

September 4, 2007


BCC Meeting Date: September 12, 2007

MEMORANDUM

PD-336

TO: The Honorable Chairman and Members of the Board of County Commissioners


VIA: Gary Kuhl, County Administrator

FROM: Ronald F. Pianta, AICP, Planning Director, Planning Department 

SUBJECT: I-75/SR 50 PDD Area Plan Adoption

Brief Overview: Sunrise Lands Partnership submitted an application for a Development of Regional Impact under Section 380.06, F.S. in May of 2005. The application consists of 4,800 units, 75 motel rooms, 365,000 square feet of retail, 50,000 square feet of office, a golf course and clubhouse. A public hearing has been advertised for July 24, 2007 and continued by the Board to September 12, 2007. Prior to consideration of the development order for Sunrise, a consistency/needs plan for the I-75/SR 50 PDD must be considered, and approved, by the Board. The proposed I-75/SR 50 PDD Area Plan covers the infrastructure needs for roadways, utilities, schools, parks and a location for an east side government center (Plan attached). A related item for the Board to consider, following adoption of the Area Plan, is an impact fee overlay ordinance that provides the funding mechanism for the infrastructure needs identified by the Area Plan.

Budget Impact: The I-75/SR 50 PDD Area Plan includes a recommendation to consider an impact fee overlay ordinance to provide for a funding mechanism for the infrastructure needs identified by the Plan.

 **Legal Impact:** Policy 1.07B(3) of the Future Land Use Element of the Comprehensive Plan states that the I-75/SR 50 PDD shall include “an infrastructure analysis to determine the needs for traffic improvements, sewer and water facilities, fire protection and recreation.” The Plan and attached Resolution have been reviewed by the County Attorney’s Office, and are appropriate for consideration by the Board.

Recommended Action: It is recommended that the Board consider the proposed I-75/SR 50 PDD Area Plan, and approve the associated Resolution adopting the Plan.

Administrative Note: _____ Reviewed _____ See attached memo

Issue is not a quasi-judicial function of the Board and Exparte procedures do not apply.

Policy 1.07B(3) of the Future Land Use Element of the Comprehensive Plan states that the I-75/SR 50 PDD shall include “an infrastructure analysis to determine the needs for traffic improvements, sewer and water facilities, fire protection and recreation.” Master plan approvals by the Board in the I-75/SR 50 PDD stipulated that development could not proceed until the infrastructure needs and the required mitigation by development had been identified and agreed to in the form of an enforceable development agreement. Consistency with the Comprehensive Plan policies for the I-75/SR 50 PDD and the development of an area needs plan is integral to the formulation of any development agreement or DRI development order. Therefore, in order to make a final determination of consistency with the Comprehensive Plan for the Sunrise DRI the Board will need to officially adopt an Area Plan for the I-75/SR 50 PDD prior to the issuance of any development agreement or DRI development order. In addition, integral to funding the infrastructure needs identified by the proposed Area Plan is the use of an impact fee overlay district for the provision of roads, schools, an east side government center and parks. Therefore, successful implementation of the proposed Area Plan includes the subsequent consideration, and adoption, of the proposed impact fee overlay ordinance as a separate action item. Discussions on the proposed Plan were conducted with the Board on May 7, 2007 and July 24, 2007; and a public meeting was held in the Ridge Manor Community Center on August 13, 2007.

The topics covered in the proposed Area Plan include an area roadway network, a plan for a master utility system, a proposal for the mitigation of school impacts, a proposal for the mitigation of park needs, and provisions for an east side government center. Mitigation of fire impacts will be addressed during conditional platting (with the exception of the Sunrise development order) through the assessment of separate mitigation payments over and above impact fees, based upon a need determination made by the Fire Department. The Plan, and proposed funding mechanism, appear to adequately identify and analyze the infrastructure needs for the I-75/SR 50 PDD. A summary of the proposed Area Plan is as follows:

Area Roadway Network

- A technical report has been prepared which documents future year traffic conditions and a proposed roadway network to support development of the PDD. The roadway network includes anticipated needs for both the year 2025 and year 2050 scenarios.
- The roadway technical report has been reviewed by both the FDOT and MPO staffs.
- Pipeline improvements have been proposed, and will be constructed, by Sunrise and the other developments within the PDD that have received master plan approval and who participated in the development of the proposed Area Plan.
- The pipeline improvements include the upgrading of the intersection of SR 50 and Kettering Road, the widening of Kettering Road from SR 50 south to a proposed parallel collector road, the

construction of Sunrise Parkway from SR 50 to Dashback Street, the widening of SR 50 from I-75 to Kettering Road from 4 to 6 lanes, the construction of a new parallel collector road from the I-75 northbound off ramp to Kettering Road, the construction of Kettering Road south to Powerline Road, the partial construction of Dashback Street, and the construction of Powerline Road from Kettering Road to Lockhart Road. The cost of an eventual connection of the PDD south to Church Road is assigned to the impact fee overlay district.

- Other improvements have been assigned to an impact fee surcharge which the pipeline providers can be exempted from, based upon the level of pipeline improvements agreed to, and the terms of individual development agreements, or in the case of Sunrise, its development order.
- The surcharge overlay district was developed by the PDD group using three (3) potential impact fee districts, and was proposed based upon direction from the Board at the July 24, 2007 meeting. The district proposed includes the I-75/SR 50 PDD and an extended area along SR 50 that represents the area designated by the Comprehensive Plan for urban development, which extends from the Withlacoochee Trail west to Spring Lake Highway. The impact fee surcharge for roads is proposed at 50%. The largest component of any impact fee surcharge would be the cost associated with the improvements anticipated for the 2050 network. As proposed, the impact fee surcharge is designed to defray the cost of the 2025 network.
- It is important for the Board to understand that in order for the proposed Area Plan to be financially feasible, it would require that the County adopt an impact fee overlay ordinance, or other funding mechanism, to provide funding for the needed improvements to the PDD regional roadway network that are not completed by pipeline providers.

Master Utility System

- The Area Plan proposes that each development pay its proportionate share of the utility needs and build the necessary improvements to service their development through negotiated utility service agreements.

Mitigation of School Impacts

- The plan includes providing two (2) potential sites for public schools totaling approximately 75 acres. The first potential site is 55 acres on Kettering Road which the Sunrise owners would make available to the School Board subject to certain terms and conditions. At the time of this report, the School Board staff and Sunrise were still in discussions as to the terms and conditions upon which Sunrise would transfer the 55 acre site to the School Board. The School Board would have until the end of the calendar year to make an election to accept the school site. In the event that the School Board elects not to accept the school site, Sunrise would be subject to all applicable impact fees and

surcharges, provided the Sunrise developers do not seek an exemption from school impact fees as a seniors only community.

- The second potential site is 20 acres at the SE corner of Kettering Road and Dashback Street. The 20 acre site would be donated to the School Board by the developers of the proposed Verona Park subdivision for credits against impact fees and proposed surcharge rates at a value established by the Area Plan and proposed impact fee surcharge ordinance.
- The School Board Staff has reviewed the suitability of the 2 proposed sites in terms of the School Boards long range needs, and the sites have been determined acceptable to the School Board as potential school sites.
- It is important for the Board to understand that in order for the proposed Area Plan to be financially feasible, and provide that payment for the proposed school sites is reasonably apportioned among the PDD area developers, it would require that the County adopt an impact fee overlay ordinance to provide funding for the proposed school sites.

Mitigation of Parks Impact

- A list of improvements and improvement costs for the Ridge Manor Park have been developed.
- Improvements have been conceptually laid out on the Ridge Manor Park site.
- A park mitigation fee has been proposed based upon the needed improvements and costs.
- A standard for private internal community parks to be provided by individual projects has been developed, and is attached to the proposed Area Plan.
- It is important for the Board to understand that in order for the proposed Area Plan to be financially feasible, it would require that the County adopt an impact fee overlay ordinance to provide funding for the needed improvements to the Ridge Manor Park site.

Requested Action

It is requested that the Board review and discuss the proposed I-75/SR 50 PDD Area Plan, determine whether the proposed plan adequately addresses the areas infrastructure needs as required by Policy 1.07B(3) of the Future Land Use Element of the Comprehensive Plan, and in the event that a positive determination is made by the Board, approve the associated Resolution adopting the proposed I-75/SR 50 PDD Area Plan.

RESOLUTION NO. 2007-242

A RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, APPROVING AND ADOPTING THE I-75/SR 50 PDD AREA PLAN WITH SUPPORTING EXHIBITS REGARDING THE FUTURE DEVELOPMENT OF THE GREATER I-75/SR 50 PDD AREA AND AFFECTED SR 50 CORRIDOR; PROVIDING FOR THE CHAIRMAN TO EXECUTE THIS RESOLUTION; PROVIDING FOR THE PLANNING DEPARTMENT TO IMPLEMENT THIS PLAN PURSUANT TO AND IN FURTHERANCE OF OBJECTIVE 1.07B OF THE COUNTY'S ADOPTED COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

WHEREAS, in 1985, the Florida Legislature adopted the Local Government Comprehensive Planning and Land Development Regulation Act as set forth in §§ 163.3161 through 163.3215, Florida Statutes (the "Act"); and,

WHEREAS, on June 7, 1989, the Board of County Commissioners ("Board") adopted Ordinance 89-9 which adopted the Hernando County Comprehensive Plan, as such Plan or portions thereof have been subsequently amended (the "Comprehensive Plan"); and,

WHEREAS, the county's initial Comprehensive Plan included a Future Land Use Map ("FLUM") and related text which established and mapped various future land use categories such as rural, residential, commercial, industrial, mining, recreation, etc; and,

WHEREAS, in connection with the county's adoption of the initial Comprehensive Plan, the Board designated that certain area lying south of SR 50, north of Hernando/Pasco county line, east of Lockhart Road and west of the abandoned CSX railroad right-of-way (currently used as the Withlacoochee Trail) as the I-75/SR 50 Planned Development District ("I-75/SR 50 PDD") as delineated on the FLUM; and,

WHEREAS, the I-75/SR 50 PDD contains approximately 5,021 acres, the majority of which is currently undeveloped at the time of adoption of this Resolution; and,

WHEREAS, Comprehensive Plan Policy 1.07B(1) allowed a number of different land use categories to be developed within the specially created I-75/SR 50 PDD category including: (1) commercial; (2) industrial; (3) residential including multi-family; (4) recreation and (5) public facilities; and,

WHEREAS, those persons owning property within the I-75/SR 50 PDD specially benefit from the mixed-use category previously assigned to this area under the Comprehensive Plan; and,

WHEREAS, up until the time of adoption of this resolution, there has been minimal need for the County to expand or create new roads, parks, schools and other park capital facilities within or in proximity of the I-75/SR 50 PDD; and,

WHEREAS, the Hernando County School District (“HCSD”) has indicated its desire to acquire up to two (2) potential school sites, totaling approximately 75 acres, within the I-75/SR 50 PDD; and,

WHEREAS, Goal 1.07 of the County’s Comprehensive Plan mandates the Comprehensive Planning of certain areas within the County in which mixed land uses are envisioned and more planning control is determined to be necessary to best utilize a limited resource; and,

WHEREAS, Objective 1.07B of the County’s Comprehensive Plan mandates the efficient utilization of the mixed land uses (*i.e.* commercial, industrial, residential) in the I-75/SR 50 PDD Area, through master planning, roadway network, infrastructure and public facilities, and aesthetics prior to or concurrent with development occurring; and,

WHEREAS, in 2007, a detailed analysis of the public infrastructure and facilities needs of the I-75/SR 50 PDD was prepared, specifically as to roads, parks, schools, water and sewer utilities, and public facilities (“Needs Analysis”) which has been reviewed and approved by the Hernando County Planning Department; and,

WHEREAS, the Needs Analysis also identified those properties bordering on the north side of SR 50 between Lockhart Road and the abandoned CSX railroad right-of-way, and those properties bordering on the north and south sides of SR 50 between Lockhart Road and Spring Lake Highway (the “Additional Benefitted Properties”) as directly benefitting by the planned area road network; and,

WHEREAS, an area plan was formulated regarding the development of the I-75/SR 50 PDD Area, which plan is attached as **Exhibit A** hereto and made a part hereof (the “I-75/SR 50 PDD Area Plan”), based on the data and estimates contained in the Needs Analysis and the desire of the HCSD to acquire the two school sites identified therein without any financial outlay; and,

WHEREAS, in connection with consideration of this Resolution regarding the I-75/SR 50 PDD Area Plan, the BOCC scheduled for public hearing the adoption of Ordinance 2007-__ (“Overlay Ordinance”) captioned:

AN ORDINANCE AMENDING CHAPTER 23 OF THE HERNANDO COUNTY CODE OF ORDINANCES RELATING TO PLANNING; ADDING

DIVISION 6 TO ARTICLE III THEREIN; CREATING A SHORT TITLE KNOWN AS “IMPACT FEE SURCHARGE AND PLANNING OVERLAY ORDINANCE FOR THE GREATER I-75/SR 50 PLANNED DEVELOPMENT DISTRICT AREA”; PROVIDING FOR APPLICABILITY; ESTABLISHING THE BOUNDARIES OF THE OVERLAY DISTRICT AS IDENTICAL WITH CURRENT I-75/SR 50 PLANNED DEVELOPMENT DISTRICT (PDD); ESTABLISHING AN EXPANDED OVERLAY DISTRICT FOR PURPOSES OF ROAD IMPROVEMENTS; PROVIDING INTENT AND PURPOSE; PROVIDING FINDINGS OF FACT; PROVIDING RULES OF CONSTRUCTION; PROVIDING DEFINITIONS; PROVIDING FOR IMPOSITION OF CERTAIN IMPACT FEE SURCHARGES FOR PROPERTIES WITHIN THE OVERLAY DISTRICT; PROVIDING FOR IMPOSITION OF ROADS IMPACT FEE SURCHARGES FOR PROPERTIES WITHIN THE EXPANDED OVERLAY DISTRICT; PROVIDING FOR COMPUTATION; PROVIDING FOR ESTABLISHMENT OF IMPACT FEE SURCHARGE TRUST FUND ACCOUNTS; PROVIDING FOR USE OF FUNDS; PROVIDING FOR REFUND OF FEES PAID; PROVIDING FOR EXEMPTIONS AND CREDITS; PROVIDING FOR INCENTIVES TO ENCOURAGE DEVELOPERS TO ADVANCE UP-FRONT FUNDS, DONATE LAND AND/OR PIPELINE IMPROVEMENTS; PROVIDING FOR ADDITIONAL REGULATIONS REGARDING PLANNING AND OVERSIGHT WITHIN THE I-75/SR 50 PDD; PROVIDING FOR ENFORCEMENT; PROVIDING FOR APPEAL; PROVIDING FOR BIENNIUM REVIEW; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE

and;

WHEREAS, the Overlay Ordinance provides a mechanism for funding the I-75/SR 50 PDD Area Plan; and,

WHEREAS, the BOCC has concluded that due to the lack of existing public infrastructure and facilities within or proximate to the I-75/SR 50 PDD, there are greater financial costs associated with creating new public infrastructure and facilities necessary to serve the anticipated population and development within the I-75/SR 50 PDD and the Additional Benefitted Properties; and,

WHEREAS, this matter came before the BOCC at a duly advertised regular meeting on September 12, 2007.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA:

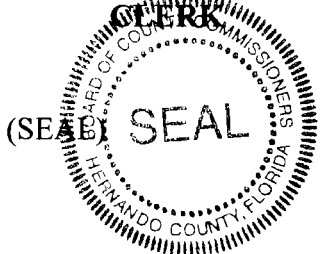
1. The Hernando County Board of County Commissioners (“BOCC”) hereby approves and adopts the I-75/SR 50 PDD Area Plan attached as **Exhibit A** hereto and made a part hereof.
2. The Chairman is authorized to execute this resolution.
3. The Planning Department is authorized to implement this resolution pursuant to and in furtherance of Objective 1.07B of the County’s adopted Comprehensive Plan.
4. It is declared to be the intent of the Board of County Commissioners that if any section, subsection, clause, sentence, phrase, or provision of this resolution is for any reason held unconstitutional or invalid, the invalidity thereof shall not affect the validity of the remaining portions of this resolution.
5. This Resolution shall take effect immediately upon its adoption.

ADOPTED IN REGULAR SESSION THIS 12TH DAY OF SEPTEMBER, 2007 IN BROOKSVILLE, FLORIDA.

BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA

Attest: *Karen Nicolai*
KAREN NICOLAI

By: *Jeff Stabins*
JEFF STABINS
CHAIRPERSON



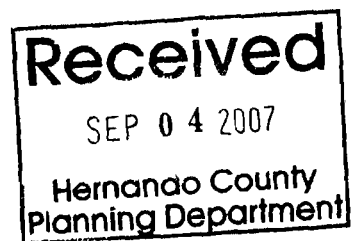
Approved for Form and Legal Sufficiency
By: *Geoffrey T. Kirk* 8/31/07
Geoffrey T. Kirk
Assistant County Attorney

COMPREHENSIVE PLAN CONSISTENCY/NEEDS REPORT

FOR THE

**I-75/SR50 PLANNED DEVELOPMENT DISTRICT
AREA PLAN**

SEPTEMBER 2007



**HERNANDO COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS**

**Comprehensive Plan Consistency/Needs Report
I-75/SR-50 PDD Area Plan
Final Preparation Date: August 31, 2007
Adoption Date: September 12, 2007**

Consistency/Needs Report Overview:

Pursuant to the adopted Comprehensive Plan, the I-75/SR-50 PDD land use designation contemplates the adoption by the Board of County Commissioners of a PDD Area Plan, and a determination of consistency with the goals, objectives and policies of the Comprehensive Plan as applicable to the PDD-Area designation. Because the Hickory Hill DRI/PDD Area is adjacent to the I-75/SR-50 PDD Area, the aggregate regional impacts of the PDD Areas have also been considered in this analysis.¹

This planning effort has been a voluntary, collaborative process joined by affected private property owners and developers, the County planning staff, all affected County departments, the School District, and the Florida Department of Transportation. The result is the conceptual framework for a public-private planning partnership designed to meet the needs of the PDD Area(s) through the long-term planning horizon.

Purposes and Scope of Analysis

The purposes of this Consistency/Needs Report are: (1) to constitute the conceptual Area Plan for the I-75/SR-50 PDD Area; (2) to constitute the finding of consistency of the conceptual Area Plan with the adopted Comprehensive Plan; (3) to analyze the consolidated, Comprehensive Plan-related impacts of the I-75/SR-50 PDD Area and the Hickory Hill PDD/DRI, as addressed herein, and (4) to plan for the needs of the PDD Area(s) through the long-term planning horizon.

The substantive topics required to be addressed in the Area Plan are as follows: (1) the Area Plan Regional Roadway Network; (2) the Area Plan Master Utilities System; (3) the Area Plan School District Mitigation Requirements; and (4) the Area Plan District Park Mitigation Requirements. The "Area Plan" as used herein contemplates the potential impacts of the Hickory Hill DRI, and its related PDD plan area, in addition to the expected impacts of Sunrise DRI and other current and potential developments within the I-75/SR-50 PDD area.

This Report is based upon technical information and data provided by the I-75/SR-50 PDD Area Participant Group, through the leadership of Sunrise Lands Partnership, owners of the Sunrise DRI property, and with the assistance of Coastal Engineering Group, AVID Group and Coen & Company, as consultants. All technical exhibits to this Report are incorporated by reference and constitute a material part of this Report.

¹ The obligations of Hickory Hill DRI are set forth in its Development Order dated April 26, 2007, as recorded in the public records of Hernando County, Florida.

Findings and Recommendations

A. Area Plan Regional Roadway Network

The Area Plan consistency determination related to transportation includes four items: (1) transportation modeling reports and technical memoranda for horizon years 2025 and 2050, to determine the acceptable interim and long-term Area Plan roadway network; (2) provision for required rights-of-way to implement the required Area Plan roadway network; (3) provision for developer construction of designated pipeline road improvement projects to provide the interim roads necessary for commencement of PDD-Area development; and (4) formulation of a cost-feasible funding mechanism for additional road improvements contemplated for the 2025 and 2050 planning scenarios.

1. Acceptance of Traffic Model Reports. In cooperation with the Hernando County MPO and FDOT, the Area Plan consultants have provided regional roadway transportation models, a validation report, and technical memoranda, based upon approved methodology and criteria, to support the proposed regional roadway network set forth in this report. The traffic models included scenarios for a 2025 plan horizon and 2050 plan horizon. Based upon the review and analysis of these reports and memoranda, the proposed Area Plan Regional Roadway Network will reasonably mitigate the anticipated impacts of the PDD-Area development, provided the designated rights-of-way and interim road improvements are provided by the developments within the Area Plan, and a cost-feasible funding program for future improvements is adopted by the County. The Area Plan Regional Roadway Network as set forth on Exhibit 1 hereto, which is supported by the models and technical reports, is consistent with the Comprehensive Plan goals, objectives and policies for the PDD Area.

2. Provision of Required Rights-of-Way. Implementation of the Area Plan Regional Roadway Network requires substantial, additional right-of-way not presently owned by, or committed to, the County or FDOT (as applicable). Attached hereto as Exhibit 2-1 to this Report is a graphic depiction of the conceptual alignment for such additional, required rights-of-way as necessary to fully implement the Area Plan. Attached as Exhibit 2-2 to this Report is a detailed right-of-way needs table, by specified road segment. To the extent the required rights-of-way are contained within projects presently proposed for development, such rights-of-way shall be conveyed or dedicated to the County or FDOT (as applicable) when and as required in the rezoning, development order, plan approval, plat approval, or other approval process required by the County for such development. All such rights-of-way within current or pending development projects are expected to be conveyed or dedicated for public use without any cash or impact fee compensation, as in-kind Area Plan mitigation for traffic impacts, through a development order or development agreement. All right-of-way alignments depicted on Exhibit 2-1 are conceptual in nature only, and shall be adjusted and specifically located based upon field-verified engineering data and specific development project and road construction criteria, as appropriate for each circumstance.

Similarly, parcels identified on Exhibit 2-1 or Exhibit 2-2 for required future rights-of-way but which are not presently subject to any development plan or proposed development, shall be reserved by such property owner(s) in the Area Plan, and shall be required to be provided to support the Area Plan Regional Roadway Network, when such property submits any application(s) for development or other site approvals. Except for the limited segment(s) specifically identified for potential purchase on Exhibit 2-1 and Exhibit 2-2, all such future rights-of-way also should be conveyed or dedicated for public use, without any cash or impact fee compensation, as required Area Plan mitigation for traffic impacts.

To the extent current FDOT PD&E Studies and/or design plans contemplate the need for future drainage retention areas for the I-75 corridor expansion, affected property owners/developers should be required to reasonably accommodate such needs in future development plans, subject to fair compensation therefor by FDOT, by mutual agreement with the landowner.

3. **Construction of Interim Roadway Improvements.** In order for the Area Plan projects presently proposed for development approval to further mitigate their traffic impacts, and to implement the interim roadway improvements required for the Area Plan, it is necessary that certain, pending projects each construct specified "pipeline" road construction projects within the Area Plan. These pipeline projects constitute "in-kind" traffic mitigation and all are part of the Area Plan Regional Roadway Network. Attached as Exhibit 3 hereto is a graphic exhibit of the interim pipeline road improvement projects contemplated at the time of this Report. The pipeline projects designated for the PDD Group (Sunrise DRI, Verona Park, Verona Hills, Olmsted a/k/a Benton Hills, and Pila a/k/a Trilby Crossings projects) will be further memorialized by individual development agreements or a development order consistent with the PDD Area Plan and the implementing ordinance adopted by the County. Additional pipeline projects that are consistent with the Area Plan Regional Roadway Network may also be approved by the County incident to other future development projects within the Area Plan.

Exhibit 4 attached hereto is a detailed listing of the current pipeline projects, identified pursuant to this Report. The designated pipeline providers shall be provided agreed-upon impact fee credits and/or vested against impact fee surcharges as authorized by the implementing ordinance and as memorialized in their respective development order or development agreement. All future pipeline projects, credits and required mitigation will generally be consistent with the PDD Area Plan, and will be identified by the County through a development order or development agreement. In addition, Development of Regional Impact (DRI) proportionate share credit for the costs of their respective pipeline road improvements shall be consistent with the requirements of Chapter 380, F.S.

4. **Cost-Feasible Funding Plan.** Because the 2025 and 2050 scenarios required by the County and FDOT, for long-term planning purposes, exceed the interim development impacts of the pending or proposed projects within the Area Plan, it is necessary for the County to create a long-term, cost-feasible plan for the

funding of the additional regional roadway improvements which might be required, through the 2050 planning horizon that was included in the traffic modeling scenarios. The potential additional improvements to the Regional Roadway Network through the 2050 horizon are graphically depicted on Exhibit 5-1, and the projected costs thereof are set forth in Exhibit 5-2. The feasibility of this 2050 plan scenario is greatly assisted by the provision of a substantial portion of the right-of-way requirements by the Area Plan property owners/developers (See Exhibit 2), and by the substantial pipeline projects that are currently proposed (See Exhibits 3 and 4).

To provide a funding mechanism for the required 2025 scenario improvements not presently committed as interim pipeline projects, and for the potential 2050 scenario projects, this Report recommends that the County adopt an impact fee surcharge overlay district consistent with the costs and needs of this Area Plan (the "PDD Area Surcharge Overlay District").

Therefore, it is appropriate to establish a future funding mechanism whereby these additional, future development areas pay their "fair share" toward such necessary regional roadway improvements, pursuant to the Area Plan network and as contemplated by Chapter 163, F.S. Attached as Exhibit 6 is the proposed "PDD Area Surcharge Overlay District" boundary, which includes the I-75/SR 50 PDD Area and the SR 50 Corridor non-rural areas as designated in the Comprehensive Plan, whose potential future impacts were analyzed in this Report. Such surcharge amount (in excess of standard, County-wide road impact fees) should be established by the County to apply to all development properties within the overlay district area, and such impact fee surcharge should be required in addition to the then-applicable County transportation impact fees otherwise applicable to such project. Credits for proposed, future improvements consistent with the adopted impact fee overlay district requirements and the PDD Area Plan can be granted by the County through a development order or development agreement. The County should adopt such Area Plan Impact Fee Surcharge by its normal ordinance adoption process, on or before December 31, 2007. All transportation impact and surcharge fees collected within the overlay district area must be allocated and committed by the County to additional road improvements to the Area Plan Regional Roadway Network. Finally, attached as Exhibit 7 is the surcharge revenue projection anticipated from the Overlay District, assuming an impact fee/surcharge factor of 1.50. The County may also consider other future funding mechanisms, including gasoline tax, sales tax, and reasonable impact fee increases, county-wide, to supplement this program, if necessary.

B. Area Plan Master Utilities Plan

The County has an established ordinance procedure administered by the Public Utilities Department, to implement the plant capacity and distribution system expansion that is necessary to accommodate the Area Plan requirements. Each project within the Area Plan will be required to comply with such ordinance requirements and thereby fund its pro rata share of any future expansion of capacity requirements, through independent Utilities Service Agreement(s) with the County.

In addition, the Area Plan requires four additional potable water well sites to supplement the County's existing Lockhart well field. One location acceptable to the County has been determined as graphically depicted on Exhibit 8 hereto, consisting of five (5) acres m.o.l. This well site, or an alternative site approved by County staff, will be conveyed or dedicated to the County pursuant to the Area Plan and its implementing ordinance, for which the land owner shall be provided credits to the extent mutually agreed by such owner and the Hernando County Water and Sewer District. With such additional well site (1.0 MGD) being provided for integration into the existing water system, the County can meet the potable water requirements of the Area Plan through the year 2014. Additional well sites also may be procured by the County in proximity to the Lockhart well field in order to limit the length of distribution lines and/or the need for multiple water treatment plants. This will allow the County to develop future wells as needed to serve the ultimate PDD-area buildout.

With respect to wastewater plant capacity, the County's existing Ridge Manor WWTP, which is approved for 750,000 gpd, presently has 450,000 gpd existing capacity for Area Plan development which will support approximately 1,600 equivalent residential units, the anticipated Area Plan development through 2012. Pursuant to the existing ordinance procedure, project Utility Service Agreements will be implemented to fund a WWTP expansion of said facility to 1,500,000 gpd, to accommodate subsequent Area Plan development for an additional 2,675 equivalent residential units (4,275 total), which should be sufficient approximately to the year 2015. Further expansions can be made as required for the ultimate PDD-Area buildout.

Finally, the County's existing potable water and wastewater distribution system must be substantially expanded and modified to accommodate the Area Plan. Exhibits 9 and 10 as attached are the conceptual master utilities distribution plans for the PDD Area. To the extent required, utilities easements required by such master plans shall be entered into between/among the property owners/developers, at no cost or expense to the County, and such easements shall be publicly dedicated when required to facilitate such distribution system, pursuant to the master utilities plan.

C. Area Plan School District Mitigation Requirements.

The Hernando County School District has requested a new school site within the PDD Area, to accommodate a future District school (or cash mitigation payments in lieu thereof). The Area Plan has identified two (2) such potential school sites in the PDD Area, on Kettering Road, as graphically depicted on Exhibit 8 hereto.

Public Site No. 1 consists of 50 acres, m.o.l., and is available to the School District for the following uses, and subject to the following terms and conditions: (1) school use only, with accommodation of high school (grades 9-12) student population on an interim basis, only (no grade levels above 8th grade beyond two years after student population reaches 2000 students); (2) all lighted fields, stadiums or arenas must border Kettering Road, use only directional lighting, and provide appropriate buffers to adjoining parcels; (3) the transportation circulation plan shall route all bus traffic and student traffic to Kettering Road, and shall provide internal parking/stacking lanes for any parent traffic using Sunrise Parkway to access the school site, so as to not impede or block traffic on Sunrise Parkway; and (4) the architectural building style/facade shall be equal or comparable to the Elgin Boulevard/Challenger School or Wiregrass DRI schools (Pasco County). No transportation (bus) vehicle storage or distribution facility shall be placed on the site at any time, due to lack of compatibility with proposed adjacent uses.

These terms and conditions will be addressed by separate agreement between the landowners and the School District.

Public Site No. 2 consists of 20 acres, m.o.l., and presently is required by zoning condition as a community park. This site also is available to the School District for use as an elementary school; provided, however, that in such event the community park requirement shall be modified by the County, as a zoning condition for said development, on mutually agreed terms with the developer.

The PDD-Area participants have agreed to provide the School District with the following options: (1) accept either Public Site No. 1 or Public Site No. 2 as in-kind mitigation for school impacts, or both sites; (2) accept cash mitigation via surcharge fees, under the implementing ordinance, in lieu of either (or both) sites, which surcharge fees are predicated upon a land value of \$35,000.00 per acre. This option shall be available to the District through December 31, 2007, by which time the District shall provide notification of its election. The PDD-Area participants shall, after notice of such election by the District, consummate the land closing(s) by December 31, 2009, or otherwise comply with the surcharge fee requirements of the ordinance.

In the event the School District elects the in-kind donation of either or both sites, but subsequently declines to accept any zoning conditions or deed restrictions desired by the County or property owner(s) for said site(s), then the District may reject such site(s), in which event the surcharge fee payment obligations shall apply.

In the event the District elects in-kind land mitigation for either site or both sites, the owner(s) of the site(s) shall be compensated for the land as set forth on the public site cost schedule attached as Exhibit 11, for which credits shall be provided by the County consistent with the adopted impact fee overlay district requirements and the PDD Area Plan. If the District elects cash mitigation in lieu of either (or both) sites, such obligation shall be shared, pro rata, by all future projects within the PDD Area, through payment of the surcharge fees pursuant to the ordinance.

In addition to the provision of the future school site(s) and/or cash mitigation payments, the District also has requested certain advance payment of education impact fees to assist in future school construction to serve the Area Plan residents with school-age children. Prior to conditional plat approval(s) within the Area Plan, the County will require all projects (or portions thereof) which are subject to the education impact fee ordinance, to comply with the ordinance for advance payment of certain surcharge fees, to the extent such fees are applicable to the residential housing products in such project(s).

D. Area Plan District Park Mitigation Requirements

The County's existing District Park site at Ridge Manor, graphically depicted on Exhibit 8, will require funding for additional recreational amenities to fully achieve the benefits of such site and meet the adopted standards by the County for district parks, which is a priority to the County and the Area Plan residents. In addition, the Area Plan residents will be served by a system of community park sites within the individual projects, which are specifically designed to accommodate the recreational needs and desires of the demographics of each such community. Also, many of the Area Plan projects will contain recreational amenities that may contribute toward a system of private community park sites.

Therefore, the Area Plan proposes a mitigation payment, based upon the schedule attached hereto as Exhibit 12, which includes sufficient funding for the complete buildout of park improvements at the County's Ridge Manor Park site. All funds collected by the County within the Area Plan shall be allocated to and used for such purposes. This District Park mitigation fee should be adopted by the County as part of the PDD-Area Overlay District ordinance, to ensure consistent application within the Area Plan. To expedite such funding, ten percent (10%) of the project's surcharge fees shall be paid in advance, pursuant to the ordinance.

In addition to the District Park mitigation fee, the development projects within the Area Plan should be required to provide Community Parks, or substitute amenities, for their respective projects. Attached hereto as Exhibit 13 are the Typical Community Park Standards which will apply to all projects, within the Area Plan.

E. Contributions for an East Side Government Center

Sunrise DRI has agreed to reserve a site in its project as a condition of the approval of its Development Order, subject to compensation by the County which also could be funded through a public-site mitigation fee, imposed through an adopted impact fee overlay district requirement consistent with the PDD Area Plan. The estimated cost allocation for this public site also is set forth on Exhibit 11.

Compliance Requirement

All pending and future development projects within the Area Plan shall be required to comply with all terms and conditions of this Report, after formal adoption by Resolution of the Hernando County Board of County Commissioners. Furthermore, effective upon adoption of the proposed Ordinance to implement the recommended PDD Area Overlay Surcharge District all pending and future development within such District also shall be required to comply with the adopted terms. Such compliance requirement shall include at a minimum the transportation mitigation requirements (base impact fees and surcharge fees), the District Park mitigation fee(s), the School District mitigation fee(s), and the public site acquisition mitigation fee(s) for the school site(s) and east-County government center building site.

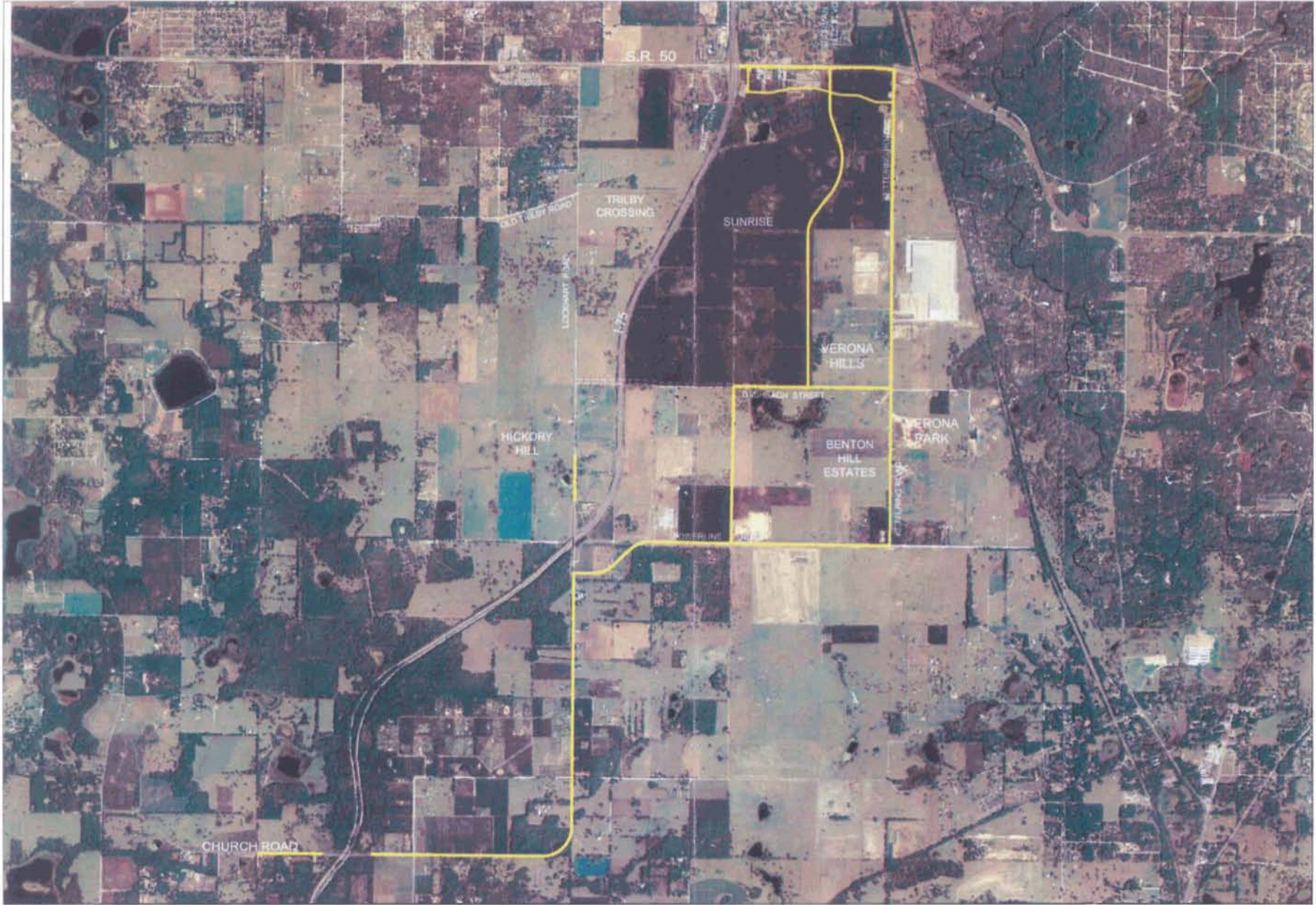
Conclusion

Based upon the foregoing findings and recommendations, the technical reports, analyses and data supporting this Report, and the mitigation requirements proposed herein, the Area Plan set forth herein is consistent with the goals, objectives and policies of the Comprehensive Plan, as applicable to the I-75/SR-50 PDD-Area.

**CONSISTENCY/NEEDS REPORT
I-75/SR 50 PDD AREA PLAN**

Index of Exhibits

- Exhibit 1: Area Plan Regional Roadway Network Graphic (Alignments Are Conceptual And Subject to Mutually Approved Engineering and Permitting Requirements)
- Exhibit 2-1: Area Plan Right-of-Way Requirement Graphic (Alignments Are Conceptual And Subject to Mutually Approved Design Engineering and Permitting Requirements)
- Exhibit 2-2: Area Plan Right-of-Way Needs Table (Road Segment Detail)
- Exhibit 3: Proposed Interim Pipeline Roadway Improvement Projects Graphic
- Exhibit 4: Proposed Mitigation Pipeline Costs/Surcharge Requirements Table (2025 Scenario)
- Exhibit 5-1: Potential Future PDD Surcharge Overlay Area Projects Graphic (2050 Scenario)
- Exhibit 5-2: Potential Future PDD Surcharge Overlay Area Projects Costs (2050 Scenario)
- Exhibit 6: Proposed PDD Surcharge Overlay District Boundary
- Exhibit 7: Proposed Overlay District Surcharge Revenue Projections
- Exhibit 8: Site Location Map (Potential Public Sites)
- Exhibit 9: Area Plan Potable Water Master Distribution System Graphic (Alignments Are Conceptual And Subject to Mutually Approved Design Engineering And Permitting Requirements)
- Exhibit 10: Area Plan Wastewater Master Transmission System Graphic (Alignments Are Conceptual And Subject to Mutually Approved Design Engineering And Permitting Requirements)
- Exhibit 11: Cost Allocation Schedule For Public Sites
- Exhibit 12: District Park Mitigation Costs (Park Improvements for Ridge Manor Park site)
- Exhibit 13: Typical Community Park Standards



06/122	EXHIBIT 1	DATE: 06/12/2025 TIME: 10:00 AM USER: JACOB.BROWN@FLORIDA.GOV PROJECT: 2025-00000000-0000-0000-0000-000000000000	 Coastal Engineering 10015 Peachtree Dunwoody Road, Suite 100 Atlanta, GA 30328 Phone: 404.251.1000 Fax: 404.251.1001 Email: info@coastaleng.com	INTERIM 2025 REGIONAL ROADWAY NETWORK HERNANDO COUNTY, FLORIDA
				(Empty space for notes or additional information)



LEGEND

- RIGHT-OF-WAY PROVIDED BY LAND OWNER
- PARTIAL RIGHT-OF-WAY TO BE DONATED BY LAND OWNER, BALANCE TO BE ACQUIRED / PURCHASED
- RIGHT-OF-WAY NEEDED TO BE ACQUIRED IN ADDITION TO EXISTING RIGHT-OF-WAY OR DONATED RIGHT-OF-WAY
- RIGHT-OF-WAY NEEDED TO BE ACQUIRED



PDD RIGHT-OF-WAY
HERNANDO COUNTY, FLORIDA



THIS IS A PRELIMINARY PLAN. IT IS NOT TO BE USED FOR CONSTRUCTION. THE FINAL PLAN SHALL BE THE ONE APPROVED BY THE COUNTY ENGINEER. THE ENGINEER'S OFFICE SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

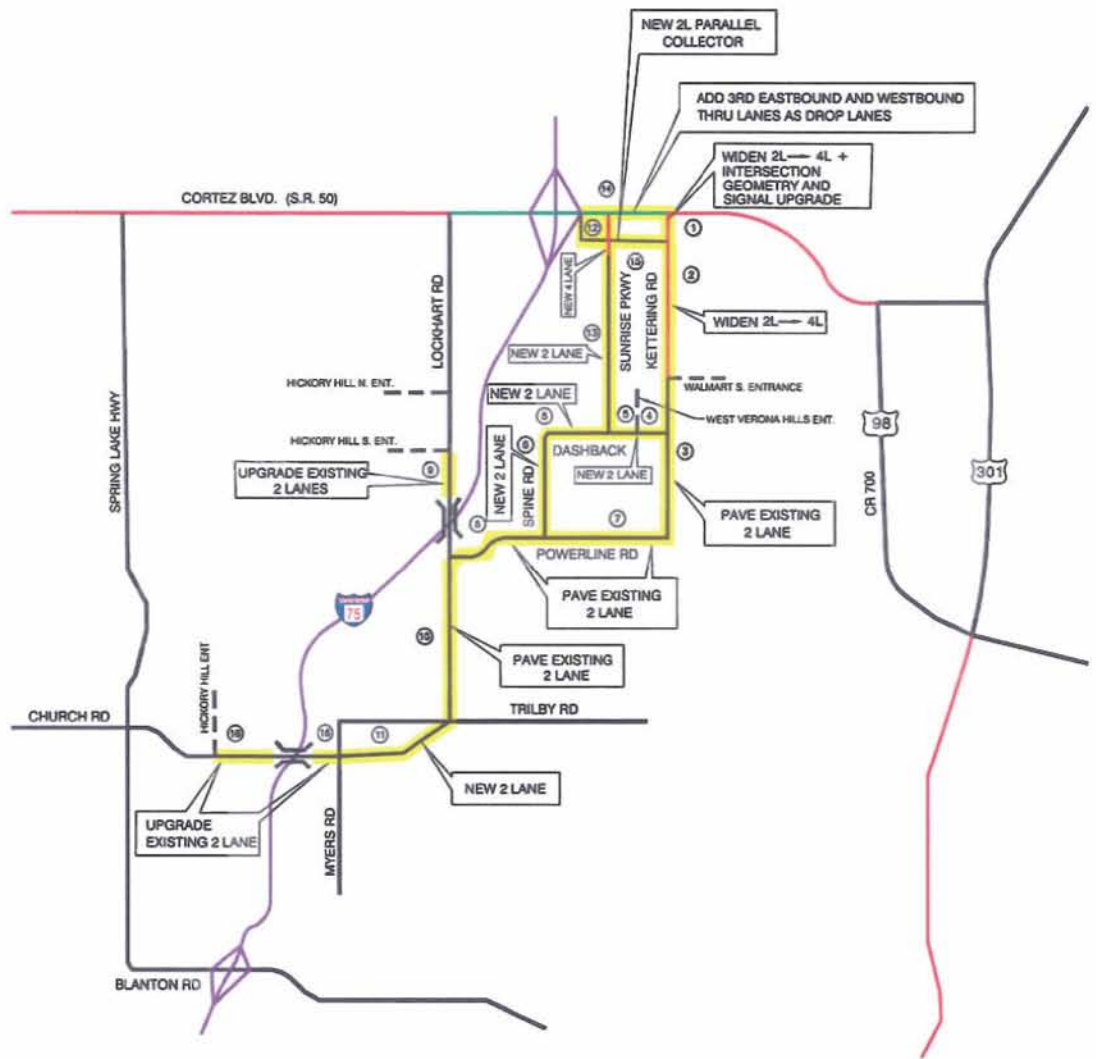
NO.	DATE	REVISION

DATE	TIME	BY	REVISION

**Exhibit 2-2
PDD Right-of-Way Needs**

<u>Roadway Segment</u>	<u>Entity</u>	<u>Existing ROW (ft)</u>	<u>Required ROW (ft)</u>	<u>Donated ROW (ft)</u>	<u>Additional Required ROW (ft)</u>	<u>ROW Segment (length in ft)</u>	<u>ROW Acreage</u>	<u>Estimated ROW Value (1)</u>	
								<u>To Be Donated</u>	<u>To Be Acquired/Purchased</u>
Kettering									
	Verona Park	80	160	40		3,995.5	3.67	\$183,448	
	Verona Hills	80	160	80		2,032.8	3.73	\$186,667	
	Sunrise	80	160	50		5,440.4	6.24	\$312,236	
	DBSI	80	160	30		5,440.4	3.75	\$187,342	
	Benton Hill Estates	70	160	50		1,050.1	1.21	\$60,267	
	Benton Hill Estates	80	160	40		1,811.5	1.66	\$83,173	
	Hernando County	80	160	40		3,352.9	3.08	\$153,944	
	Wal-Mart	80	160		40	3,352.9	3.08		\$153,944
	Clark	30	160		70	1,313.9	2.11		\$105,570
	Various (NW corner Kettering/Powerline)	80	160		40	1,245.4	1.14		\$57,181
	Various (NE corner Kettering/Powerline)	80	160		40	753.6	0.69		\$34,601
Dashback									
	Verona Hills	30	160	50		2,730.5	3.13	\$156,709	
	Sunrise	0	160	160		916.5	3.37	\$168,320	
	Sunrise	0	160	80		5,200.1	9.55	\$477,511	
	Melton (W of I-75)	0	160	160		1,697.4	6.23	\$311,736	
	Melton (E of I-75)	0	160	80		2,773.5	5.09	\$254,683	
	Clark	0	160		80	5,157.1	9.47		\$473,563
Spine Road									
	Melton (W side)	0	100	50		5,240.9	6.02	\$300,786	
	AAM Partnership (W side)	0	100	50		1,978.8	2.27	\$113,567	
	Clark (E side)	0	100		50	3,262.1	3.74		\$187,219
	Various (E side)	0	100		50	1,978.8	2.27		\$113,567
Powerline									
	Benton Hill Estates	60	160	40		1,329.2	1.22	\$61,028	
	Bronson-McKethan and AAM Partnership Parcels	80	160	20		1,830.4	0.84	\$42,020	
	Various (NW corner of Powerline/Kettering)	60	160		40	1,297.5	1.19		\$59,573
	Various (N side, btwn Benton Hill Estates & AAM Partnership)	80	160		20	3,538.3	1.62		\$81,228
	Melton (Powerline realignment to Lockhart)	0	160		160	2,330.0	8.56		\$427,916
	Various (S of Powerline from Melton to Kettering)	80	160		60	7,995.4	11.01		\$550,647
Lockhart									
	Melton (N of I-75)	60	160	56		3,869.3	4.97	\$248,715	
	Hickory Hill (W side, I-75 to Dashback)	60	160	44		5,136.2	5.19	\$259,404	
	Hickory Hill (W side, I-75 to south property line)	50	160	50		3,483.5	4.00	\$199,925	
	Melton (S of I-75)	50	160		60	2,841.4	3.91		\$195,689
	Smith Parcel (E side, I-75 to Melton property)	60	160		56	1,266.9	1.63		\$81,435
	Various (non-HH & Melton Parcels S of I-75)	50	160		110	4,016.4	10.14		\$507,121
Lockhart Extension									
	Melton (existing Lockhart to Church Road)	0	160		160	7,060.6	25.93		\$1,296,713
Parallel Collector									
	Sunrise (existing frontage to Kettering)	0	80	80		3,815.6	7.01	\$350,376	
Sunrise Parkway									
	Sunrise (SR 50 to Dashback)	0	120	120		11,167.5	30.76	\$1,538,223	
TOTAL							199.52	\$5,650,082	\$4,325,967

Notes:
(1) ROW costs estimated at \$50,000 per acre



LEGEND

	2 LANE
	4 LANE
	6 LANE
	8 LANE
	FREEWAY
	IMPROVEMENTS REQD
	ROADWAY SEGMENT NUMBER PER EXHIBIT #4

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HERNANDO COUNTY, FLORIDA

2025 SCENARIO/PDD - AREA
INTERIM ROADWAY NETWORK

EXHIBIT 3
SHEET 1 of 1

DATE	BY	REV.	DESCRIPTION
08/11/2023	JL	1	ISSUED FOR PERMITTING
08/11/2023	JL	2	REVISIONS TO PERMITTING COMMENTS
08/11/2023	JL	3	REVISIONS TO PERMITTING COMMENTS
08/11/2023	JL	4	REVISIONS TO PERMITTING COMMENTS

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EXHIBIT 4. MITIGATION PIPELINE COSTS / SURCHARGE REQUIREMENTS

I -75 / SR 50 PDD - AREA 2025 SCENARIO INTERIM ROADWAY NETWORK

ROADWAY	SEG No. [7]	SEGMENT		SEGMENT LENGTH (FEET)	JURISDICTION CITY/COUNTY /STATE	EXISTING LANES	PROPOSED LANES	PDD IMPROVEMENTS (PIPELINE)	COST PER FEET [6]	COST ESTIMATE	RESPONSIBLE PARTY	PROPORTIONATE SHARE	
		FROM	TO									TOTAL PDD GROUP [2]	SURCHARGE AREA ROADWAYS
Kettering Road	1	SR 50	Sunrise Parallel Collector	1,300	County	2L	4L	Widen + Intersection geometry and signal upgrade	\$781.01	\$1,265,313	Verona Hills/Verona Park/ Benton Hill Estates/Sunrise [5]	\$1,265,313	\$0
	2	Sunrise Parallel Collector	Walmart S. Entrance	7,400	County	2L	4L	Widen Lanes	\$781.01	\$5,779,474	Surcharge	\$0	\$5,779,474
	3	Walmart S. Entrance	Powerline Road	7,500	County	2L	2L	Pave Lanes	\$459.86	\$3,448,950	Verona Hills/Verona Park	\$3,448,950	\$0
Dashback Street	4	Kettering Road	West Verona Hills Ent.	1,300	County	0	2L	New 2 Lanes	\$465.13	\$604,669	Verona Hills/Verona Park	\$604,669	\$0
	5	West Verona Hills Ent.	Spine Road	4,000	County	0	2L	New 2 Lanes	\$465.13	\$1,860,520	Surcharge	\$0	\$1,860,520
Spine Road	6	Dashback Street	Powerline Road	5,200	County	0	2L	New 2 Lanes	\$474.23	\$2,465,996	Surcharge	\$0	\$2,465,996
Powerline Road [9]	7	Kettering Road	Spine Road	5,300	County	2L	2L	Pave Lanes	\$434.79	\$2,304,387	Benton Hill Estates/ Trilby Crossing	\$2,304,387	\$0
	8	Spine Road	Lockhart Road	5,300	County	2L	2L	Pave Lanes	\$463.62	\$2,457,186	Benton Hill Estates/ Trilby Crossing	\$2,457,186	\$0
Lockhart Road [8]	9	Hickory Hill South Entrance	I-75 Overpass Bridge	2,200	County	2L	2L	Upgrade Existing 2 Lanes to County Standards	\$491.81	\$1,081,982	Surcharge [4]	\$0	\$1,081,982
	10	Powerline Road	Trilby Road	7,800	County	2L	2L	Pave Lanes	\$434.79	\$3,391,362	Surcharge [4]	\$0	\$3,391,362
Lockhart Road Ext. [8]	11	Trilby Road	Myers Road/Church Road	6,611	County	0	2L	New 2 Lanes	\$474.23	\$3,135,135	Surcharge [4]	\$0	\$3,135,135
Sunrise Pkwy	12	SR 50	800' south of Sunrise Parallel Collector	2,100	County	0	4L	New 4 Lanes	\$802.26	\$1,684,746 [3]	Sunrise DRI/Surcharge	\$1,123,164	\$561,582
	13	800' south of Sunrise Parallel Collector	Dashback Street	8,900	County	0	2L	New 2 Lanes	\$465.13	\$4,139,657 [3]	Sunrise DRI	\$4,139,657	\$0
SR 50 [1]	14	I-75 NB Ramp	Kettering Road	1.01 (miles)	State	4L	6L	New 2 Lanes	see note [1]	\$11,131,375	Sunrise DRI	\$11,131,375	\$0
Sunrise Parallel Collector	15	I-75 NB Ramp	Kettering Road	4,900	County	0	2L	New 2 Lanes	\$465.13	\$2,679,137	Sunrise DRI	\$2,679,137	\$0
Church Road [8]	16	Myers Road	Hickory Hill Entrance	5,300	County	2L	2L	Upgrade Existing 2 Lanes to County Standards	\$491.81	\$3,006,593	Surcharge [4]	\$0	\$3,006,593
Additional R/W		Miscellaneous Segments per Exhibit 2-1 and Exhibit 2-2			County					\$4,325,967	Surcharge	\$0	\$4,325,967
Lockhart Road Ext. Stabilization [8]		Stabilization costs for segments 10 and 11, above			County			Stabilize existing roadway [8]		\$406,000	PDD Group and Hickory Hill DRI [8]	\$406,000	\$0
SUB TOTAL										\$55,168,449		\$29,559,838	\$25,608,611

Note:

[1] - FDOT District 7 Cost Estimates - Roadway Cost Per Centerline Mile - Revised October 2006
 Total Project Cost for 1 Lane on outside with 5' Paved Shoulders on Rural Arterial = \$5,213,552

[2] - PDD Group consists of developer/landowner for SUNRISE DRI, VERONA PARK, VERONA HILLS, BENTON HILL ESTATES, TRILBY CROSSING

[3] - Sunrise DRI obligation is for 2 lanes.

[4] - The PDD Group recommends that the County allocate Hickory Hill DRI "surplus roadway funds" (as defined in Section 4(K)(9) of the Hickory Hill development order) plus future impact fees for Hickory Hill DRI's last 310 residential units (as defined in Hickory Hill development order) to the PDD Area Surcharge Account, unless directed otherwise by the County. It is intended that the above funds generated by Hickory Hill DRI should be utilized in the PDD Surcharge overlay area

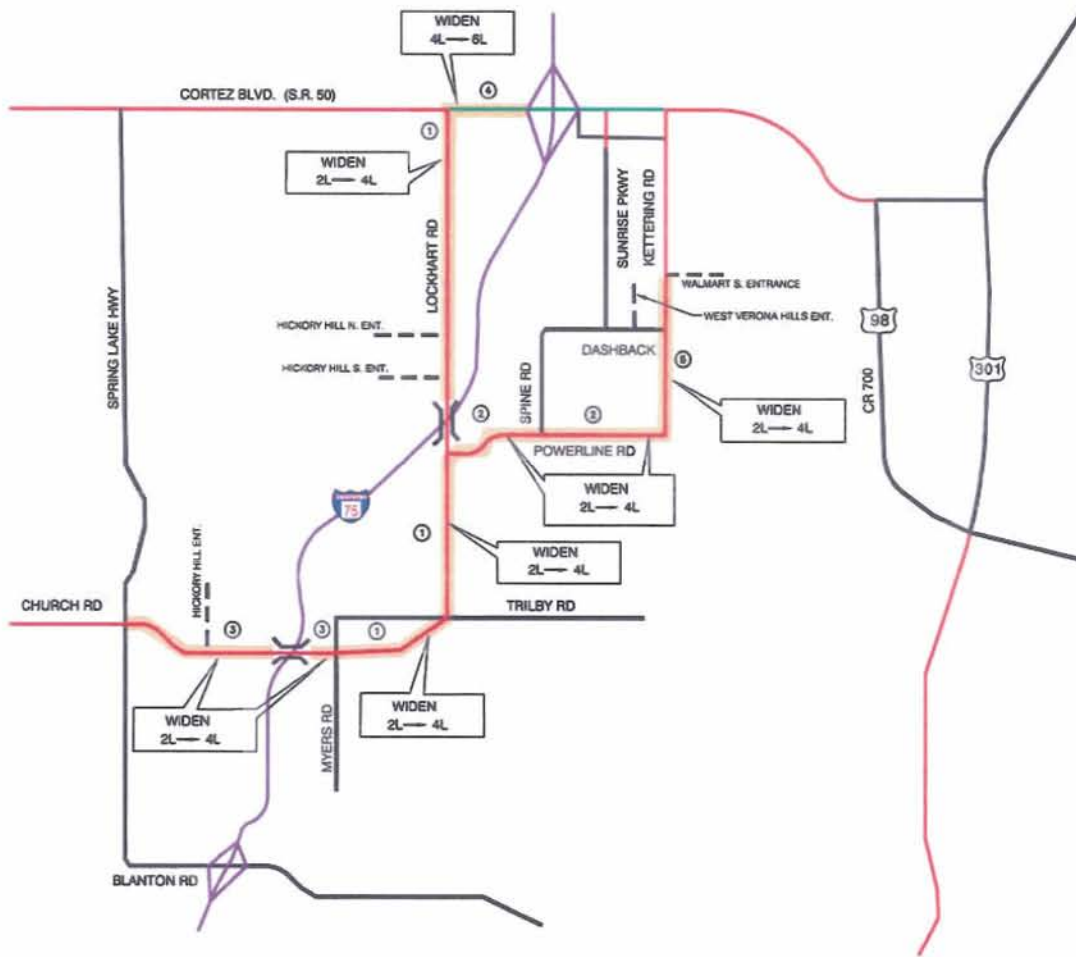
[5] - The pipeline obligation is subject to a pro rata contribution from DBSI for its fair share pursuant to the existing DBSI zoning approval condition that also requires the SR 50/Kettering Rd intersection improvements, per condition 7, DBSI - Discovery File Number # H-06-127

[6] - Based on Current County pricing/bids (unit cost assumes 30% for design/survey/CEI)

[7] - See Exhibit 3 for segment location details

[8] - Construction of the Lockhart and Church Road segments 9, 10, 11 & 16 shall be started 7 years from the date of PDD Area Plan approval, or when buildout of 5,000 PDD-Area residential dwelling units is reached, which ever comes first. Potential costs for widening of I-75 bridges for these roads are not included in the above cost projections. As an interim measure, the Lockhart Road Extension stabilization program shall be implemented and shared by the PDD group and Hickory Hill DRI. The Hickory Hill DRI obligation is set forth in its development order dated April 26, 2007, with Hernando County, Florida.

[9] - This improvement contemplates a right-of-way exchange to accommodate such realignment, between and among the landowner, Hernando County and Pasco County, which shall be consummated with in one (1) year after adoption of this Area Plan.



LEGEND

	2 LANE
	4 LANE
	6 LANE
	8 LANE
	FREEWAY
	POTENTIAL IMPROVEMENTS REQ'D (2050)
	ROADWAY SEGMENT NUMBER PER EXHIBIT #5-2



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HERNANDO COUNTY, FLORIDA

POTENTIAL FUTURE PDD
SURCHARGE OVERLAY AREA
PROJECTS (2050 SCENARIO)

EXHIBIT 5-1

SHEET 1 of 1

DATE	REV	BY	CHKD	REVISION

EXHIBIT 5-2. POTENTIAL FUTURE PDD SURCHARGE OVERLAY AREA PROJECTS

SURCHARGE AREA COUNTY/2050 SCENARIO

SHEET 2 OF 2

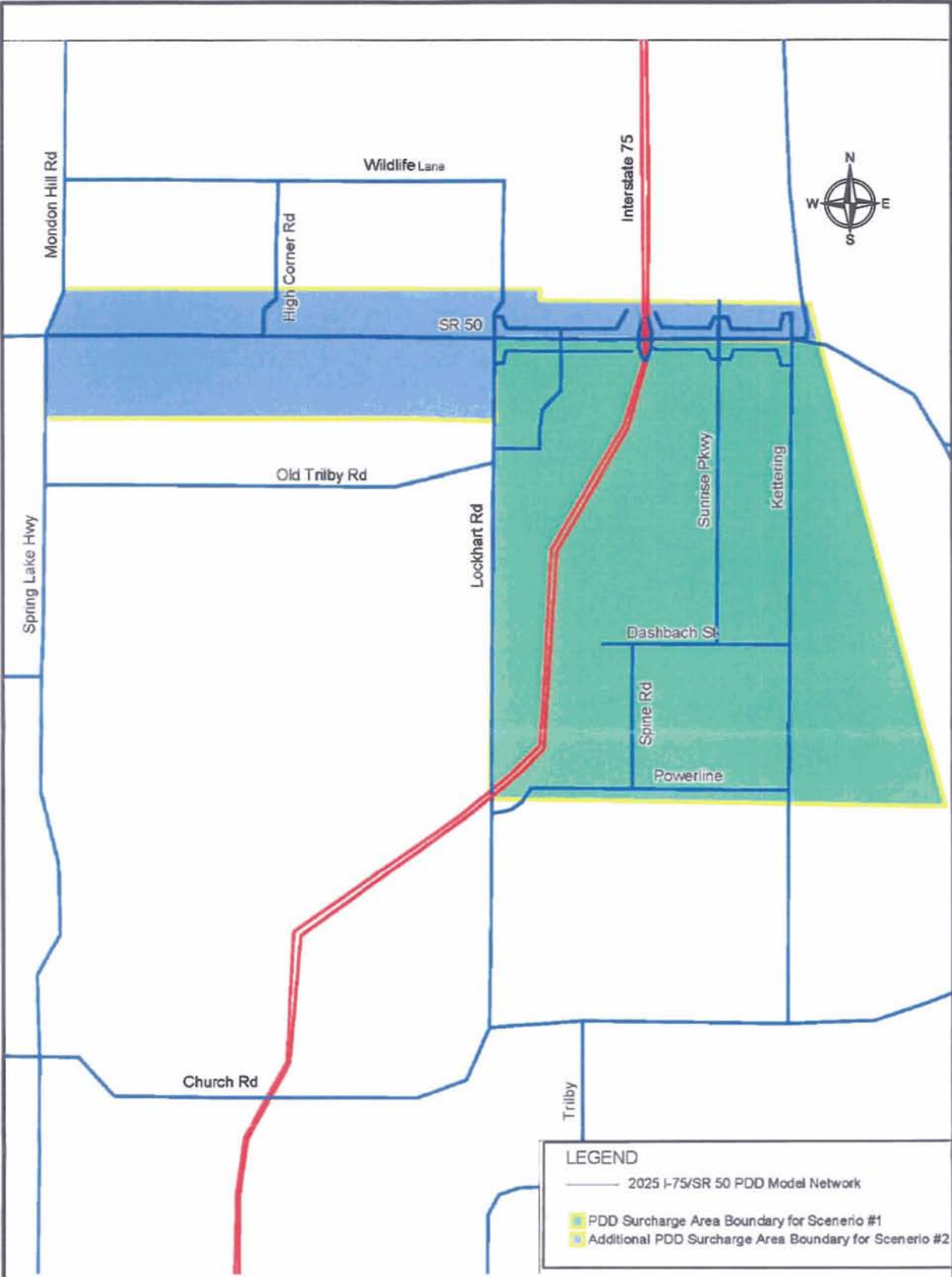
ROADWAY	SEG No. [3]	SEGMENT		SEGMENT LENGTH (FEET/MILES)	JURISDICTION CITY/COUNTY /STATE	EXISTING LANES	PROPOSED LANES	PDD IMPROVEMENTS (PIPELINE)	COST PER FEET [2]	COST ESTIMATE	RESPONSIBLE PARTY	SURCHARGE AREA ROADWAYS COST ESTIMATE
		FROM	TO									
Lockhart Road	1	SR 50	Church Road	31,820 6.03 (miles)	County	2L	4L	Widen	\$781.01	\$24,851,738	Surcharge	\$24,851,738
Powerline Road	2	Kettering Road	Lockhart Road	11,120 2.12 (miles)	County	2L	4L	Widen	\$781.01	\$8,684,831	Surcharge	\$8,684,831
Church Road	3	Lockhart Road/Myers Road	Spring Lake Hwy	11,050 2.09 (miles)	County	2L	4L	Widen	\$781.01	\$8,630,161	Surcharge	\$8,630,161
SR 50 [1]	4	I-75 SB Ramp	Lockhart Road	1 (miles)	State	4L	6L	New 2 Lanes	see note [1]	\$10,427,104	Surcharge	\$10,427,104
Kettering Road	5	Wal-Mart S. Entrance	Powerline Road	7,500 1.42 (miles)	State	2L	4L	New 2 Lanes	\$781.01	\$5,857,575	Surcharge	\$5,857,575
SUB TOTAL										\$58,451,409		\$58,451,409

Note:

[1] - FDOT District 7 Cost Estimates - Roadway Cost Per Centerline Mile - Revised October 2006
 Total Project Cost for 1 Lane on outside with 5' Paved Shoulders on Rural Arterial = \$5,213,552

[2] - Based on Current County pricing/bids (unit cost assumes 30% for design/survey/CEI)

[3] - See Exhibit 5-1 for segment location details



LEGEND

- 2025 I-75/SR 50 PDD Model Network
- PDD Surcharge Area Boundary for Scenerio #1
- Additional PDD Surcharge Area Boundary for Scenerio #2

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HERNANDO COUNTY, FLORIDA

**PROPOSED PDD - AREA
SURCHARGE OVERLAY DISTRICT**

EXHIBIT 6

SHEET 1 of 1

DATE	REVISED BY	NO.	REVISION

EXHIBIT 7
 AREA PLAN SURCHARGE IMPACT FEE PROJECTIONS
 (PDD AREA + NON RURAL AREAS)

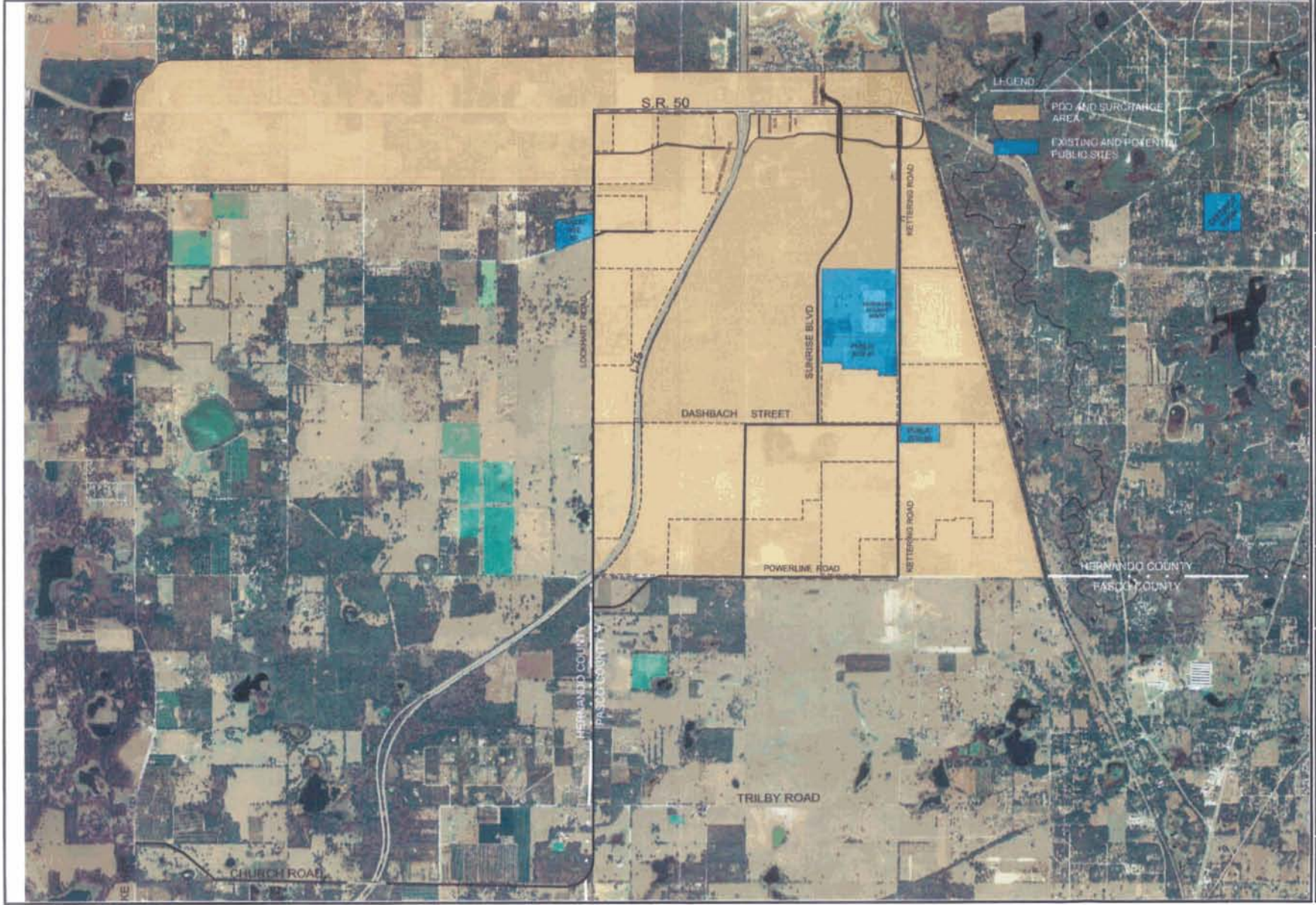
I-75 / SR 50 PDD - AREA 2025 SCENARIO INTERIM ROADWAY NETWORK

Impact Fee Factor = 1.50
 Surcharge Factor = 1.50

DENSITY PER ZONING	TAZ # [1]	Land Owner	DENSITY PER TRAFFIC MODEL (TAZ)						Road Impact Fee Per Unit(1,000Sq.Ft./Room [2])	Impact Fee Factor	Surcharge Factor	Total Road Impact Fee [3]	Allocated to Surcharge Area Roadway Fund
			Single Family (Dwelling Units)	Multi Family (Dwelling Units)	Commercial/Retail (Sq.Ft.)	Office (Sq.Ft.)	Industrial (Sq.Ft.)	Hotel (Rooms)					
NA	2504	MELTON	250	0	0	0	0	0	\$3,627	1.50	1.50	\$2,040,188	\$2,040,188
200 Single Family Units	2505	TRILBY CROSSING - PIPELINE PROVIDER	600	0	0	0	0	0	\$3,627	1.50	1.50	Pipe Line Provider	\$0
300 Multi Family Units			0	0	0	0	0	0	\$2,498	1.50	1.50	Pipe Line Provider	\$0
0			0	0	80,000	0	0	0	\$0	1.50	1.50	Pipe Line Provider	\$0
0			0	0	0	60,000	0	0	\$0	1.50	1.50	Pipe Line Provider	\$0
NA	2503	MELTON	0	0	0	30,000	0	0	\$2,567	1.50	1.50	\$173,273	\$173,273
NA			0	0	0	0	600,000	0	\$1,838	1.50	1.50	\$2,481,300	\$2,481,300
NA	2502	MELTON	0	0	200,000	0	0	0	\$5,411	1.50	1.50	\$2,434,950	\$2,434,950
NA			0	0	0	30,000	0	0	\$2,567	1.50	1.50	\$173,273	\$173,273
NA			0	0	0	0	400,000	0	\$1,838	1.50	1.50	\$1,654,200	\$1,654,200
NA	2318	URADCO (EAST OF LOCKHART ROAD)	0	0	350,000	0	0	0	\$5,411	1.50	1.50	\$4,261,163	\$4,261,163
NA			0	0	0	150,000	0	0	\$2,567	1.50	1.50	\$866,363	\$866,363
NA	2383	FLORIDA CLASSIC PARK INC & CRISP LOUIS AND ROSEMARY	0	250	0	0	0	0	\$2,498	1.50	1.50	\$1,405,125	\$1,405,125
NA			0	0	0	50,000	0	0	\$2,567	1.50	1.50	\$288,788	\$288,788
NA	2332	NOBLE PROPERTIES III LTO	0	0	204,109	0	0	0	\$5,411	1.50	1.50	\$2,484,927	\$2,484,927
NA			0	0	0	50,000	0	0	\$2,567	1.50	1.50	\$288,788	\$288,788
355,000 Commercial/Retail	2397	SUNRISE PIPELINE PROVIDER	0	0	415,000	0	0	0	\$5,411	1.50	1.50	Pipe Line Provider	\$0
200 Single Family Units			200	0	0	0	0	0	\$3,627	1.50	1.50	Pipe Line Provider	\$0
15,000 Commercial/Retail	2394	SUNRISE PIPELINE PROVIDER	0	0	15,000	0	0	0	\$5,411	1.50	1.50	Pipe Line Provider	\$0
35,000 Office			0	0	0	35,000	0	0	\$2,567	1.50	1.50	Pipe Line Provider	\$0
75 Rooms			0	0	0	0	0	350	\$3,454	1.50	1.50	Pipe Line Provider	\$0
600 Multi Family Units	2398	SUNRISE PIPELINE PROVIDER	0	600	0	0	0	0	\$2,498	1.50	1.50	Pipe Line Provider	\$0
15,000 Office			0	0	0	35,000	0	0	\$2,567	1.50	1.50	Pipe Line Provider	\$0
4,000 Single Family Units	2399	SUNRISE PIPELINE PROVIDER	3,750	0	0	0	0	0	\$3,627	1.50	1.50	Pipe Line Provider	\$0
302 Residential Units	2400	VERONA HILLS PIPELINE PROVIDER	550	0	0	0	0	0	\$3,627	1.50	1.50	Pipe Line Provider	\$0
NA	2395	MELTON	500	0	0	0	0	0	\$3,627	1.50	1.50	\$4,080,375	\$4,080,375
NA	2493	CLARK	500	0	0	0	0	0	\$3,627	1.50	1.50	\$4,080,375	\$4,080,375
NA	2494	MELTON	0	0	30,000	0	0	0	\$5,411	1.50	1.50	\$365,243	\$365,243
NA			0	0	0	0	600,000	0	\$1,838	1.50	1.50	\$2,481,300	\$2,481,300
649 Residential Units	2495	BENTON HILL ESTATES PIPELINE PROVIDER	1,000	0	0	0	0	0	\$3,627	1.50	1.50	Pipe Line Provider	\$0
NA	2333	URADCO (EAST OF KETTERING ROAD)	0	0	20,000	0	0	0	\$5,411	1.50	1.50	\$243,495	\$243,495
NA			0	0	0	0	1,516,360	0	\$1,838	1.50	1.50	\$6,270,907	\$6,270,907
697 Residential Units	2306	VERONA PARK PIPELINE PROVIDER	1,000	0	0	0	0	0	\$3,627	1.50	1.50	Pipe Line Provider	\$0
Total based on model TAZ			8,389	880	1,234,106	440,000	3,118,389	360					
Total based on zoning approval			1,288	880	1,274,106	430,000	3,118,389	78			\$38,074,028	\$38,074,028	

DENSITY PER ZONING	TAZ # [1]	Land Owner	DENSITY PER TRAFFIC MODEL (TAZ)						Road Impact Fee Per Unit(1,000Sq.Ft./Room [2])	Impact Fee Factor	Surcharge Factor	Total Road Impact Fee [3]	Allocated to Surcharge Area Roadway Fund
			Single Family (Dwelling Units)	Multi Family (Dwelling Units)	Commercial/Retail (Sq.Ft.)	Office (Sq.Ft.)	Industrial (Sq.Ft.)	Hotel (Rooms)					
1,750 Residential Units	2499 / 2507	HICKORY HILL PIPE LINE PROVIDER	1,750	0	0	0	0	0	\$3,627	1.50	1.50	Pipe Line Provider	\$0
50,000 Commercial			0	0	50,000	0	0	0	\$5,411	1.50	1.50	Pipe Line Provider	\$0
NA	2498	KATSULOS THEOPHANIS	95	0	0	0	0	0	\$3,627	1.50	1.50	\$783,432	\$783,432
NA			0	0	0	0	1,333	0	\$1,838	1.50	1.50	\$5,513	\$5,513
NA			0	0	444	0	0	0	\$5,411	1.50	1.50	\$5,405	\$5,405
NA			0	0	0	5,000	0	0	\$2,567	1.50	1.50	\$28,879	\$28,879
NA	2316	WETZEL WAYNE & BETTY	250	0	0	0	0	0	\$3,627	1.50	1.50	\$2,040,188	\$2,040,188
NA			0	0	0	0	10,000	0	\$1,838	1.50	1.50	\$41,355	\$41,355
NA			0	0	9,667	0	0	0	\$5,411	1.50	1.50	\$117,693	\$117,693
NA			0	0	0	12,000	0	0	\$2,567	1.50	1.50	\$69,309	\$69,309
NA	2319	CARROLL G W PASTOR TTEE	170	0	0	0	0	0	\$3,627	1.50	1.50	\$1,387,326	\$1,387,326
NA			0	0	0	0	25,000	0	\$1,838	1.50	1.50	\$103,384	\$103,384
NA			0	0	4,000	0	0	0	\$5,411	1.50	1.50	\$48,696	\$48,696
NA			0	0	0	500	0	0	\$2,567	1.50	1.50	\$2,888	\$2,888
NA	2497	CASTILLO JOSEPH M & JUDY L	153	0	0	0	0	0	\$3,627	1.50	1.50	\$1,248,596	\$1,248,596
NA			0	0	0	0	30,000	0	\$1,838	1.50	1.50	\$124,065	\$124,065
NA			0	0	4,833	0	0	0	\$5,411	1.50	1.50	\$58,841	\$58,841
NA			0	0	0	3,250	0	0	\$2,567	1.50	1.50	\$18,771	\$18,771
NA	2317	MILITELLO PAUL R & JANET L	7	0	0	0	0	0	\$3,627	1.50	1.50	\$57,125	\$57,125
NA			0	0	0	0	8,000	0	\$1,838	1.50	1.50	\$33,064	\$33,064
NA			0	0	0	0	0	56	\$3,454	1.50	1.50	\$435	\$435
NA			0	0	8,000	0	0	0	\$5,411	1.50	1.50	\$97,398	\$97,398
NA			0	0	0	9,000	0	0	\$2,567	1.50	1.50	\$51,982	\$51,982
NA	2338	SHERMAN CORTEZ LLC	318	0	0	0	0	0	\$3,627	1.50	1.50	\$2,595,119	\$2,595,119
NA			0	0	0	0	0	30	\$3,454	1.50	1.50	\$233	\$233
NA			0	0	0	0	10,000	0	\$1,838	1.50	1.50	\$41,355	\$41,355
NA			0	0	40,000	0	0	0	\$5,411	1.50	1.50	\$486,990	\$486,990
NA			0	0	0	1,000	0	0	\$2,567	1.50	1.50	\$5,776	\$5,776
Total			2,744	0	118,944	30,780	84,333	88			\$9,483,844	\$9,483,844	
Sub Total based on model TAZ			11,084	880	1,441,046	470,780	3,850,893	438					
Sub Total based on zoning approval			10,042	880	1,391,046	460,780	3,850,893	191			\$46,637,873	\$46,637,873	

Foot Notes:
 [1] - TAZ - Traffic Analysis Zone per traffic model
 [2] - Source Hernando County Development Department, Schedule of Impact Fees, July 5, 2005
 5,000 Sq.Ft. of Amenities Center/Clubhouse assume to be with in rates for Single Family/40% Family
 [3] - For projects with pending or existing zoning development approvals, projected impact fees are based upon the actual density approved for the project, even if the traffic model assumed greater density for such project. For projects without existing or pending zoning approvals, the projected impact fees are based upon the TAZ/SE adjusted data used in the traffic model. Hickory Hill DRI also is a pipeline provider under its DRI development order. Therefore, Hickory Hill DRI is not included in the I-75/SR-50 surcharge overlay district. However, Hickory Hill DRI has independent transportation obligations under its development order, related to this area.



LEGEND

- PDC AND SURROUNDING AREA
- EXISTING AND POTENTIAL PUBLIC SITES

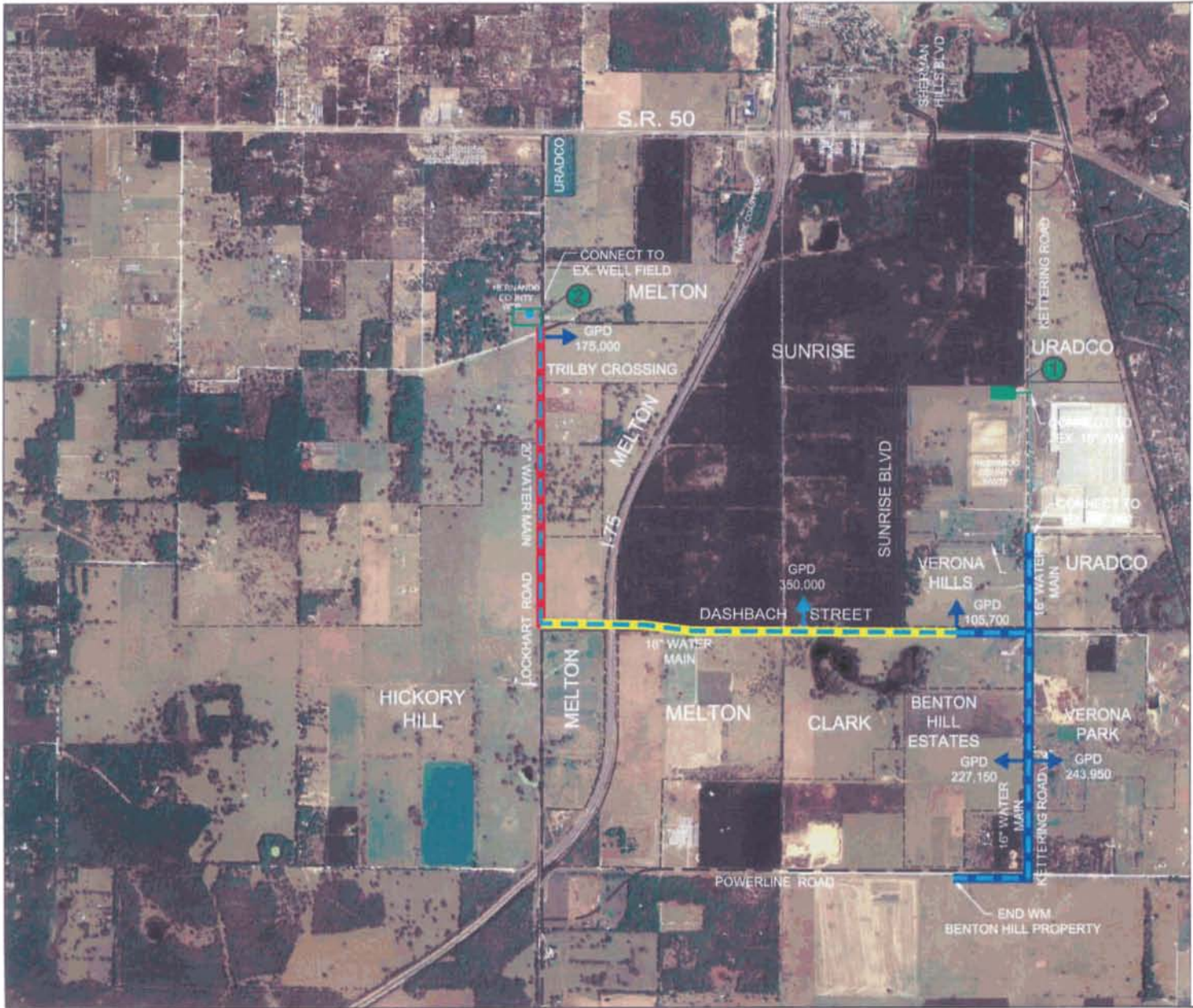
PUBLIC SITE LOCATION MAP
HERNANDO COUNTY, FLORIDA

Coastal
Engineering
10000 Highway 19
Suite 100
Largo, FL 34640
TEL: 727.461.1111
WWW.COASTAL-ENGINEERING.COM

DATE: 05/11/2011
PROJECT: [REDACTED]
DRAWN BY: [REDACTED]
CHECKED BY: [REDACTED]
SCALE: AS SHOWN

NO.	DATE	DESCRIPTION

EXHIBIT
8
05122



- LEGEND**
- PROPOSED WATER MAIN
 - PROPOSED WELL SITE
 - CONSISTENT WITH THE COUNTY'S CAPITAL IMPROVEMENTS PROGRAM (CIP) FISCAL YEAR 2027 (GROUND STORAGE TANK WITH HIGH SPEED SERVICE PUMPS).
 - CONSISTENT WITH THE COUNTY'S CAPITAL IMPROVEMENTS PROGRAM (CIP) FISCAL YEAR 2007 (POD TO PROVIDE 1.0 MGD NEW WELL FIELD FACILITY ON AN ADJACENT FIVE (5) ACRE TRACT OF LAND).
 - VERONA PARK / VERONA HILLS / BENTON HILL ESTATES
 - SUNRISE
 - HICKORY HILL

GENERAL NOTE:

1. EASEMENT AND/OR RIGHT-OF-WAY NECESSARY FROM PROPERTY OWNERS AND DEVELOPERS SHALL BE BASED ON FUTURE AGREEMENTS ACCEPTABLE FOR PROPOSED USE BY THE PRIVATE SECTOR PARTICIPANTS.

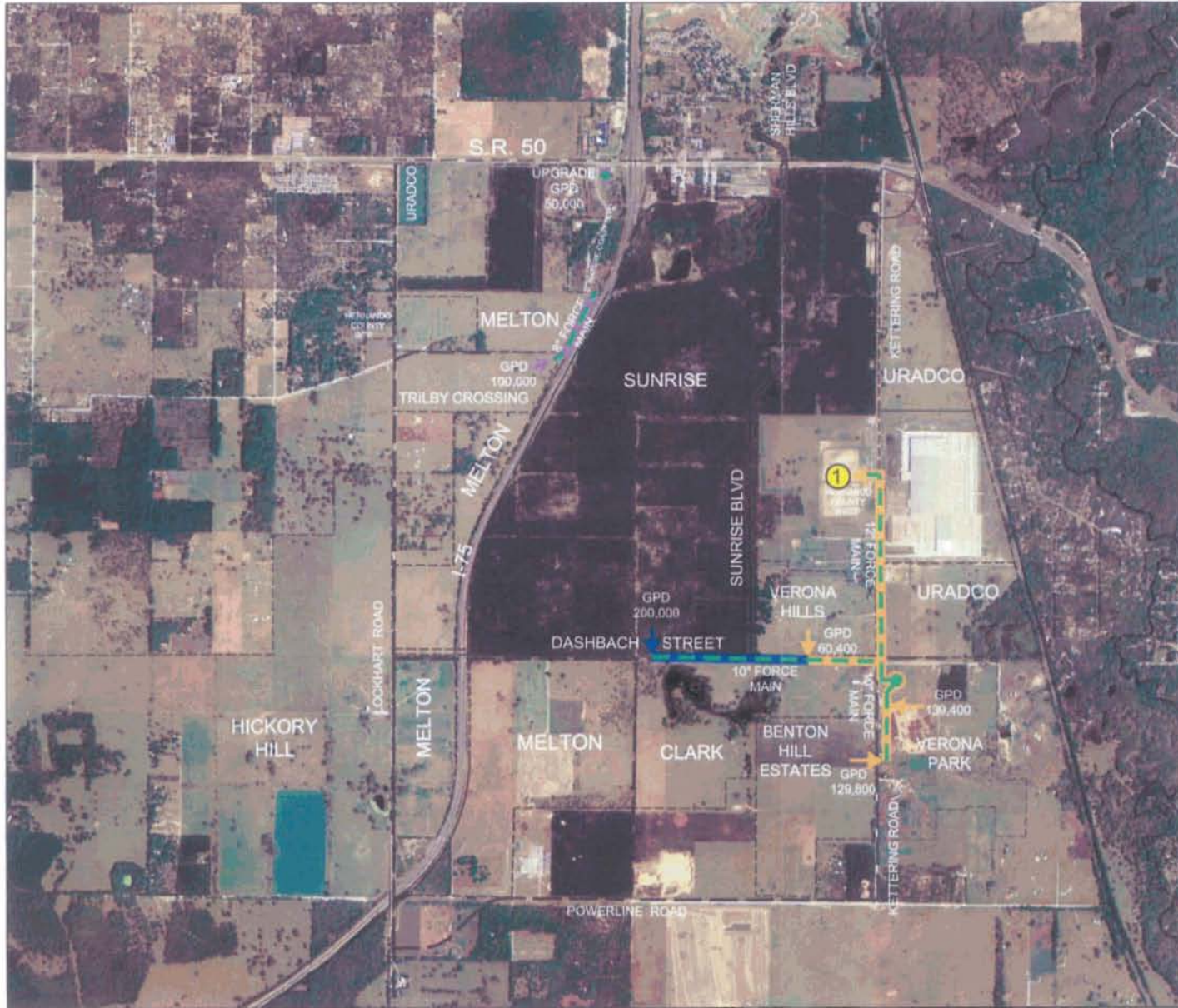


CONCEPTUAL
MASTER WATER DISTRIBUTION PLAN
HERNANDO COUNTY, FLORIDA



DATE OF REVISION: 08/15/22
 REVISION: 1.0
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 APPROVED BY: J. B. BROWN
 PROJECT: 22-0001-01
 SHEET: 9 OF 12

NO.	DATE	DESCRIPTION



- LEGEND**
- CONSISTENT WITH THE COUNTY'S CAPITAL IMPROVEMENTS PROGRAM (CIP) FISCAL YEAR 2007 (EXPANSION OF THE RIDGE MAJOR WWTP IN TWO PHASES)
 - VERONA HILLS / VERONA PARK / BENTON HILL ESTATES - REGIONAL PUMPSTATION AND FORCEMAIN
 - SUNRISE - FORCEMAIN
 - TRILBY CROSSING - FORCEMAIN AND EXISTING REGIONAL PUMPSTATION UPGRADE

GENERAL NOTE:

1. EASEMENT AND/OR FRONT-OF-WAY NECESSARY FROM PROPERTY OWNERS AND DEVELOPERS SHALL BE BASED ON FUTURE AGREEMENTS ACCEPTABLE FOR PROPOSED USE BY THE PRIVATE SECTOR PARTICIPANTS.

CONCEPTUAL MASTER SEWER PLAN
HERNANDO COUNTY, FLORIDA



DATE	DESCRIPTION

Exhibit 11

PDD Surcharge Area Cost Allocation Schedule for Public Sites

Site	Cost	Area	Average Cost Per PDD Unit (2)
Wellfield (5)	N/A	5 Acres	N/A
Public Site 1	\$1,750,000 (1)	50 acres (approx.)	\$164
Public Site 2	\$700,000 (1)	20 acres	\$65
East Government Center Site (4)	Fair Market Value (TBD)	Up to 5 acres	\$80 (Estimated)
Total	\$2,450,000		\$309 (Estimated)

ANALYSIS

	PDD Dwelling Units	Hickory Hill Units	Dwelling Unit Totals (3)	Mitigation Fee (per unit)
Totals	10,695	1,750	12,445	\$309

(1) Based on estimated land values at the agreed rate of \$35,000 per acre

(2) Public Sites 1 and 2 based on a total of 10,695 PDD dwelling units,
East Government Center Site based on total of 12,445 units.

(3) Projected units for PDD + Hickory Hill DRI.

(4) The final agreed value of this site shall be established as provided in the approved Development Order for Sunrise DRI. The Hickory Hill DRI obligation is set forth in its approved Development Order dated April 26, 2007, with Hernando County, Florida.

(5) Wellfield site credits to be provided to donor, to the extent agreed upon by said developer and the Hernando County Water and Sewer District, pursuant to separate agreement.

Exhibit 12

PDD Surcharge Area District Park Mitigation

Hernando County Parks/Rec Needs	<u>Cost</u>	<u>Units</u>	<u>Average Cost Per PDD Unit</u>
Multipurpose Fields (w/amenities)	\$1,072,000	3 Fields	\$86
Tennis Courts (w/amenities)	\$337,000	4 Courts	\$27
Parking Lot Expansion/Improvements	\$810,000	100 Spaces	\$65
Athletic Fields/Courts Lighting	\$429,000	N/A	\$34
Picnic Shelters	\$271,000	10 Shelters	\$22
Side Walks/ADA Improvements	\$162,000	N/A	\$13
Shuffleboard Courts/Lighting	\$97,000	4 Courts	\$8
Security/Maintenance Residence	\$157,000	1 Dwelling	\$13
Utilities Permit/Construction Fees	\$131,000	N/A	\$11
Total	\$3,466,000		\$279

ANALYSIS

	<u>PDD Dwelling Units</u>	<u>Surcharge Area Units (1)</u>	<u>Dwelling Unit Totals</u>	<u>Park Mitigation Fee (per unit)</u>	<u>PDD Mitigation Fee Total (2)</u>
Projected Units	10,695	1,750	12,445	\$279	\$3,466,000

(1) Based on Hernando County FY 2006/2007 Statistical Abstract, Table 11.10, reflecting 10,695 projected units for PDD lands, plus 1,750 Hickory Hill units = 12,445 total units. The Hickory Hill DRI obligation is set forth in its Development Order dated April 26, 2007, with Hernando County, Florida.

(2) A portion of the mitigation fee may be utilized for additional park land expansion at the Ridge Manor District Park, in the County's discretion.

Exhibit 13

Typical Neighborhood Community Park Standards

Definition: Neighborhood Community User/Resource based parks to be provided and maintained within residential communities. The provision of neighborhood community parks for use by the residents of the subdivision in accordance with the requirements of this section shall count towards the minimum open space requirements.

Threshold/Size: Developments shall provide a neighborhood community park system suitable to the needs of its residents, in addition to the current District Park level of standard requirements. The neighborhood community parks are based on the following threshold sizes.

Developments that include more than fifty (50) dwelling units up to 250 dwelling units shall provide between one and three acres of land or fraction thereof for park development, based on a calculation of one acre for the first 50 dwelling units, plus 1/100th of an acre for each dwelling unit over 50, for a maximum of three acres.

Developments consisting of 251 dwelling units up to 500 dwelling units shall provide one acre of land per 100 dwelling units, with a minimum of three acres and a maximum of five acres, or fraction thereof.

Developments consisting of 501 units or more, shall provide a minimum land size of 5.0 acres up to a maximum of 20 acres or fraction thereof, based on a calculation of 5.0 acres for the first 500 dwelling units plus 1/125th of an acre for each dwelling unit over 500, up to the 20 acre maximum.

Process of Approval: The approximate location of neighborhood community park site(s) should be identified within project master plans submitted during the rezoning process, or during the conditional plat approval process if the I-75/SR 50 PDD area project was zoned prior to the development of this park standard. The neighborhood community park site final location, access and list of possible facilities shall be provided during the conditional plat process. This shall be coordinated with Hernando County Planning Department and the Hernando County Parks and Recreation Department.

Neighborhood Community Park Site Plan: The Neighborhood Community Park Site Plan shall be provided to the Hernando County Planning Department and the Hernando County Parks and Recreation Department, as part of the construction plans. It shall be prepared by a professional civil engineer or landscape architect, shall include as a

minimum, the following: topography, site facilities, phasing (if any), access, parking (if applicable), utilities/irrigation (if applicable), bicycle racks, stormwater retention and landscaping. The land provided and maintained for use as a neighborhood community park or parks shall be exclusive of any drainage retention areas, wetland or environmental areas which are not incorporated into the park design (e.g., for boardwalk, nature trail, educational, and other passive purposes). Modifications to the Neighborhood Community Park Site Plan must be approved by the Hernando County Planning Department and Parks and Recreation Department.

Locational Criteria: Neighborhood Community park sites should be placed in a centralized and convenient location to a majority of the residents, unless located at a site feature that would enhance the use of the park. The County Planning Department and Parks and Recreation Department may consider a proposed system of park locations based on residential development components and master plan layout. Where practical, the community park should be adjacent to a project collector roadway and accessible via non-vehicular pathways.

Facilities: A neighborhood community park would typically include both passive and active recreation areas and may include indoor and/or outdoor activities. Active recreational uses shall occupy 50% of the site and the site topography and grading shall be suitable for approved recreational uses. Passive recreations areas could include uses such as picnic areas, trails, botanical gardens, gazebos, etc. Active recreations areas could include uses such as sports fields, basketball courts, handball courts, tennis courts, community pools, playgrounds, horseshoe courts, bocce courts, skateboard parks, roller blade areas, fitness stations, restrooms, amenity centers, etc. Indoor activities could include uses such as pool, table tennis, racquetball, card room, library, craft room, workshop, etc. The facilities provided in the community park should be suitable to the residents expected to live in the development or its target market. In keeping with such, if the community identifies a specific need, the developer would take alternative uses into consideration at time of construction.

Availability: Community parks may be limited to use by project residents and guests. Development of neighborhood community park shall occur when the community served has received no more than 50% of its certificates of occupancy.

Open Space Requirement: The area of the neighborhood community parks shall be counted toward the open space requirement for the development.

Maintenance & Operation: Individual neighborhood community parks shall be maintained and operated by the individual project development communities, at no expense to the County.

Park Impact Fees: The provision of a neighborhood community park or parks shall not entitle the provider of such park(s) to any offset or credit against any portion of the adopted parks and recreation impact fees of the County consistent with an adopted impact fee overlay district for the I-75/SR 50 PDD Area Plan.