

Appendix B

Previously Approved Projects

Ashley Groves
Chapel Creek
Chapel Hill
Lange Equestrian Village
Oak Creek
Watergrass

(See map on Page 5.)

Transportation Conditions for Approved Projects

Ashley Groves

17. At each preliminary plan/preliminary site plan approval, the Development Review Committee (DRC) may also require further intersection improvements along the internal road intersections and C.R. 577 (Curley Road).

18. All roads that will be used to access public-purpose sites, such as public school, park, library, and fire/rescue sites (as determined by the District School Board of Pasco County, Parks and Recreation Department, Libraries Services Department, Emergency Services Department, or DRC, as applicable) shall be public roadways and constructed in accordance with applicable County/FDOT design, construction, and signage standards....

19. Access to any commercial out-parcels shall be provided from internal drives or parking-areas.

21. Access to Elam Road from Parcel A shall be determined during the preliminary plan review of Parcel A. In the event a connection is required, the developer shall improve Elam Road abutting the subject property. The said improvements shall include intersection improvements and a proportionate-share cost of signalization at Elam Blvd. and CR 577 (Curley Road) and be included in the construction plan for Parcel A. [DRC approved ped. trail only - no vehicular access to Elam] [Parcel A review pp]

25. The developer shall convey at no cost to Pasco County 71 feet of right-of-way from the centerline of Elam Road. The conveyance shall occur at record plat or construction plan approval where record plat is not required or within 90 days of the County's request, whichever comes first. The conveyance shall be in a form acceptable to the Real Estate Division and be free and clear of all liens and encumbrances, including exemption from all covenants and deed restrictions.

26. Subject to the provisions of the Right-of-way Preservation Ordinance, the developer shall convey at no cost to Pasco County 100 feet of additional right-of-way for C.R. 577 (Curley Road) in accordance with the Project Development and Environment Study for Curley Road, approved by the BCC on March 22, 2005 (PMA05-082).

In addition, the developer shall, at no cost to Pasco County, design, construct, provide, and obtain any and all permits required.....

30. The developer has submitted a traffic study which was reviewed by the staff of the County. Prior to approval of the first record plat, or where platting is not required prior to approval of the first construction plan/construction site plan, the developer shall construct or bond the following site-related improvements:

- a. A northbound, left-turn lane into the project access point "Parcels A/B" with deceleration and taper length of 350 feet and storage length of 25 feet, for a total of 375 feet.
- b. A northbound, right-turn lane into the project access point "Parcels A/B" with deceleration and taper length of 350 feet and storage length of 25 feet, for a total of 375 feet.
- c. A southbound left-turn lane into the project access point "Parcels A/B" with deceleration and taper length of 350 feet and storage length of 50 feet, for a total of 400 feet.
- d. A southbound, right-turn lane into the project access point "Parcels A/B" with deceleration and taper length of 350 feet and storage length of 25 feet, for a total of 375 feet.
- e. A southbound, left-turn lane into the project access point "Parcel C" with deceleration and taper length of 350 feet and storage length of 50 feet, for a total of 400 feet.
- f. A northbound, right-turn lane into the project access point "Parcel C" with deceleration and taper length of 350 feet and storage length of 25 feet, for a total of 375 feet.

31. Prior to final plat or preliminary site plan/construction site plan approval occurring after December 31, 2011, the developer shall submit an updated traffic study utilizing a methodology approved by Pasco County. The DRC may impose additional conditions based upon the traffic study as approved by Pasco County.

Chapel Creek

16. At each preliminary plan/preliminary site plan approval, the Development Review Committee (DRC) may also require further intersection improvements along the internal road intersections and the intersection of Eiland Boulevard and the main entrance road.

17. Access to any professional office out-parcels shall be provided from internal drives or parking areas.

19. The access points shown on the master plan are not approved. The developer is required to submit a separate roadway alignment plan for approval. All accesses shall meet Access Management 2003 criteria.

23. The developer shall convey at no cost to Pasco County sufficient additional right-of-way to total 110 feet from the centerline of Eiland Boulevard. The developer shall provide appropriate and sufficient drainage facilities at no cost to Pasco County on the developer's property, or at another site acceptable to the County, for mitigation for all impacts associated with the initial and future improvements of Eiland Boulevard. All conveyances shall occur at first record plat or within 90 days of the County's request, whichever occurs first.

26. The developer has submitted a traffic study which was reviewed by the staff of the Metropolitan Planning Organization. Prior to approval of the first record plat, or where platting is not required prior to

approval of the first construction plan/construction site plan, the developer shall construct the following site-related improvements to Eiland Boulevard and the main entrance roadway:

- a. Westbound, right-turn lane: 100-foot queue storage, 185-foot deceleration length (total 285 feet, including 50-foot taper).
- b. Eastbound, left-turn lane: 225-foot queue storage, 185-foot deceleration length (total 410 feet, including 50-foot taper).
- c. An exclusive southbound, left-turn lane: 290-foot queue storage, 185-foot deceleration length (total 475 feet, including 50-foot taper).

All access-related improvements shall be constructed in accordance with the County's Access-Management Ordinance and FDOT Index No. 301.

27. Prior to or concurrent with the first record plat, or where platting is not required prior to approval of the first construction plan/construction site plan, the developer shall pay to the County \$526,528.00 (in 2004 dollars) as a proportionate share payment to pay for the following improvements:

- a. Extend the four-lane, cross-section of Eiland Boulevard from the point where the existing committed County project ends (approximately 500 feet west of the project access) to 1,920 feet east of the project access which includes a 600-foot transition back to two lanes.
- b. Intersection of Eiland Boulevard and Zephyrhills West Extension:
 - (1) Lengthen the proposed westbound, left-turn lane on Eiland Boulevard to 750 feet, including a 50-foot taper (565 feet queue storage, 185 feet deceleration length).
 - (2) Lengthen the proposed northbound, right-turn lane on Eiland Boulevard to 845 feet, including a 50-foot taper (660 feet queue storage, 185 feet deceleration length).

The required proportionate share payment shall be indexed by the Florida Department of Transportation construction cost index from December 31, 2004, to the date of payment. The developer hereby waives its right to impact fee credits for the proportionate share payment.

28. Prior to or concurrent with the first construction plan/construction site plan approval, the developer shall enter into a development agreement with Pasco County, or at the County's option, obtain Right-of-way Use Permits for the construction of improvements identified in Condition No. 27.

29. Prior to final plat or construction site plan approval occurring after December 31, 2010, the developer shall submit an updated traffic study utilizing a methodology approved by Pasco County. The DRC may impose additional conditions based upon the traffic study as approved by Pasco County.

31. Prior to approval of the first record plat, or where platting is not required, prior to approval of the first construction plan/construction site plan, the developer shall provide a Letter of Credit acceptable to Pasco County for 125 percent of the proportionate-share cost of the signalization at Eiland

Boulevard and the main entrance roadway into the development. Prior to approval of the last record plat, or anytime at the County's request, the developer shall pay for and perform a signal warrant study. If warranted, the developer shall pay for the proportionate-share cost of signalization.

Chapel Hill

13. The developers shall comply with the provisions of Pasco County New Development Fair Share Contribution for Road Improvements Ordinance No. 94-03, as amended.

16. At each preliminary plan/preliminary site plan approval, the Development Review Committee (DRC) may also require further intersection improvements along the internal road intersections and U.S. 301.

21. Prior to approval of the first record plat, the developers shall improve the intersection of the main entrance road and U.S. 301 as required by the County's Engineering Services Department and subject to FDOT approval. The said improvements shall include the following:

- a. Southbound to westbound, deceleration lane to be constructed on U.S. 301.
- b. Northbound to westbound, protected, left-turn lane on U.S. 301.
- c. The developers shall pay the cost of signalization of this intersection if such signalization is deemed to be necessary by DRC and meets required FDOT and Pasco County Engineering Services Department traffic warrants.

22. The developers shall submit a plan to the Growth Management Department indicating roadway alignment and construction phasing of the main entrance and U.S. 301 and the east-west roadway. Approval of this plan must be obtained from DRC prior to preliminary plan/preliminary site plan submittal of the first increment. The County shall have the right to require specific dates for completion of construction for any portion of these roads and intersections to the increment which is subject of the submittal at the time of each preliminary plan/preliminary site plan.

Lange Equestrian Village

14. The developer shall donate, provide a perpetual right-of-way easement, or transfer by plat or fee simple deed to Pasco County the appropriate amount of right-of-way for the internal and abutting roadways as they are currently functionally classified. Sufficient right-of-way shall be donated so that the typical roadway meets FDOT standards. The developer shall transfer all right-of-way and shall provide all necessary documents and/or information pertaining to the above-mentioned transference of right-of-way for external roadways to the Pasco County Real Estate Division prior to any preliminary/site plan approvals. Reductions in right-of-way may occur, if approved by the County, if road stormwater drainage is accommodated; e.g., may include urban roadway designs with a stormwater sewer system or stormwater easements into retention areas within adjoining increments.

16. The developer shall convey 35 feet of right-of-way along the entire east project boundary abutting Handcart Road. The developer agrees to provide all necessary documents and/or information pertaining to the aforementioned transference of right-of-way to the Pasco County Real Estate Division within 30 days of the Board's approval of MPUD.

19. The intersection of Handcart Road and the main entrance road shall be constructed as required by FDOT and the Pasco County Engineering Services Department. The developer shall pay the cost of signalization of this intersection if such signalization is deemed to be necessary by DRC and meets required FDOT and Pasco County Engineering Services Department traffic warrants.

Oak Creek

f. The developer is conveying right-of-way to Pasco County for Handcart Road and the Zephyrhills West Bypass Extension.

2. On September 11, 2003, the Development Review Committee (DRC) revised conditions as follows:

15. The developer shall convey at no cost to Pasco County right-of-way for the Zephyrhills West Bypass Extension as set forth in surveys submitted to the Pasco County Project Management Division by Pitman Hartenstein & Associates, Inc., on August 27, 2003. Prior to or concurrent with preliminary plan/preliminary site plan approval, the developer shall provide appropriate and sufficient drainage facilities at no cost to Pasco County on the developer's property, or at another site acceptable to the County, to mitigate flood-plain volume, wetland impacts, environmental impacts, stormwater runoff quality treatment, attenuation, and discharge associated with the initial and future improvements of the Zephyrhills West Bypass Extension. The right-of-way conveyances shall occur prior to the October 21, 2003, Board meeting.

On September 11, 2003, DRC deleted Condition No. 16 which reads as follows:
The developer shall provide appropriate and sufficient drainage facilities... for the initial and future improvements for Handcart Road....

Watergrass

16. At each preliminary plan/preliminary site plan approval, the DRC may also require further intersection improvements along the internal road intersections and Curley Road, Overpass Road, Handcart Road, the internal loop road, and the north/south road.

17. No residential driveway access shall be allowed to Curley Road, Overpass Road, the internal loop road, Handcart Road, and the north/south road.

18. All roads that will be used to access public-purpose sites, such as public school, park, library, and fire/rescue sites (as determined by the School Board, Parks and Recreation Department, Libraries

Services Department, Emergency Services Department, or DRC, as applicable) shall be public roadways....Such roadways shall be deeded in fee simple to the County or FDOT, as applicable, prior to or concurrent with the first record plat containing such roadways or where no record plat is required, prior to or concurrent with the issuance of the first Certificates of Occupancy (CO) for a building utilizing such roadways.

24. Within 90 days of the County's request, or prior to the first record plat within the MPUD Master Planned Unit Development, whichever occurs first, the applicant/developer shall dedicate, at no cost to the County, right-of-way for Curley Road and Overpass Road in accordance with the approved route studies for Curley Road and Overpass Road, with the exception of that portion of Overpass Road and Curley Road that go through the town center. The required amount of right-of-way (in accordance with the approved route studies) for Overpass Road and Curley Road that go through the town center is required to be dedicated, at no cost to the County, within 90 days of the County's request or concurrent with the first record plat within Parcel 1/Town Center. If the route studies are not approved by the first record plat approval, the foregoing dedication deadline shall be modified to the first record plat approval following the BCC approval of the route studies. If after submission and approval of the Town Center Master Plan, additional right-of-way or less right-of-way is needed for such roadways, the applicant/developer shall dedicate such additional right-of-way within 30 days of approval of the Town Center Master Plan at no cost to the County and/or request vacation of any right-of-way not needed. The developer shall provide appropriate and sufficient drainage facilities on the developer's property at no cost to the County, or at another site acceptable to the County, to mitigate floodplain volume, wetland impacts, environmental impacts, stormwater runoff quality treatment, attenuation, and discharge associated with the initial and future improvements of Overpass Road and Curley Road.

25. Subject to the provisions of the Right-of-way Preservation Ordinance, the developer shall convey at no cost to Pasco County 100 feet of right-of-way from the centerline of Handcart Road (Table 7-4, Pasco County Corridor Preservation Table, located in the Comprehensive Plan, Transportation Element, for arterial/collector and major intersection right-of-way requirements).

In addition, the developer shall, at no cost to Pasco County, design, construct, provide, and obtain any and all permits required.....

26. Subject to the provisions of the Right-of-way Preservation Ordinance, the developer shall convey at no cost to Pasco County 142 feet of right-of-way for the north-south collector roadway (Table 7-4, Pasco County Corridor Preservation Table, located in the Comprehensive Plan, Transportation Element, for arterial/collector and major intersection right-of-way requirements).

In addition, the developer shall, at no cost to Pasco County, design, construct, provide, and obtain any and all permits required.....

27. The developer shall convey at no cost to Pasco County 142 feet of right-of-way for the internal loop road only if Overpass Road is not constructed or committed to be constructed from Curley Road to Handcart Road prior to record plat approval of 1,400 units. If Overpass Road is constructed or committed to be constructed from Curley Road to Handcart Road, the required right-of-way shall be 80 feet. The developer shall provide appropriate and sufficient drainage facilities at no cost to Pasco County....

31. The developer shall design the north-south collector road as a four-lane collector road, including all drainage, which shall be accommodated in a drainage plan. The developer shall construct the first two lanes of the road offset, including bicycle and pedestrian facilities in increments, as required to serve parcels being developed within the project.

33. The developer has submitted a traffic study which was reviewed by the staff of the Metropolitan Planning Organization. Prior to approval of the record plat for the 1,400th dwelling unit or as necessary to serve the adjacent parcels including the school site, whichever occurs first, the developer shall construct the following site-related improvements:

a. Construct Overpass Road as a two-lane, arterial road from the eastern boundary of the town center to the internal loop road.

b. Construct the internal loop road as a two-lane collector road from Overpass Road to Handcart Road as depicted on the MPUD Master Plan.

c. Handcart Road and the internal loop road:

(1) An exclusive, northbound, left-turn lane on Handcart Road with a minimum 275-foot storage length and taper and deceleration length per the FDOT Index 301.

(2) An exclusive, southbound, right-turn lane on Handcart Road with a minimum 25-foot storage length and taper and deceleration length per FDOT, Index 301.

(3) Exclusive, eastbound, left and right, approach lanes on the internal loop road.

(4) Signalize when warranted.

34. Prior to the next construction plan/construction site plan approval, the following off-site/equal mitigation improvements shall be completed or committed in the Pasco County or the FDOT Capital Improvement Plan, or the developer shall enter into an agreement with the County requiring the developer to adequately mitigate the project's transportation impacts.

Off-site/equal mitigation improvements include:

a. S.R. 581 and S.R. 54

Construct an additional northbound, right-turn lane on S.R. 581 for a total of two lanes.

b. S.R. 52 and Prospect Road

(1) Construct an exclusive, eastbound, right-turn lane on S.R. 52 with sufficient length.

(2) Construct an exclusive, northbound, left-turn lane on Prospect Road with sufficient length.

35. In lieu of the above-mentioned off-site/equal mitigation improvements, the developer shall contribute the following to Pasco County within 60 days of the date of approval of the rezoning amendment.

a. \$216,000.00 for the improvements on S.R. 581 at S.R. 54.

b. \$351,893.00 for the improvements on S.R. 52 at Prospect Road.

c. \$488,483.00 for the improvements on Prospect Road at S.R. 52. [12/7/06: paid \$1,056,376]

All above amounts are based upon 2006 dollars. If the required payment is not received within the 60-day time frame, then payment shall be received prior to the next construction plan/construction site plan approval. The required off-site/equal mitigation contribution shall be indexed by the latest adopted Impact Fee Ordinance should payment not be received within the 60-day time frame.

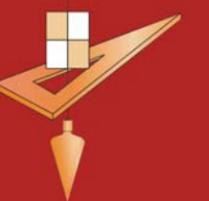
36. Prior to any final plat or preliminary site plan/construction site plan approval occurring after December 31, 2015, the developer shall submit an updated, traffic study utilizing a methodology approved by Pasco County. The DRC may impose additional conditions based upon the traffic study as approved by Pasco County.

38. Prior to approval of the first record plat beyond the 1,500th dwelling unit, or anytime at the County's request, the developer shall pay for and perform a signal warrant study for the intersection of Handcart Road and the internal loop road. At that time, the developer shall pay for the proportionate-share cost of signalization.

39. Prior to approval of the first record plat beyond the 1,500th dwelling unit, or anytime at the County's request, the developer shall pay for and perform a signal warrant study for the intersection of Overpass Road and the north-south road. At that time, the developer shall pay for the proportionate-share cost of signalization.

43. Unless otherwise approved pursuant to the Town Center Master Plan, the applicant/developer shall be responsible for designing and constructing all necessary public infrastructure for Parcel I/Town Center, including all road, intersections, and utility improvements, within the WaterGrass MPUD Master Planned Unit Development by January 1, 2009, or prior to or concurrent with the first construction plan approval within the town center, or prior to final plat of the 1,001th dwelling unit, or as necessary to

serve development in adjacent parcels, whichever occurs first. Such improvements shall be designed and constructed consistent with the approved Town Center Master Plan.





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