

WIREGRASS RANCH DRI/MPUD
 MASTER ROADWAY PLAN
 CONDITIONS OF APPROVAL
 PDD14-399a
 2/13/14 DRC



1. This Master Roadway Plan (the MRP) replaces and supersedes the Roadway Alignment and Construction Phasing Plan (File No. GM06-737) approved by the DRC on March 30, 2006, and the Master Roadway Plan (File No. PGM 11-86) approved by the DRC on May 26, 2011. This Master Roadway Plan applies to all areas and parcels located within the Wiregrass DRI and all areas of the Wiregrass MPUD Master Planned Unit Development. All roadways shown outside of the Wiregrass MPUD Master Planned Unit Development are for information purposes only. Approval of this plan satisfies the requirements of Sections 901.3.M (as to requirements for frontage and reverse frontage roads along S.R. 56) and 901.6.D.11 (as to requirements for continuation of street patterns and street accesses to adjoining properties external to the Wiregrass Ranch DRI/MPUD) of the Land Development Code. Approval of this plan shall constitute approval of an alternative standards request for the Wiregrass DRI/MPUD under the County's adopted collector and arterial spacing and design standards (Sections 901.1.E of the Land Development Code).

2. The following street and road facilities conceptually depicted on the Master Roadway Plan, attached hereto (including any required roadway appurtenances), shall be constructed prior to the first of the following to occur: (1) as necessary to satisfy the access management requirements of the preliminary plan/preliminary site plan under review; or (2) the date set forth in the Wiregrass Development Order, as amended; or (3) in accordance with unit threshold triggers set forth in the matrix below (the Matrix).

As to item (3) above, the following unit thresholds shall trigger connectivity and expansion of the Major Roads:

Thresholds to Provide Major Road ⁽¹⁾ Connectivity ⁽²⁾ and Expansion			
2 Lane Major Road with no Connectivity	2 Lane Major Road with Connectivity	4 Lane Major Road with no Connectivity	4 Lane Major Road with Connectivity
1900 SFD DU ⁽³⁾ per Major Road	2470 SFD DU per Major Road	3200 SFD DU per Major Road	4130 SFD DU per Major Road

(1) "Major Road" means a collector road or arterial road as designated in the County's Comprehensive Plan. The Major Roads currently designated in the Comprehensive Plan within or adjacent to Wiregrass Ranch include S.R. 56, S.R. 54, S.R. 581, 581 Bypass/Loop Road, Wiregrass Ranch Boulevard, Chancey Road, and Mansfield Boulevard.

(2) "Connectivity" means a Major Road that is connected (whether directly or via other Major Roads) to two or more of the following Major Roads: S.R. 56, S.R. 54, S.R. 581, Meadow Pointe Boulevard, or Mansfield Boulevard.

(3) Single family detached dwelling unit (or other residential equivalent as determined by the Land Use Equivalency Matrix contained in the Wiregrass DRI Development Order), all located within Wiregrass Ranch DRI. The above thresholds shall only apply to residential uses and development and shall not apply to any non-residential uses or development. As to mixed use development, the above thresholds shall apply only to the single family residential dwelling units of a mixed use development. The dwelling units in a development with access to multiple Major Roads shall be allocated among

such Major Roads at the time of preliminary site plan review to ensure proper and reasonable trip distribution for threshold calculations.

Within MUTRM Designated Parcels, the designated “subdivision collector roads” shall be designed and developed as Primary Minor Urban Collectors pursuant to the Alternate Street Standards approved in the Development Agreement and MPUD Conditions of Approval for Wiregrass Ranch. In recognition of the urban development pattern to be established within the MUTRM Designated Parcels and the establishment of a grid street network within those areas, the Thresholds above shall not apply to Primary Minor Urban Collectors. Except for those portions within 440’ of its intersection with a Major Road other than another Primary Minor Urban Collector, a Primary Minor Urban Collector may be developed as a two-lane road regardless of the amount of residential or non-residential development served.

a. S1/M3/M27 Roads:

(i) All roads within Parcel S1 may be private subject to the Land Development Code procedures. Concurrent with each applicable preliminary plan/preliminary site plan submittal, the Parcel Developer (as defined in the MPUD COA’s and hereinafter referenced as the “Parcel Developer”) shall designate those roads that are requested to be private and include the applicable documentation for such requested private roadways.

(ii) A direct and/or indirect public access connection shall be provided through M3 from the S1 East/West Collector to either 581 Bypass/Loop Road or SR 581 and shall be determined at the time of preliminary plan/preliminary site plan for that portion of M3.

(iii) However, that portion of the S1 north/south collector road west of the category 1 wetland system that connects to the 581 Bypass/Loop Road within Parcel M3/M27 shall remain public. Upon expiration or abandonment of the approved Parcel S1 Preliminary Site Plan and Construction Plans, the County may require the realignment of the on-site collector roads, and the need for the roadways to be public, for those portions of the collector roadways not constructed at time of preliminary site plan expiration.

(iv) The Parcel Developer shall provide a pedestrian access at the southwest corner of S1, allowing for pedestrian access to Parcel C4, if Parcel C4 is developed for some other use than open space, mitigation, ponds, etc. Should Parcel C4 be developed as retail and/or office use that exceeds 100 daily trips, then the Parcel Developer shall provide an interconnecting roadway from S1 to provide access from Parcel S1 to Parcel C4.

b. M21/M7/S4 North-South & East-West Roads:

(i) M21: Construct a public, north-south subdivision collector road beginning at Chancey (aligned with the S1 north-south road) then south and then east to Wiregrass Ranch Boulevard (to align with the east-west road from M7, approximately as shown on the MRP, contingent upon obtaining all required permits. The portion of the road within M7 shall be developed as a Primary Minor Urban Collector consistent with the Alternate Street Standards. The east-west portion of the roadway shall align with the east-west road through M7 & S4 as further described below or such east-west roadway shall connect through the Town Center roadway grid which connects to the east-west road in M7 & S4.

(ii) S4: Construct a public east-west subdivision collector road beginning at Parcel M7, then east to the north-south public subdivision roadway in S4. This road

shall transition from subdivision collector road to Primary Minor Urban Collector where the two roads intersect at or near the S4/M7 Parcel Boundary.

(iii) M7: Align the east-west subdivision collector road in M7 at its access to Wiregrass Ranch Boulevard to match the alignment of the public east-west subdivision collector roadway in M21/M22, or connect the east-west subdivision collector road through the Town Center roadway grid in M7 which connects to the east-west road in M21/M22. This segment of the road shall be a Primary Minor Urban Connector or otherwise comply with an alternate street type approved in a TND Master Plan, MUTRM Neighborhood Plan or TOD Station Area Plan.

c. O2, M11, C6, C5, M20, M21 and M8 Reverse Frontage Road:

Construct a public access reverse frontage road from S.R. 581 to Wiregrass Ranch Boulevard, on the north side of S.R. 56, approximately 300 feet north of S.R. 56 as conceptually shown on the Master Roadway Plan, or as otherwise approved at the time of preliminary plan/site plan approval. The reverse frontage road shall be constructed as a two lane privately maintained road, within a public access easement for vehicular ingress and egress not less than 30 feet in width. The entire segment of frontage roadway contained within or adjacent to any of these parcels submitted for development shall be constructed in its entirety in or adjacent to that parcel, unless otherwise approved by the DRC. If requested by the County, and if necessary for the County or FDOT to construct any portion of the reverse frontage road in this condition, the Parcel Developer shall dedicate the right-of-way for such portion of the reverse frontage road (by deed or easement), within 90 days of the County's request.

d. S2/S4/M23 Subdivision Collector Road:

Construct a public subdivision collector roadway beginning at Mansfield Boulevard directly opposite the existing high school access road, north to Chancey Road through Parcels S4 and M23 and then northwest to Wiregrass Ranch Blvd through Parcel S2. The roadway shall be constructed with 100 feet of right-of-way and 20-foot buffer easements on both sides for future road right-of-way. If the preliminary site plan for Parcel S4 is further revised, expires, or is no longer valid, the ninety degree turns in the north-south public subdivision collector roadway within parcel S4 shall be realigned and designed for a minimum speed limit of 40 mph.

e. S4 Reverse Frontage Road:

If any non-residential use in a preliminary plan/preliminary site plan is approved and developed on any portion of S4 within 1,320 feet of the SR 56 right-of-way, a reverse frontage road within that preliminary plan/preliminary site plan shall be constructed in a location and configuration to be approved by the County. The reverse frontage road shall be constructed as a privately maintained two (2) lane road within a public access easement for vehicular ingress and egress not less than 30 feet in width. The entire segment of frontage roadway contained within or adjacent to any parcel submitted for development shall be constructed to its entirety within or adjacent to that parcel, unless otherwise approved by the DRC. If the Wesley Chapel Lakes frontage road has been included in an approved site plan prior to this reverse frontage road being included in an approved site plan, the Parcel Developer shall align this reverse frontage road with the potential reverse frontage road at the northwest quadrant of SR 56 and Meadow Point

Blvd in Wesley Chapel Lakes DRI to ensure that the reverse frontage roads align at the Wiregrass/Wesley Chapel Lakes property line.

However, this obligation shall be eliminated and of no effect if the SR 56 Managed Lane Expansion is 100% designed and fully funded and committed in the County's or FDOT's 5 year work program through Wiregrass Ranch (from SR 581 to Meadow Pointe Boulevard) prior to the occurrence of any event that would require construction of a reverse frontage road.

f. M12, M13, M9, M10, M24, M25, M23 and M17 Reverse Frontage Road:

Construct a public access reverse frontage road on the south side of S.R. 56, beginning at the median cut on SR 56 at Parcel M12, proceeding through Parcel M13 and crossing Mansfield Boulevard, extending through Parcel M9 to SR 56. The reverse frontage road will begin again at SR 56 at the eastern most portion of Parcel M10, and then proceed through Parcels M24 and M25 and return to SR 56. Parcel M23 shall connect to the reverse frontage road at a location to be determined at site plan approval. Parcel M17 shall also provide a reverse frontage road to the east property boundary of Wiregrass Ranch DRI. All reverse frontage roads are as conceptually shown on the approved Master Roadway Plan. The reverse frontage roads shall be constructed as a two-lane road, within a public access easement for vehicular ingress and egress not less than 30 feet in width. The entire segment of reverse frontage roadway contained within any parcel submitted for development shall be constructed in its entirety within that parcel, unless otherwise approved by the DRC. At the time of permitting on parcel M17, if the Wesley Chapel Lakes frontage road has been included in an approved site plan prior to this reverse frontage road being included in an approved site plan, the Parcel Developer shall align this reverse frontage road with the potential reverse frontage road at the southwest quadrant of SR 56 and Meadow Point Boulevard in Wesley Chapel Lakes DRI to ensure that the reverse frontage roads connect at the Wiregrass Ranch DRI/Wesley Chapel Lakes DRI boundary. If requested by the County, and if necessary for the County or FDOT to construct any portion of the reverse frontage road in this condition, the Parcel Developer shall dedicate the right-of-way for such portion of the reverse frontage road (by deed or easement), within 90 days of the County's request.

However, this obligation shall be eliminated and of no effect if the SR 56 Managed Lane Expansion is 100% designed and fully funded and committed in the County's or FDOT's 5 year work program through Wiregrass Ranch (from SR 581 to Meadow Pointe Boulevard) prior to the occurrence of any event that would require construction of a reverse frontage road.

g. 581 Bypass/Loop Road. Design, construction and dedication of the 581 Bypass/Loop Road shall be in accordance with the DA and this section. The Master Roadway Plan depicts the eastern portion of the 581 Bypass/Loop Road and the intersection between the 581 Bypass/Loop Road and S.R. 54 (the "Intersection") on property that lies outside the Wiregrass Ranch DRI on lands not governed by these conditions of approval and neither owned nor controlled by the DRI Master Developer or any entity subject to these conditions of approval. Neither the DRI Master Developer nor any Parcel Developer subject to these conditions of approval shall be required to construct the 581 Bypass/Loop Road or the Intersection unless the County obtains all lands or rights-of-way necessary for such construction at no cost to the DRI Master Developer or any Parcel Developer governed by these conditions of approval. Neither the DRI Master Developer nor any Parcel Developer subject to these conditions of

approval shall be required to pay for the design, engineering, construction, or land acquisition costs associated with relocating, reconstructing, modifying or otherwise improving any existing intersections, median openings, turn lanes, driveways, signalization, utilities, or any other improvements outside the boundary of the Intersection, or for any costs for litigation or consequential business damages, created or necessitated by the construction of the 581 Bypass/Loop Road or the Intersection at that off-site location. Assuming the County obtains all lands or rights-of-way outside the Wiregrass Ranch DRI necessary for the construction of the 581 Bypass/Loop Road and the Intersection, the DRI Master Developer (or other Wiregrass entity responsible for constructing the 581 Bypass/Loop Road) agrees, if requested by the County, and if consistent with applicable County and FDOT access management regulations, to design and construct the 581 Bypass/Loop Road so that the property owner(s) whose land is being acquired have a point at which to establish or connect vehicular access to the 581 Bypass/Loop Road in a location that does not materially interfere with the planned access to the 581 Bypass/Loop road from Wiregrass Ranch, or, if such access is not feasible under applicable County or FDOT regulations, or materially interferes with Wiregrass Ranch's planned access, then alternatively to Wiregrass Ranch Boulevard at the access point near the northwest corner of Parcel M-4E; however, such access shall be by the shortest, most direct route feasible between Wiregrass Ranch Boulevard and Foxhunt Drive within Parcel M-4E, or another alignment agreeable to the County, neighboring parcel owner and owner/developer of Parcel M-4E.

h. The County prefers a "Y" type intersection of the 581 Bypass/Loop Road and S.R. 581 intended to establish a "bypass" condition. The construction of the "Y" intersection may require relocation and reconfiguration of the existing S.R. 581 right-of-way and may alter, interfere or terminate existing connections to, or sever the frontage between, S.R. 581 and lands lying to the west and outside Wiregrass Ranch DRI, may create adverse impacts to existing median openings, driveways or other access points outside the Wiregrass Ranch DRI, and may require additional wetland mitigation outside the Wiregrass Ranch DRI. FDOT has not approved either the configuration or any engineering for the depicted "Y" configuration of the 581 Bypass/Loop Road intersection with S.R. 581, and obtaining such approval from FDOT may involve appeals. The Master Developer prefers a "T" intersection configuration that the Master Developer believes would not have impacts on other properties and access points, and fewer, if any, wetland impacts. Should the County require in connection with the final design approval of the 581 Bypass/Loop Road the DRI Master Developer or any Parcel Developer subject to these conditions of approval to construct the 581 Bypass/Loop Road intersection with S.R. 581 in the "Y" configuration, the Master Developer or such Parcel Developer shall not be responsible for any of the following that may be created or necessitated by the construction of the 581 Bypass/Loop Road intersection with S.R. 581 in that "Y" configuration: (i) costs for the design, engineering, construction, or land acquisition associated with relocating or reconstructing any existing intersections, median openings, turn lanes or driveways outside the Wiregrass Ranch DRI, should any such costs occur; (ii) costs for administrative or judicial litigation to obtain or defend approval of the "Y" intersection design initiated by an entity other the DRI Master Developer, should such litigation occur or be necessary; (iii) costs or payments for any consequential business damages due to loss or limitation of access to property outside the Wiregrass Ranch DRI, should any such damages occur; (iv) or the costs for any additional wetland mitigation due to impacts outside the Wiregrass Ranch DRI over the mitigation required for construction of a "T" intersection, should such impacts occur. If requested by the DRI Master Developer, the County shall, to the extent necessary to permit or construct the "Y" intersection, be the applicant for any permits necessary to relocate all or part of the S.R. 581 right of way to the 581 Bypass/Loop Road, and to vacate any portions of S.R. 581 that are no longer necessary, and shall be responsible

for the costs of such permits. If FDOT requires any or all of the 581 Bypass/Loop Road past the intersection with S.R. 581 to be constructed as a six-lane road in order to permit the “Y” intersection, Wiregrass shall not be required to construct the 581 Bypass/Loop Road until or unless the County provides all additional funding required to construct the 581 Bypass/Loop Road as six lanes. Any costs expended by the County or FDOT pursuant to this paragraph shall not be mobility fee creditable pursuant to the DA.

3. A second functional access shall be provided to a collector or arterial road (which may be the same road to which the primary access is connected) prior to the platting of the 601st dwelling unit for a development project. For each additional functional access provided for a development project, an additional 600 dwelling units may be platted. However, once two functional accesses have been provided for a development project (which thereby serves as access for up to 1,200 dwelling units), the four laning of any functional access shall be considered as providing two functional accesses which thereby shall serve as access for up to 1,200 dwelling units for such four-lane access. This Condition No. 3 shall not apply within MUTRM Designated Parcels for development pursuant to a Neighborhood Plan.

4. Except for roads within the Town Center and/or other roads developed in accordance with the County’s TND Ordinance or MUTRM Development Standards and MUTRM Street Standards, all internal subdivision collector roadways shown on the approved Master Roadway Plan shall be designed and constructed to Type 1A or Type 1B standards in accordance with the Land Development Code, unless otherwise approved by the DRC at the appropriate preliminary plan/preliminary site plan review and approval stage. At the time of preliminary plan approval the County will consider alternative design standards for Type 1A or 1B roadways through wetland crossings or other areas as determined by the DRC.

5. The typical cross section for all roadways as shown on the approved Master Roadway Plan is not approved and shall not be approved until the 100 percent design plans are approved by the FDOT and/or Pasco County. The typical cross sections for all other roadways including frontage roads are not approved on this Master Roadway Plan and the final design thereof shall be approved with preliminary plan/preliminary site plans or construction plan/construction site plans. One Hundred (100) percent design plans for Chancey Road west of Wiregrass Ranch Boulevard, portions of Wiregrass Ranch Boulevard, Mansfield Boulevard and SR 56 have been previously approved.

6. All roadway links conditioned by this approval shall include any intersection improvements for Major Roads required by the approved Wiregrass Development Order, as amended; the amended S.R. 56 Roadway Agreement between Locust Branch LLC, Pasco County and Meadow Pointe IV Community Development District; MPUD Master Planned Unit Development conditions of approval; FDOT; and Pasco County's access-management regulations as each of those may apply to particular preliminary plan/preliminary site plan applications.

7. All roadway links conditioned by this approval shall include all intersection improvements, shoulders, striping, signage, signalization, medians, guardrails, handrails, bike and /or pedestrian paths, sidewalks, mass transit bus stops, and other roadway appurtenances, consistent with Pasco County Land Development Code, or as lawfully required by FDOT, and other applicable permitting agencies to be necessary during the design and permitting of such improvements.

8. The right-of-way widths shown on the Master Roadway Plan are approved. Additional right-of-way may be required at the intersection of any collector, arterial, subdivision collector, or frontage roads at the time of preliminary plan/preliminary site plan approval in order

to accommodate intersection improvements needed for access to that site. To the extent additional right-of-way is required along the frontage of the preliminary plan/preliminary site plan under review, it shall be provided from the applicant/parcel owner to the County. At each preliminary plan/preliminary site plan approval for sites adjacent to intersections, the DRC may require further intersection improvements at these intersections based on access management requirements for that site, utilizing a 1.2 V/C ratio for MUTRM designated parcels. All right of way conveyances shall occur in accordance with MPUD conditions.

9. The location of all public and private subdivision collector roads are conceptually shown on the Master Roadway Plan and will be specifically approved at the time of each preliminary plan/preliminary site plan and construction plan/construction site plan approval, or in conjunction with Neighborhood Plans approved for MUTRM Designated Parcels. Exact locations of the right-of-way, which impact Category I wetlands is subject to approval of any required environmental permits and Comprehensive Plan requirements. Any additional roadways required pursuant to the conditions of approval for the Master Roadway Plan shall not be required if any agency with environmental-permitting jurisdiction issues a final denial (no appeal or litigation shall be required) of any permit application to cross or impact any wetland or environmental system in the path of such roadway, provided that the Parcel Developer has made the same or greater effort to obtain the permit for such roadway as the Parcel Developer has made for other roadways in the MPUD Master Planned Unit Development that impact wetlands or environmental systems including, but not limited to, requesting County approval of alternative roadway cross sections to minimize wetland impacts, requesting that the County be named the permit applicant, providing to the agency the same or greater avoidance and minimization justification and/or mitigation, or otherwise making the same or greater attempt to comply with the agency's permitting criteria. Any final denial referenced in this condition shall be obtained prior to the issuance of the Site Development Permit for the subject roadway, and any roadways required pursuant to the conditions of approval for the Master Roadway Plan shall be shown on all preliminary plan/preliminary site plan and construction plan/construction site plan submittals containing the roadways referenced herein until the final denial in accordance with this condition is issued. The County hereby finds that any wetland crossings or impacts necessary to accommodate the additional roadways required are consistent with the County's Comprehensive Plan, Conservation Element, and Land Development Code.

10. Intersection geometry and the access points shown on the approved Master Roadway Plan are conceptual only and shall be reviewed and approved with the corresponding preliminary plan/preliminary site plan and /or construction plan. All median cuts along S.R. 581 shall be consistent with the FDOT approved Access Management Plan for S.R. 581 to be determined at the time of preliminary plan/preliminary site plan and/or construction plan approval as applicable. At each preliminary plan/preliminary site plan approval, the DRC or Zoning and Site Development Department may also require further site access/site-related intersection improvements and site access/site-related improvements consistent with the requirements of Section 901.3 of the LDC and the Development Agreement.

11. The Park and Ride facility has been located within parcel O2 consistent with and subject to the requirements of the DO, and Development Agreement. Such facility shall be constructed no later than construction of the High Speed Rail Station in Tampa or the construction of a light rail or bus rapid transit line from Downtown Tampa to USF or the date set forth in the Easement Agreement pursuant to the DO, whichever occurs first.

12. The Master Developer recognizes that the County and the Tampa Bay Area Regional Transit Authority (TBARTA) have identified Wiregrass as an integral part of the ongoing long range planning for a future regional mass transit system serving Pasco County and the greater Tampa Bay area. The proposed TBARTA master plan includes light rail/bus rapid transit, and other transit options to be located adjacent to or potentially within the

Wiregrass DRI. Wiregrass DRI and its land uses provide a vital role for the future success of the planned Tampa Bay Area Regional Transit Authority System. It is understood that TBARTA and Pasco County are still within the early stages of planning the future transit system and are conducting planning studies, formulating master plans, Comprehensive Plan Amendments, development standards and incentives for these transit systems.

The Wiregrass DRI recognizes the potential future benefits of transit and light rail/bus rapid transit and has entered into a Development Agreement requiring the reservation of right of way or easements for potential future transit corridors within or adjacent to Wiregrass. The Development Agreement, and exhibits thereto, contain proposed alignments and transit stations necessary to serve the project and residents of Pasco County and incorporates proposed transit master plan elements into the future planning of Wiregrass.

The final location of the Transit Corridor or Transit Stations on particular parcels shall be determined through either a Planning, Design and Engineering (PD&E) study conducted by the County (or other public transit agency) or in preliminary plan/site plans or Neighborhood Plan for areas that include a Transit Corridor as depicted in Exhibit E to the Development Agreement. In no event shall the ongoing development, planning and review and approval of any interim projects and phases within Wiregrass be delayed while the County and TBARTA are preparing their master plans, funding mechanisms and necessary approvals, except to the extent that site plan/preliminary plan, Neighborhood Plan, construction plan or building permit would be inconsistent with or interfere with the designated and specified Transit Corridor or Station Easements. The Master Developer has reserved 50' of right of way for the TBARTA premium transit corridor pursuant to the Development Agreement and shall be eligible for any available TOD incentives, TOD mobility fee rates, and/or mobility fee credit for the TBARTA transit corridor and transit stations, subject to the requirements of the Development Agreement.

13. If V3 is developed as a school site, a local roadway connection shall be provided from S2 to V3 subject to coordination and approval by the School Board at the time of site plan approval for S2.

14. The foregoing conditions as well as any Master Roadway Plan conditions imposed by the DRC or the BCC are hereby incorporated into the preliminary site plan/preliminary plan conditions of approval within the MPUD Master Planned Unit Development.

APPLICANT'S ACKNOWLEDGEMENT:

The applicant acknowledges that it has read, understood, and accepted the above-listed conditions of approval.

Date

STATE OF FLORIDA
COUNTY

OF

Title

The foregoing instrument was acknowledged before me this _____

(date), by _____ (name

of _____ corporation _____ acknowledging) a

_____ (State or place of

incorporation) corporation, on behalf of the corporation. He/she is personally known to me or

who has produced _____ (type of identification) as

identification.

Seal:

NOTARY