8.2	-	-	0	-	-	14.4				
HCM Lane LOS	C	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1				

HCM 6th TWSC
1: C 127 & C 462

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	333	11	0	409	1	6	0	0	5	0	14
Future Vol, veh/h	7	333	11	0	409	1	6	0	0	5	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	7	2	50	2	2	2	2	2
Mvmt Flow	8	396	13	0	487	1	7	0	0	6	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	488	0	0	409	0	0	915	907	403	907	913	488
Stage 1	-	-	-	-	-	-	419	419	-	488	488	-
Stage 2	-	-	-	-	-	-	496	488	-	419	425	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.6	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.95	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1075	-	-	1150	-	-	209	276	647	257	273	580
Stage 1	-	-	-	-	-	-	527	590	-	561	550	-
Stage 2	-	-	-	-	-	-	476	550	-	612	586	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1075	-	-	1150	-	-	202	274	647	255	271	580
Mov Cap-2 Maneuver	-	-	-	-	-	-	202	274	-	255	271	-
Stage 1	-	-	-	-	-	-	523	586	-	557	550	-
Stage 2	-	-	-	-	-	-	462	550	-	607	582	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	23.5	13.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	202	1075	-	-	1150	-	-	434
HCM Lane V/C Ratio	0.035	0.008	-	-	-	-	-	0.052
HCM Control Delay (s)	23.5	8.4	-	-	0	-	-	13.8
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

HCM 6th TWSC
2: C 462 & C 134

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	17	19	458	713	1
Future Vol, veh/h	14	17	19	458	713	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	335	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	17	21	23	559	870	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1476	871	871	0	-	0
Stage 1	871	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	139	350	774	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	135	350	774	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26.6	0.4		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	774	-	204	-	-	
HCM Lane V/C Ratio	0.03	-	0.185	-	-	
HCM Control Delay (s)	9.8	-	26.6	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-	

HCM 6th TWSC
2: C 462 & C 134

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	12	58	773	543	4
Future Vol, veh/h	10	12	58	773	543	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	335	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	11	13	64	859	603	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1592	605	607	0	-	0
Stage 1	605	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	118	498	971	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	498	971	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26.6	0.6		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	971	-	191	-	-	
HCM Lane V/C Ratio	0.066	-	0.128	-	-	
HCM Control Delay (s)	9	-	26.6	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-	

HCM 6th Signalized Intersection Summary

3: Powell Rd/C 462 & C 466A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	311	70	241	244	188	58	192	124	321	335	16
Future Volume (veh/h)	32	311	70	241	244	188	58	192	124	321	335	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1678	1796	1856	1870	1856	1856	1856	1781	1856	1870	1811	1781
Adj Flow Rate, veh/h	35	338	76	262	265	204	63	209	135	349	364	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	7	3	2	3	3	3	8	3	2	6	8
Cap, veh/h	350	461	102	478	827	369	409	496	437	537	545	25
Arrive On Green	0.07	0.17	0.17	0.14	0.23	0.23	0.10	0.28	0.28	0.14	0.32	0.32
Sat Flow, veh/h	1598	2776	616	3456	3526	1572	1767	1781	1572	1781	1716	80
Grp Volume(v), veh/h	35	206	208	262	265	204	63	209	135	349	0	381
Grp Sat Flow(s),veh/h/ln	1598	1706	1685	1728	1763	1572	1767	1781	1572	1781	0	1797
Q Serve(g_s), s	1.2	8.2	8.4	5.1	4.5	8.2	1.7	6.9	4.9	10.0	0.0	13.2
Cycle Q Clear(g_c), s	1.2	8.2	8.4	5.1	4.5	8.2	1.7	6.9	4.9	10.0	0.0	13.2
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	350	284	280	478	827	369	409	496	437	537	0	571
V/C Ratio(X)	0.10	0.73	0.74	0.55	0.32	0.55	0.15	0.42	0.31	0.65	0.00	0.67
Avail Cap(c_a), veh/h	460	475	469	1009	1520	678	578	619	547	537	0	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	28.4	28.5	28.9	22.8	24.2	15.2	21.2	20.5	15.8	0.0	21.2
Incr Delay (d2), s/veh	0.1	3.6	3.9	1.0	0.2	1.3	0.2	0.6	0.4	2.8	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.3	3.4	2.0	1.7	2.9	0.6	2.8	1.6	3.9	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	32.0	32.4	29.9	23.0	25.5	15.4	21.8	20.9	18.6	0.0	23.7
LnGrp LOS	C	C	C	C	C	C	B	C	C	B	A	C
Approach Vol, veh/h	449			731			407			730		
Approach Delay, s/veh	31.4			26.2			20.5			21.2		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	25.0	14.9	16.9	12.2	27.8	10.0	21.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	25.0	21.0	20.0	14.0	25.0	10.0	31.0				
Max Q Clear Time (g_c+I1), s	12.0	8.9	7.1	10.4	3.7	15.2	3.2	10.2				
Green Ext Time (p_c), s	0.0	1.4	0.7	1.5	0.1	1.4	0.0	2.1				
Intersection Summary												
HCM 6th Ctrl Delay	24.6											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

3: Powell Rd/C 462 & C 466A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	387	89	214	373	288	136	364	232	352	253	21
Future Volume (veh/h)	43	387	89	214	373	288	136	364	232	352	253	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1870	1856	1870	1870	1856	1856	1856	1870	1870	1856	1707
Adj Flow Rate, veh/h	48	435	100	240	419	324	153	409	261	396	284	24
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	12	2	3	2	2	3	3	3	2	2	3	13
Cap, veh/h	338	612	140	451	923	408	445	487	416	370	452	38
Arrive On Green	0.08	0.21	0.21	0.13	0.26	0.26	0.13	0.26	0.26	0.13	0.27	0.27
Sat Flow, veh/h	1640	2874	655	3456	3554	1572	1767	1856	1585	1781	1687	143
Grp Volume(v), veh/h	48	268	267	240	419	324	153	409	261	396	0	308
Grp Sat Flow(s),veh/h/ln	1640	1777	1752	1728	1777	1572	1767	1856	1585	1781	0	1830
Q Serve(g_s), s	1.6	10.6	10.8	4.9	7.5	14.6	4.4	15.9	11.1	10.0	0.0	11.3
Cycle Q Clear(g_c), s	1.6	10.6	10.8	4.9	7.5	14.6	4.4	15.9	11.1	10.0	0.0	11.3
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	338	378	373	451	923	408	445	487	416	370	0	490
V/C Ratio(X)	0.14	0.71	0.72	0.53	0.45	0.79	0.34	0.84	0.63	1.07	0.00	0.63
Avail Cap(c_a), veh/h	416	467	460	953	1447	640	547	609	520	370	0	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	27.8	27.8	30.9	23.7	26.3	16.5	26.6	24.8	22.0	0.0	24.5
Incr Delay (d2), s/veh	0.2	3.7	4.1	1.0	0.3	3.7	0.5	8.4	1.6	66.7	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	8.0	8.0	3.5	5.2	9.1	3.1	12.2	7.1	17.2	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	31.5	31.9	31.9	24.0	30.0	16.9	34.9	26.4	88.8	0.0	26.0
LnGrp LOS	B	C	C	C	C	C	B	C	C	F	A	C
Approach Vol, veh/h		583			983			823			704	
Approach Delay, s/veh		30.7			27.9			28.9			61.3	
Approach LOS		C			C			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	25.0	14.9	21.2	14.6	25.4	11.4	24.8				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	25.0	21.0	20.0	14.0	25.0	10.0	31.0				
Max Q Clear Time (g_c+l1), s	12.0	17.9	6.9	12.8	6.4	13.3	3.6	16.6				
Green Ext Time (p_c), s	0.0	2.0	0.6	1.7	0.2	1.2	0.0	3.1				
Intersection Summary												
HCM 6th Ctrl Delay			36.3									
HCM 6th LOS			D									

HCM 6th TWSC

4: Access & C 134

Intersection						
Int Delay, s/veh	5.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	10	2	15	5	6	20
Future Vol, veh/h	10	2	15	5	6	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	145	190	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	2	16	5	7	22
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	48	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1606	-	962	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1606	-	952	1070
Mov Cap-2 Maneuver	-	-	-	-	952	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	975	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.4		8.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1040	-	-	1606	-	
HCM Lane V/C Ratio	0.027	-	-	0.01	-	
HCM Control Delay (s)	8.6	-	-	7.3	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC 4: Access & C 134

Intersection						
Int Delay, s/veh	5.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	10	7	50	12	4	12
Future Vol, veh/h	10	7	50	12	4	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	145	190	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	8	54	13	4	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	19	0	132	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1597	-	862	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1597	-	833	1070
Mov Cap-2 Maneuver	-	-	-	-	833	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	873	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.9		8.7	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	999	-	-	1597	-	
HCM Lane V/C Ratio	0.017	-	-	0.034	-	
HCM Control Delay (s)	8.7	-	-	7.3	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

HCM 6th TWSC
5: C 462 & Access

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	41	0	477	727	3
Future Vol, veh/h	0	41	0	477	727	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	10	20	2	2	2
Mvmt Flow	0	50	0	582	887	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	889	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.3	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.39	-	-	-	-
Pot Cap-1 Maneuver	0	331	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	331	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.8	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 331		-	-		
HCM Lane V/C Ratio	- 0.151		-	-		
HCM Control Delay (s)	- 17.8		-	-		
HCM Lane LOS	- C		-	-		
HCM 95th %tile Q(veh)	- 0.5		-	-		

HCM 6th TWSC
5: C 462 & Access

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	23	0	831	545	10
Future Vol, veh/h	0	23	0	831	545	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	903	592	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	598	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	502	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	502	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	-		502	-	-	
HCM Lane V/C Ratio	-		0.05	-	-	
HCM Control Delay (s)	-		12.5	-	-	
HCM Lane LOS	-		B	-	-	
HCM 95th %tile Q(veh)	-		0.2	-	-	

Appendix L
HCM Summary Worksheets – Mitigation

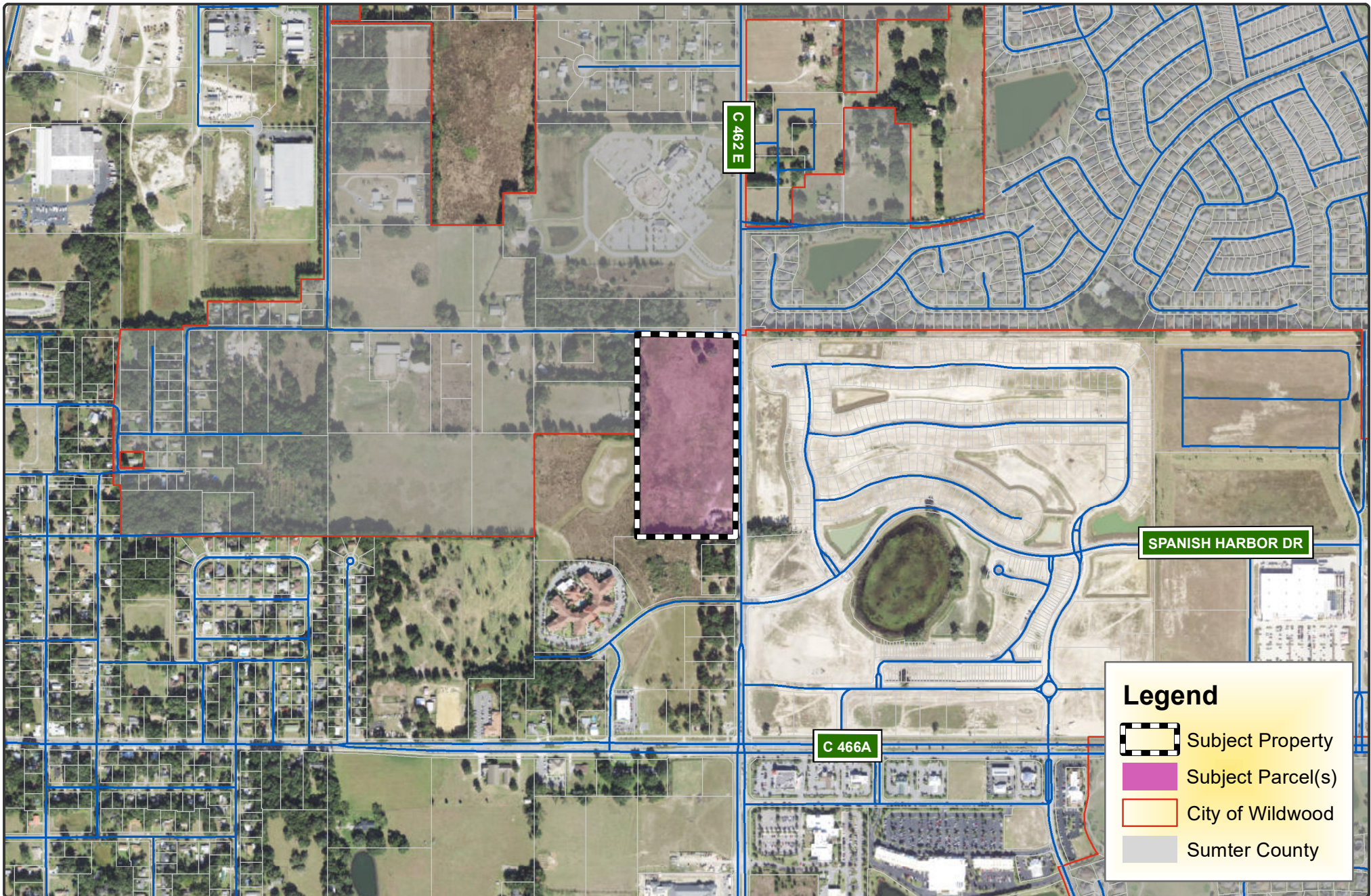
HCM 6th Signalized Intersection Summary 3: Powell Rd/C 462 & C 466A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 					 		
Traffic Volume (veh/h)	32	311	70	241	244	188	58	192	124	321	335	45
Future Volume (veh/h)	32	311	70	241	244	188	58	192	124	321	335	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1678	1796	1856	1870	1856	1856	1856	1781	1856	1870	1811	1781
Adj Flow Rate, veh/h	35	338	63	262	265	143	63	209	119	349	364	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	7	3	2	3	3	3	8	3	2	6	8
Cap, veh/h	341	411	76	491	757	337	401	510	450	1090	512	69
Arrive On Green	0.07	0.14	0.14	0.14	0.21	0.21	0.10	0.29	0.29	0.14	0.33	0.33
Sat Flow, veh/h	1598	2877	530	3456	3526	1572	1767	1781	1572	3456	1563	210
Grp Volume(v), veh/h	35	199	202	262	265	143	63	209	119	349	0	413
Grp Sat Flow(s),veh/h/ln	1598	1706	1701	1728	1763	1572	1767	1781	1572	1728	0	1773
Q Serve(g_s), s	1.2	7.9	8.1	4.9	4.5	5.5	1.6	6.6	4.1	4.5	0.0	14.3
Cycle Q Clear(g_c), s	1.2	7.9	8.1	4.9	4.5	5.5	1.6	6.6	4.1	4.5	0.0	14.3
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	341	244	243	491	757	337	401	510	450	1090	0	581
V/C Ratio(X)	0.10	0.82	0.83	0.53	0.35	0.42	0.16	0.41	0.26	0.32	0.00	0.71
Avail Cap(c_a), veh/h	457	244	243	494	757	337	475	510	450	1090	0	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.1	29.1	29.1	27.8	23.3	23.7	14.6	20.2	19.3	13.1	0.0	20.6
Incr Delay (d2), s/veh	0.1	18.9	20.9	1.1	0.3	0.8	0.2	0.5	0.3	0.2	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.2	4.4	1.9	1.7	1.9	0.6	2.6	1.4	1.5	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	47.9	50.1	28.9	23.6	24.6	14.8	20.7	19.6	13.2	0.0	24.6
LnGrp LOS	C	D	D	C	C	C	B	C	B	B	A	C
Approach Vol, veh/h	436		670			391			762			
Approach Delay, s/veh	46.9		25.9			19.4			19.4			
Approach LOS	D		C			B			B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	25.0	14.9	15.0	12.1	27.9	9.9	20.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	20.0	10.0	10.0	10.0	20.0	10.0	10.0				
Max Q Clear Time (g_c+I1), s	6.5	8.6	6.9	10.1	3.6	16.3	3.2	7.5				
Green Ext Time (p_c), s	0.4	1.1	0.3	0.0	0.0	0.8	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			26.6									
HCM 6th LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	387	89	214	373	288	136	364	232	352	253	20
Future Volume (veh/h)	43	387	89	214	373	288	136	364	232	352	253	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1870	1856	1870	1870	1856	1856	1856	1870	1870	1856	1707
Adj Flow Rate, veh/h	48	435	89	240	419	189	153	409	137	396	284	22
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	12	2	3	2	2	3	3	3	2	2	3	13
Cap, veh/h	327	491	100	477	778	344	485	516	441	804	484	37
Arrive On Green	0.09	0.17	0.17	0.14	0.22	0.22	0.13	0.28	0.28	0.14	0.28	0.28
Sat Flow, veh/h	1640	2942	598	3456	3554	1572	1767	1856	1585	3456	1700	132
Grp Volume(v), veh/h	48	261	263	240	419	189	153	409	137	396	0	306
Grp Sat Flow(s),veh/h/ln	1640	1777	1763	1728	1777	1572	1767	1856	1585	1728	0	1832
Q Serve(g_s), s	1.6	10.3	10.5	4.6	7.5	7.7	4.0	14.7	4.9	5.4	0.0	10.3
Cycle Q Clear(g_c), s	1.6	10.3	10.5	4.6	7.5	7.7	4.0	14.7	4.9	5.4	0.0	10.3
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	327	296	294	477	778	344	485	516	441	804	0	521
V/C Ratio(X)	0.15	0.88	0.89	0.50	0.54	0.55	0.32	0.79	0.31	0.49	0.00	0.59
Avail Cap(c_a), veh/h	414	296	294	481	778	344	496	593	507	804	0	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.8	29.3	29.3	28.7	24.9	24.9	14.5	24.0	20.5	15.8	0.0	22.1
Incr Delay (d2), s/veh	0.2	25.1	27.1	0.8	0.7	1.8	0.4	6.4	0.4	0.5	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	10.1	10.3	3.3	5.3	5.0	2.7	11.2	3.0	3.3	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	54.3	56.4	29.5	25.6	26.8	14.8	30.4	20.9	16.2	0.0	23.3
LnGrp LOS	C	D	E	C	C	C	B	C	C	B	A	C
Approach Vol, veh/h		572			848			699			702	
Approach Delay, s/veh		52.5			27.0			25.1			19.3	
Approach LOS		D			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	25.0	14.9	17.0	14.5	25.5	11.2	20.8				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	23.0	10.0	12.0	10.0	23.0	10.0	12.0				
Max Q Clear Time (g_c+I1), s	7.4	16.7	6.6	12.5	6.0	12.3	3.6	9.7				
Green Ext Time (p_c), s	0.4	1.6	0.2	0.0	0.1	1.1	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			29.8									
HCM 6th LOS			C									

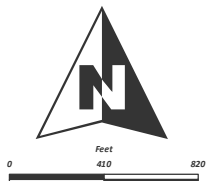
Appendix M
Sumter County's Code of Ordinances

- 3) New subdivisions. Where a proposed development intersects an arterial or collector street, it shall be planned to avoid the arterial, except where natural features prohibit the access to the development. Development shall provide for access to the arterial as shown in Table 13-513B.
- 4) Notwithstanding the above, a service/filling station or convenience store selling gasoline may be allowed one (1) driveway connection for each one hundred fifty (150) feet of road frontage.
- b) Local roads:
 - 1) Corner lots in residential developments shall derive their access from the street having the lower functional classification.
- c) Additional driveway connections may be allowed if they are limited to school bus or emergency vehicle use only.
- d) Shared access points may be required for compliance with this section.
- c. *Turn lanes.* Turn lanes and acceleration/deceleration lanes sufficient to serve the proposed development shall be provided whenever a development generates a turning movement greater than five (5) percent of the ADT for the adopted level of service for the roadway.
- (5) *Intersection design.*
 - a. *General criteria.* In addition to the provisions in the Green Book, the following shall apply:
 - 1. Streets shall be designed so as to intersect as nearly as possible at right angles and no street shall intersect any other street at an angle of less than seventy-five (75) degrees, unless no practicable alternative is available. Not more than two (2) streets shall intersect at any one (1)



**CITY OF
WILDWOOD**

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



PD 2205-002

VILLAS AT WILDWOOD PD AMENDMENT

PARCEL G05-032

MAP 1B

LOCATION
MAP

JUNE
2022



WILDWOOD FLORIDA

City of Wildwood

Project # PD 2205-002

Project Name: Villas at Wildwood PD Amendment

Representative: Matt Morris

CITY ATTORNEY

No comments

DEVELOPMENT SERVICES

No comments

SUMTER COUNTY PUBLIC WORKS– ROADS AND BRIDGES &TRAFFIC ANALYSIS

Revised TIA accepted by Sumter County on 6/2/2022.

UTILITIES – WATER/WASTEWATER

No comments

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

The application filed by Morris Engineering and Consulting, LLC ("Agent") as Agent for Wildwood BTR, LLC ~~Luxury Leased Homes USA, LLC, an Indiana limited liability company~~ ("Developer") for a Planned Development Amendment was heard by and before the City Commission, Wildwood, Florida on this _____ day of _____ 2021-2022 ("Effective Date"). 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; - the testimony adduced and evidence received at the Public Hearing by the Planning and Zoning Board on _____, 2022~~1~~; and otherwise, being fully advised, the City Commission does hereby find and determine as follows:

SECTION 1: GENERAL FINDINGS

- A. That the "Villas at Wildwood" Planned Development Application (hereinafter referred to as the "Project") was duly and properly filed herein on May 17, 2021;
- B. That the first Villas at Wildwood Planned Development Amendment Application (hereinafter referred to as the "Project") was duly and properly filed herein on May 26, 2022;
- B.C. 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.D. 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.E. That the Developer intends to develop a Project consisting of 18.66 acres, more or less, which is situated in Wildwood, Florida. This land is legally described in Exhibit A attached hereto;
- E.F. That the Developer has complied with the conceptual development plan provision as required by Section 8.4 of the Land Development Regulations; and
- G. That the Developer has complied with the Planned Development Amendment provisions as required by Section 8.6 of the Land Development Regulations.
- F.H. 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 (PD) Amendment of the lands described in Exhibit A;
- B. That the zoning district of the subject land described in Exhibit A is classified as R-4 on the City of Wildwood Zoning Map;
- C. 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;
- 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~~31 days after the hearing date per F.S. 163. 3187(5)(c) for small scale comprehensive plan amendments.~~

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 conceptual development plan prepared by Morris Engineering & Consulting, LLC dated July 20, 2021, May 23, 2022 is incorporated into this Ordinance as **Exhibit B** (“Conceptual Development Plan”) attached hereto. The Conceptual Development Plan is hereby deemed to be consistent with City of Wildwood Comprehensive Plan. The Developer shall, and is entitled to, construct improvements depicted on the Conceptual Development Plan.
1. The conceptual development plan illustrates the general location of the following land uses:
 - a. Single Family Attached Residential units; and
 - b. Common Area/Club House/Recreation Areas
 2. The Conceptual Development Plan is conceptual in nature and may be affected or modified by final zoning approval and conditions, by compensating storage capacity requirements in flood prone areas, 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 conceptual development plan, the written ordinance will supersede.
- C. Development Program. The Project shall be developed in a single phase in accordance with the conceptual development plan and this Section.
1. **TYPE OF DEVELOPMENT.** The Project is intended to consist of a medium high density single-family attached residential neighborhood not to exceed 12 units per acre.
 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)
Single Family Attached Residential	18.66
Total	18.66

3. Maximum Development Potential. Residential and non-residential development within the Project shall not exceed the following as permitted within the R-4 zoning district:

Land Use	Beds/Units
One-Bedroom Units	14 <u>16</u>
Two-Bedroom Units	100 <u>108</u>
Three-Bedroom Units	68
Total	182 <u>192</u>

4. Signage. All signage identifying the project and located adjacent to County Road 462 East and County Road 134 shall comply with the City of Wildwood Land Development Regulations and Design District Standards.
- D. Amendments. All modifications requiring an amendment to this 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.
- E. Future Approvals. After this Ordinance is recorded, and prior to any construction occurring, a site plan or subdivision preliminary 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. Further, prior to approval of a site plan or a subdivision preliminary 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. Said agreement(s) shall also specify, among other items, the ownership and maintenance of infrastructure associated with the Project.
- F. Principal Uses. All permitted principal uses listed in Chapter 3, Table 3-6 of the Land Development Regulations for the R-4 zoning district shall be allowed within the Project, as well as the ancillary uses included within the Conceptual Development Plan, including but not limited to a pool, passive recreation / open spaces, clubhouse, detached garages and storage buildings.
- G. Development Standards. Unless specifically noted herein, the Project shall adhere to the zoning district standards prescribed in Chapter 3 of the Land Development Regulations for the R-4 zoning district. The Florida Energy Conservation Code 2017 edition and the Florida Plumbing Code 2020 edition, 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. The Developer will provide a required minimum living area of six hundred fifty (650) square feet per one-bedroom dwelling unit and minimum building separation of ten feet (10').
- H. Design District Standards. Unless otherwise noted, the Project shall adhere to the Design District Standards applicable to single family attached / multifamily projects pursuant to Section 6.12 of the Land Development Regulations.

1. Streetscapes. This Project will consist of a minimum of three (3) different floor plans, each having one (1) unique elevation, and four (4) different color palettes. Residential unit design, sidewalks, parking and setbacks will be consistent with the Conceptual Development Plan. Sidewalks or pedestrian pathways provided throughout the project will adhere to the applicable ADA requirements. Sidewalks will maintain a minimum width of five feet (5') and will be located at variable distance from the curb with a minimum of zero feet (0') when adjacent to parking spaces, as depicted on the Conceptual Development Plan.
 2. The project will provide social gathering areas within the community as depicted on the Conceptual Development Plan.
- I. Recreation and Open Space. The Project shall include the open spaces depicted on the Conceptual Development Plan and shall meet the required 20% open space as noted in the Design District Standards.
1. Parks and Recreation. The Project shall include common areas such as open spaces for passive recreation, a dog park, tot lot, pool, and an amenities building, as depicted on the Conceptual Development Plan.
 2. Buffers. The Developer shall maintain twenty-foot (20') landscape buffers along the northern, southern, eastern and western boundaries, as depicted on the Conceptual Development Plan.
 3. Open Space. Open space shall include wetlands, preservation areas, greenspace, and landscape buffers. Open space may include areas such as trails, plazas, courtyards, and other similar public areas. Open space may also include recreation areas and amenities provided said amenities or area is not enclosed with conditioned space, including a pool. 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 drainage retention areas shall not exceed 50% of the open space requirement. Open space shall not include open bodies of water, rights-of-way (public or private), yards, or lots of record per plat, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.
- J. Environmental Considerations. The Developer shall comply with any requirements arising out of the environmental survey conducted by Modica & Associates.
- K. 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 any certificates of occupancy 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, 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 ensure 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: There is sufficient roadway capacity available to accommodate the Project at buildout. The responsibility to fund the improvements listed in Section L of this ordinance, in part or whole, will be the responsibility of the Applicant/Developer. These improvements were identified in the Traffic Impact Analysis submitted with the Planned Development application and are attached as **Exhibit C.**
- L. Access and Transportation. Access to the Project from County Road 462 East and County Road 134 as well as internal roadways shall be constructed in a location substantially similar to the area depicted on the Conceptual Development Plan. Developer acknowledges that the development of the Property will be subject to Sumter County's impact fee ordinances. The Developer agrees to fund project required improvements to C-134. This includes the widening of C-134 to County standards and will begin at the terminus at C-462 to the western property line of the Development, approximately 628 feet, resurfacing of C-134 along the property frontage and may include tapers at the western end. Improvements along C-462 may include a curb and gutter section with integral sidewalk if approved by Sumter County.
- M. Maintenance of Common Areas and Open Space. Maintenance and repair of structures, lawn mowing, and landscaping maintenance of all common areas and open space within the Project shall be the responsibility of the Developer or its designee, 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, through which City may be entitled to reimbursement for its reasonable attorney's fees, costs and expenses, as may be reasonably incurred by the City.
- N. 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 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.
- O. 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 Project for periods of up to twelve (12) months provided the applicant can show good cause why said 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 the original establishing Ordinance.

SECTION 4. 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. This Ordinance shall be effective upon adoption during the second and final reading by the City of Wildwood City Commission 31 days after the hearing date per F.S. 163.318 7(5)(c) for small scale comprehensive plan amendments

PASSED AND ORDAINED in regular session of the City Commission of the City of Wildwood, Sumter County, Florida, this ____ day of _____, 20221.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

ATTEST: _____
Cassandra Smith, City Clerk

Ed Wolf, Mayor

First Reading: _____

Second Reading: _____

Approved as to Form:

City Attorney