

PASCO COUNTY, FLORIDA  
INTEROFFICE MEMORANDUM

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TO: Development Review Committee                      DATE: 5/22/14      FILE: PDD14-933

FROM: Carol B. Clarke  
Zoning Administrator  
Assistant Planning and Development  
Administrator    SUBJECT: Behnke/Legacy MPUD  
Master Roadway Plan and  
Alternative Standard  
DRC: 5/22/14, 1:30 p.m., NPR  
Recommendation: Approval

STAFF: Justyna Buszewski  
Planner II    REFERENCES: Land Development Code,  
Section 522,  
MPUD Petition No. 6668  
Comm. Dist. 4

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The following is presented to the Development Review Committee for consideration.

PROJECT DESCRIPTION:

Project Name:	Behnke/Legacy MPUD (Master Planned Unit Development)
Applicant's Name:	Lane Gander, Managing Director
Location:	The north side of S.R. 54, approximately 2 miles west of Suncoast Parkway, Sections 23, 24, 25, and 36, Township 26 South, Range 17 East.
Acreage:	534.32 Acres, m.o.l.
Zoning District:	MPUD Master Planned Unit Development
Future Land Use:	PD (Planned Development), CON (Conservation Lands)
No. of Dwelling Units: 5,050	1,183 (based on maximum land-use trade off)
Commercial	200,000 square feet
Office	180,000 square feet
Light Industrial/Office	350,000 square feet

BACKGROUND:

1. On December 18, 2007, the Board of County Commissioners (BCC) approved the Legacy MPUD Master Planned Unit Development, Petition No. 6668
2. On October 10, 2013, the Zoning Administrator approved a Non-substantial Modification to the MPUD.

## DEVELOPER'S REQUEST:

1. Approval of the Master Roadway Plan for Behnke/Legacy MPUD in conjunction with Condition No. 38; and
2. An Alternative Standard from Land Development Code (LDC) Section 901.3.H, Number and Spacing of Driveways.

- a. The proposed 11-foot-wide stabilized grass Emergency Access section is designed to allow the travel of emergency vehicles over it, and adheres to the LDC, Chapter 900, Section 901.3.H, by providing one single emergency lane. The addition is a third 11-foot-wide lane as the emergency access, with a two-foot-wide curb is part of the emergency access and a nine-foot-wide stabilized grass strip. The proposed 11-foot-wide lane is located adjacent to the southbound lane and will serve the purpose of an emergency access. The roadway is located in the section of the road designated as RS70B on the Master Roadway Plan (MRP) that crosses a wetland.

The proposed emergency access lane will provide for an additional ingress/egress into a section of the property exceeding 100 lots which has no other access. A third paved lane would encourage drivers to drive faster. Using the stabilized grass area as an emergency lane instead of a paved lane will provide a wider green area buffer between the travel lane and the multiuse path, increasing the safety for the multiuse path users. The stabilized green area emergency lane will increase walkability due to narrower pavement.

3. An Alternative Standard from the LDC, Section 901.6.D.2, Pavement Width

- a. The proposed request consists of reducing the lane widths from a 12-foot-wide travel lane to an 11-foot-wide travel lane, for a Type 1A roadway. The LDC, Chapter 900, Section 901.6.D.2. The request is for a road designated as AV114 shown on the Master Roadway Plan.

The proposed roadway has two northbound and two southbound lanes, each having a 22-foot pavement width, with left and right turn lanes. The 114-foot right-of-way also contains landscaping, sidewalk, and a multiuse path. This roadway serves as the entrance to a TND type development which has been designed to provide a walkable environment. The request for reducing the lane widths within this section is to extend a safe walking environment through the entrance. The Florida Department of Transportation (FDOT) Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Street and Highways (Florida Greenbook), allows for 11-foot-lanes for collector streets in Chapter 3, Table 3-7.

## FINDINGS OF FACT:

1. MPUD Master Planned Unit Development Rezoning Petition No. 6668, Conditions of Approval No. 38, requires that prior to the first preliminary development plan/preliminary site plan submittal, the Master Developer shall submit a Master

Roadway Plan to the Planning and Development Department for review. Approval of the MRP must be obtained from the DRC prior to the first preliminary plan/preliminary site plan submittal.

2. The proposed MRP for Behnke/Legacy MPUD is in compliance with Condition of Approval No. 38. The attached MRP includes right-of-way widths, roadway cross sections, number of lanes, intersection geometry, phasing, design speeds, internal access points, and alignment for major County collector and arterial roadways within the MPUD.
3. The MRP demonstrates compliance with the County's collector and arterial design and spacing standards of the LDC, Section 901.1, Transportation - Corridor Spacing
4. The Alternative Standard from LDC, Section 901.3.H, Number and Spacing of Driveways, has been reviewed and approved by Planning and Development staff and by the County Engineer. The proposed 11-foot-wide stabilized grass Emergency Access section is designed to allow the travel of emergency vehicles over it, and adheres to the LDC, Section 901.3.H
5. The Alternative Standard from LDC, Section 901.6.D.2, Pavement Width, has been reviewed and approved by Planning and Development Staff and by the County Engineer. The proposed reduction of the lane widths from a 12-foot-wide travel lane to an 11-foot-wide travel lane, for a Type 1A roadway is consistent with the FDOT Florida Greenbook, which allows for 11-foot-lanes for collector streets. Staff agrees that the proposed alternative 11-foot-travel lane is more conducive to a walkable environment in a traditional neighborhood type of development.

RECOMMENDATION:

The Planning and Development Department has reviewed the Master Roadway Plan and Alternative Standard and recommends **Approval** with the following conditions:

1. The developer acknowledges that no construction is allowed with the approval of this plan.
2. The applicant/developer acknowledges and agrees that if there is a conflict between these conditions of approval and the MPUD Conditions of Approval, the MPUD Conditions of Approval shall supersede.
3. All intersection geometry depicted on the MRP is subject to the corresponding MPUD modification and shall be subject to the corresponding MPUD conditions of approval and associated alternative standard.

ATTACHMENTS:

1. Master Roadway Plan
2. Alternative Standards
3. Master Roadway Plan Comments No. 1 - Applicant Responses

DEVELOPER'S ACKNOWLEDGMENT:

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

\_\_\_\_\_

Date

\_\_\_\_\_

Signature

\_\_\_\_\_

Print Name

\_\_\_\_\_

Title

STATE OF FLORIDA

COUNTY OF \_\_\_\_\_

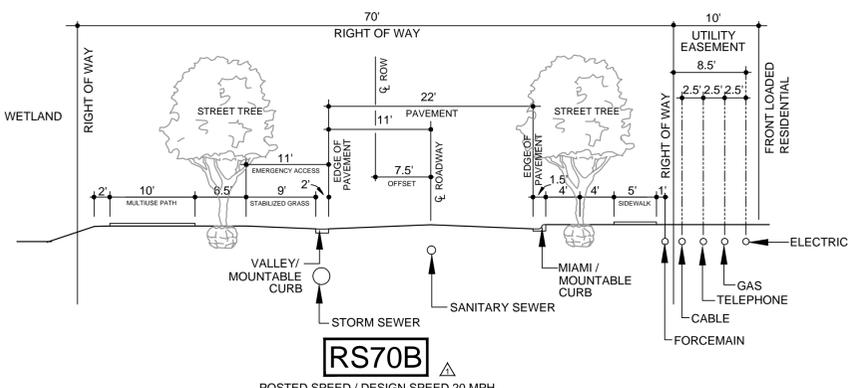
The foregoing instrument was acknowledged before me this \_\_\_\_\_  
(date), by \_\_\_\_\_ (name of  
corporation acknowledging) a \_\_\_\_\_  
(State or place of incorporation) corporation, on behalf of the corporation. He/she is  
personally known to me or who has produced \_\_\_\_\_  
(type of identification) as identification.

Seal:

\_\_\_\_\_

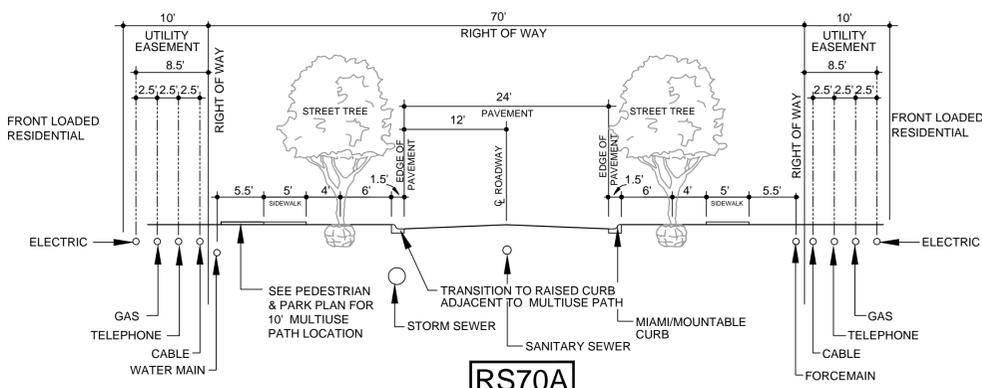
NOTARY





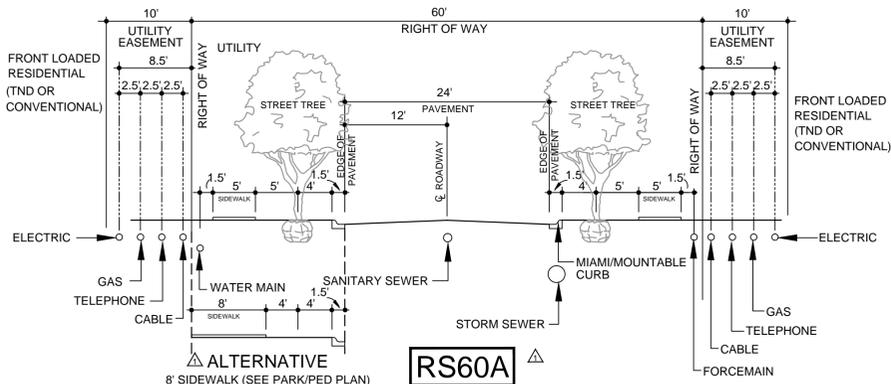
**RS70B**  
POSTED SPEED / DESIGN SPEED 20 MPH  
2

RESIDENTIAL STREET WITH 70' WIDE RIGHT-OF-WAY WITH 11' WIDE LANES & EMERGENCY ACCESS (NO ON-STREET PARKING)



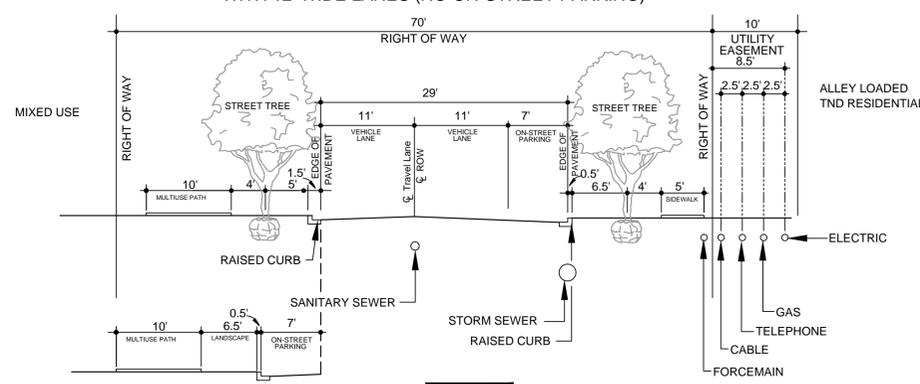
**RS70A**  
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RESIDENTIAL STREET WITH 70' WIDE RIGHT-OF-WAY WITH 12' WIDE LANES (NO ON-STREET PARKING)



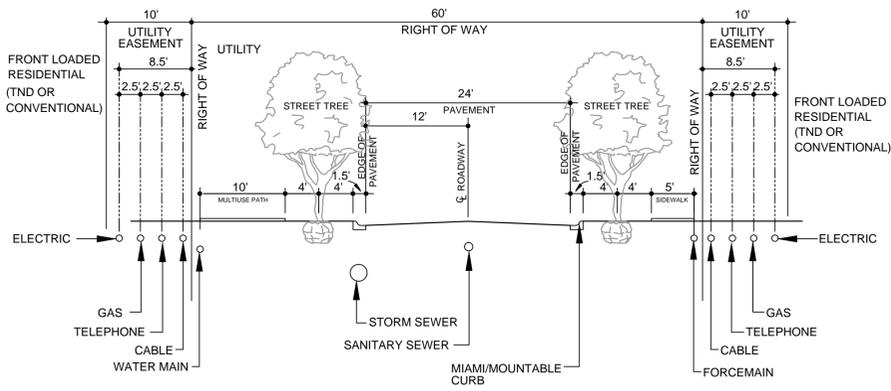
**RS60A**  
POSTED SPEED / DESIGN SPEED 20 MPH  
2 3 4 A

RESIDENTIAL STREET WITH 60' WIDE RIGHT-OF-WAY WITH 12' WIDE LANES (NO ON-STREET PARKING)



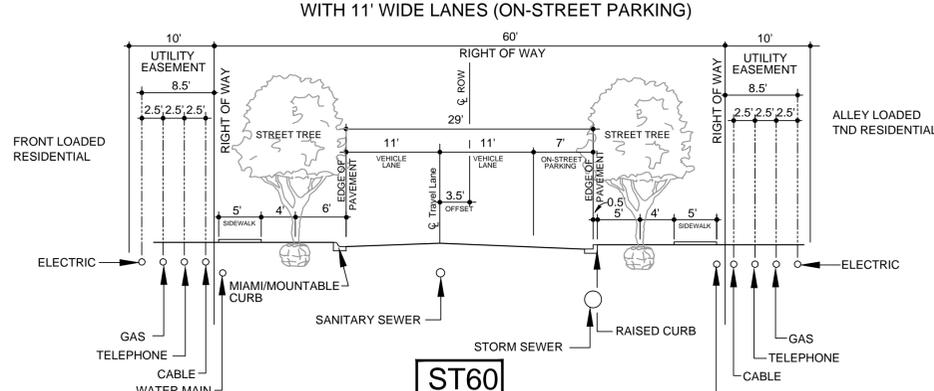
**ST70**  
POSTED SPEED / DESIGN SPEED 25 MPH  
A

TND STREET WITH 70' WIDE RIGHT-OF-WAY WITH 11' WIDE LANES (ON-STREET PARKING)



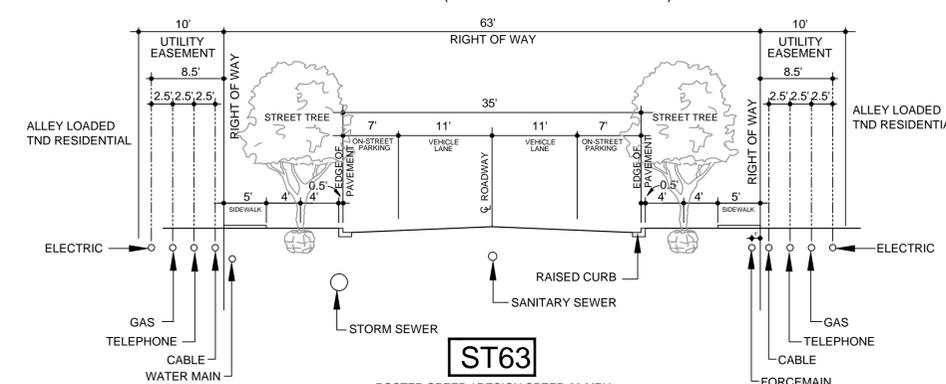
**RS60B**  
POSTED SPEED / DESIGN SPEED 25 MPH  
1B

RESIDENTIAL STREET WITH 60' WIDE RIGHT-OF-WAY WITH 12' WIDE LANES (NO ON-STREET PARKING)



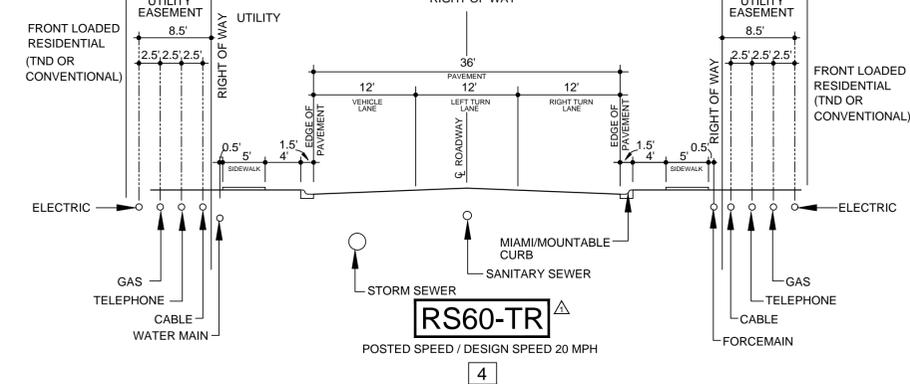
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POSTED SPEED / DESIGN SPEED 20 MPH  
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TND STREET WITH 60' WIDE RIGHT-OF-WAY WITH 11' WIDE LANES (ON-STREET PARKING)



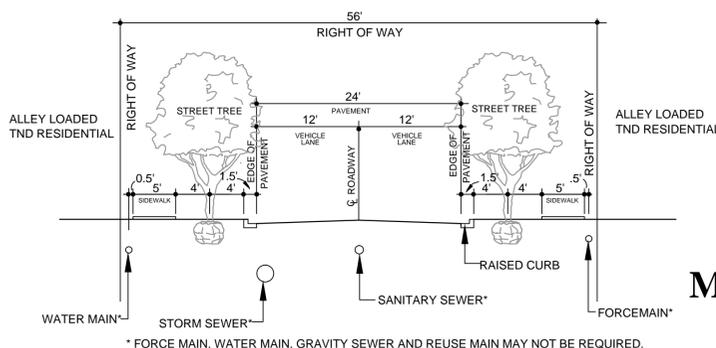
**ST63**  
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A B

TND STREET WITH 63' WIDE RIGHT-OF-WAY WITH 11' WIDE LANES (ON-STREET PARKING)



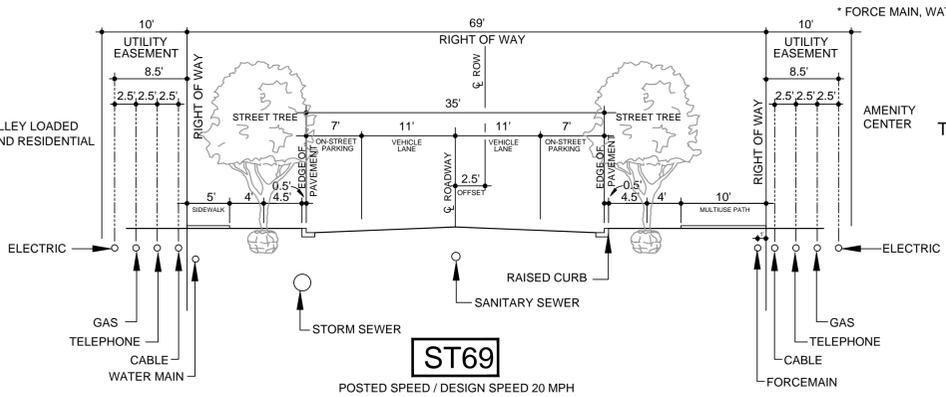
**RS60-TR**  
POSTED SPEED / DESIGN SPEED 20 MPH  
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RESIDENTIAL STREET WITH 60' WIDE RIGHT-OF-WAY AT TOWER ROAD



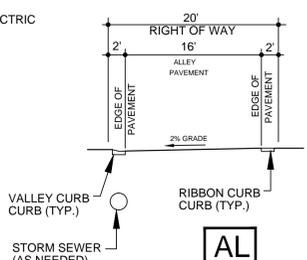
**LN56**  
POSTED SPEED / DESIGN SPEED 20 MPH  
B

TND LANE WITH 56' WIDE RIGHT-OF-WAY WITH 12' WIDE LANES (YIELD STREET)



**ST69**  
POSTED SPEED / DESIGN SPEED 20 MPH  
B

TND STREET WITH 69' WIDE RIGHT-OF-WAY WITH 11' WIDE LANES (ON-STREET PARKING)



**AL**

TND ALLEY WITH 20' WIDE RIGHT-OF-WAY WITH 16' WIDE LANES (NO ON-STREET PARKING)

NOTES  
1. ALL STREETS ARE TO BE PUBLIC STREETS AND MAINTAINED BY THE CDD  
2. LANDSCAPING WITHIN THE RIGHT-OF-WAY WILL BE MAINTAINED BY THE CDD AND WILL BE THE APPROPRIATE HEIGHT WITHIN THE CLEAR SIGHT TRIANGLE

THIS PLAN IS CONCEPTUAL AND ALL ACRESAGES, UNIT QUANTITIES, UNIT TYPES, UNIT SIZES, AMENITIES, PATHS, STREET, PARK AND BUILDING TYPES AND LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE. LOCATION AND ALIGNMENT OF ROADWAYS AND ACCESS POINTS SHOWN ARE APPROXIMATE AND SUBJECT TO CHANGE BASED ON FINAL ENGINEERING, DESIGN AND PERMITTING REQUIREMENTS. INDIVIDUAL ROADWAY SECTIONS MAY BE ALTERED WITH APPROPRIATE JUSTIFICATION WITHIN THE ALLOWABLE PARAMETERS OF THE PASCO LAND DEVELOPMENT CODE DURING FUTURE SITE CONSTRUCTION PLAN APPLICATIONS. ALL IDEAS, DESIGNS, GRAPHICS RENDERINGS, DIMENSIONS, PLANS, AND OTHER DEPICTIONS HEREIN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO CHANGE AND THEREFORE ARE NOT A GUARANTEE OF HOW THE ITEMS WILL APPEAR UPON COMPLETION

**BEHNKE RANCH  
MASTER ROADWAY PLAN  
PASCO COUNTY, FLORIDA**

PREPARED FOR:

**Hines**

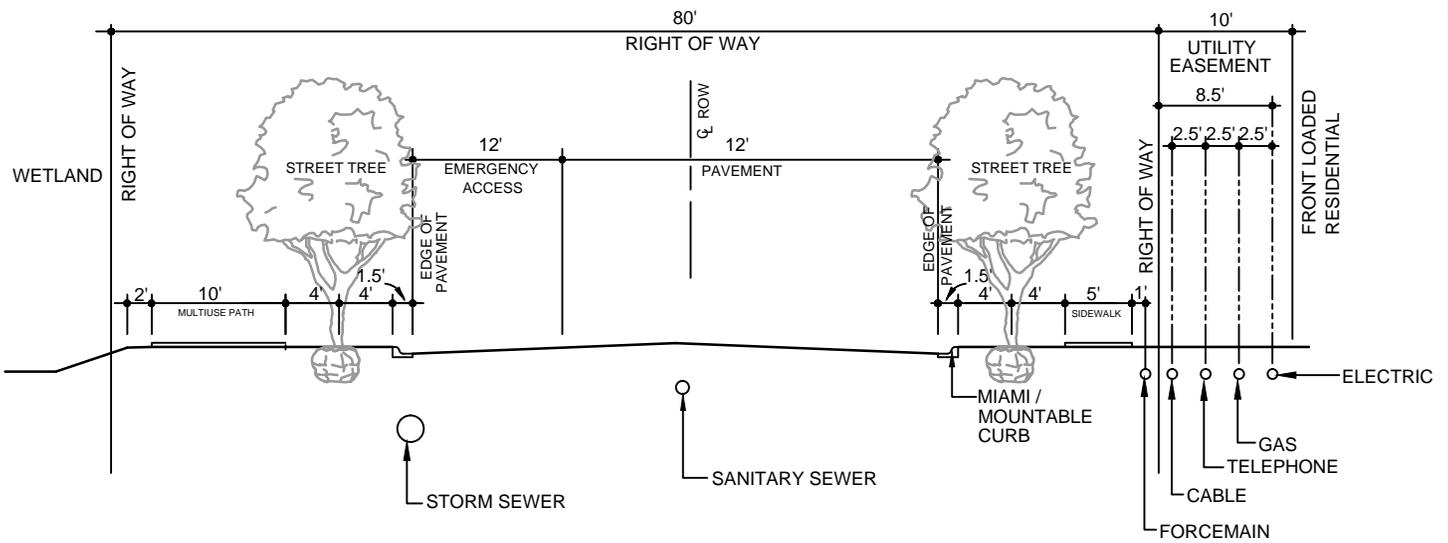
605 PALENCIA CLUB DRIVE  
ST. AUGUSTINE, FLORIDA 32095

**FLORIDA DESIGN CONSULTANTS, INC.**  
THINK IT. ACHIEVE IT.

707 N. FRANKLIN STREET, 6TH FLOOR, TAMPA, FLORIDA 34655  
PHONE: (800) 532-1047 FAX: (727) 848-3648 WWW.FLDESIGN.COM C.A.NO.7421

PROJECT NO.	0506-100C	
DATE	2-20-2014	
DESIGNED BY	AJH	
CHECKED BY	AJH	
DATE	2-20-2014	
REVISIONS		
NO.	DATE	PER COUNTY COMMENTS
1	4-16-2014	PER COUNTY COMMENTS

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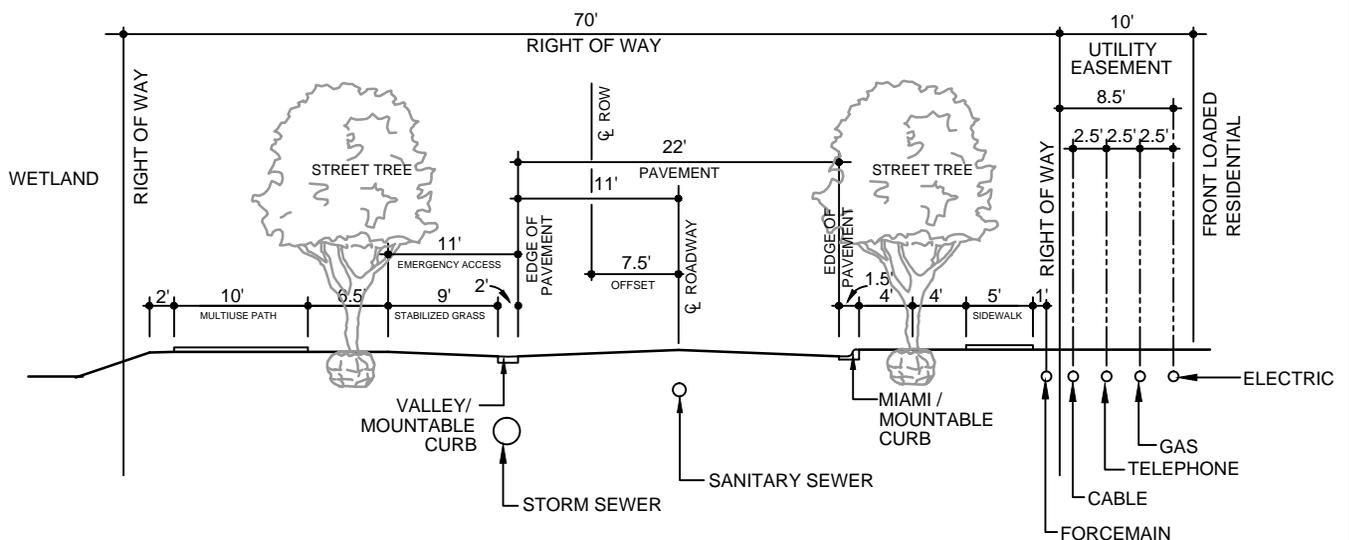


**RS70B**

2

**WITHOUT THE ALTERNATE STANDARD (\*)**

N.T.S.



**RS70B**

2

**WITH THE ALTERNATE STANDARD (\*)**

N.T.S.

**RS70B** ROADWAY CROSS SECTION

**1A 1B** NON-TND ROADWAY CLASSIFICATION BASED ON P.C.L.D.C. 901

(\*) REFER TO THE BEHNKE RANCH MASTER ROADWAY PLAN FOR THE ROAD LOCATION

**BEHNKE RANCH**

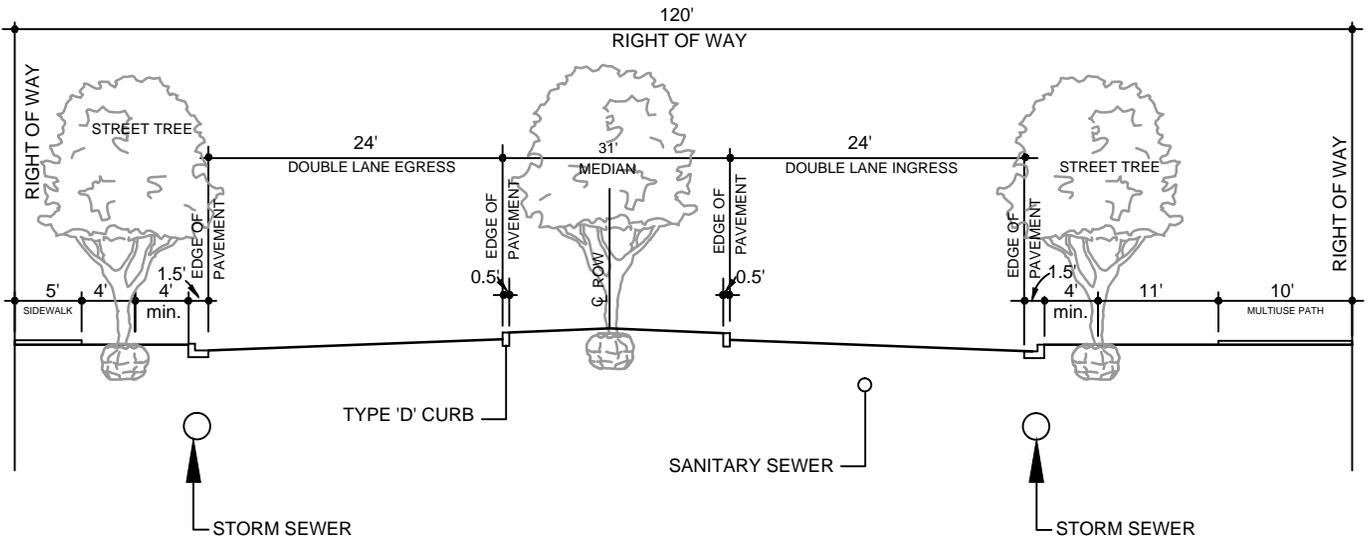
**ALTERNATE STANDARD EXHIBIT  
EMERGENCY ACCESS**



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EPN	213	JOB NO.	0506-100C
DATE	5-5-2014		
DESIGNED	AJH	DRAWN	AJH
CHECKED	SMR	Q.C.	
			PAGE
			1 OF 1

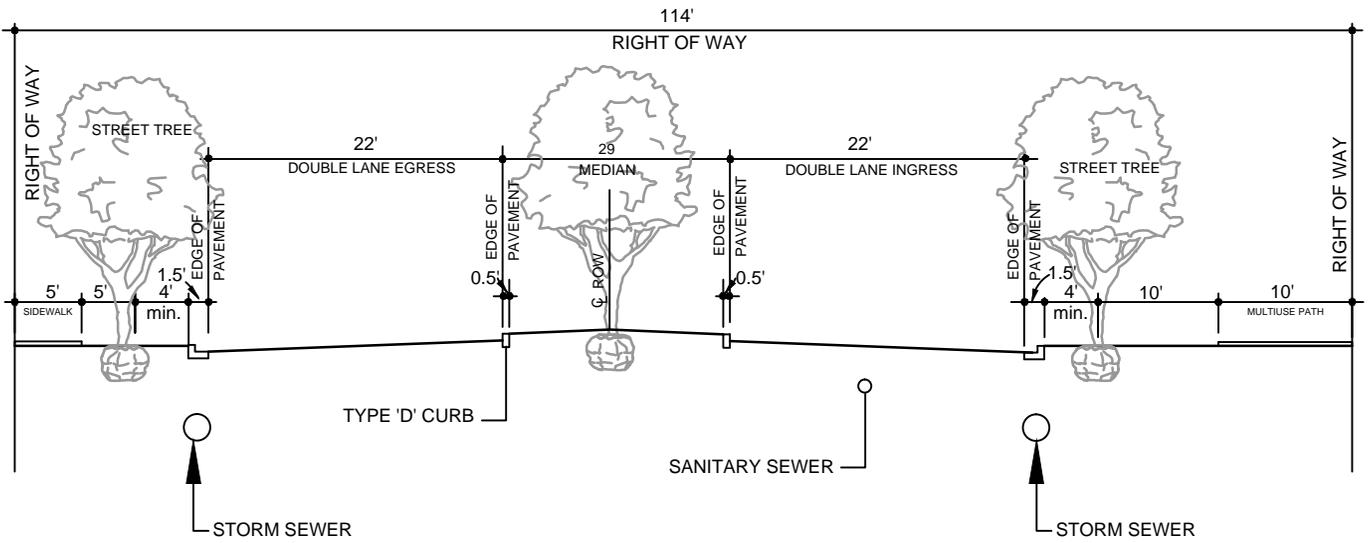


AV114

1A

**WITHOUT THE ALTERNATE STANDARD (\*)**

N.T.S.



AV114

1A

**WITH THE ALTERNATE STANDARD (\*)**

N.T.S.

AV114 ROADWAY CROSS SECTION

1A 1B NON-TND ROADWAY CLASSIFICATION BASED ON P.C.L.D.C. 901

(\*) REFER TO THE BEHNKE RANCH MASTER ROADWAY PLAN FOR THE ROAD LOCATION

BEHNKE RANCH

ALTERNATE STANDARD EXHIBIT  
11' TRAVEL LANES



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EPN	213	JOB NO.	0506-100C
DATE	5-5-2014		
DESIGNED	AJH	DRAWN	AJH
CHECKED	SMR	Q.C.	
			PAGE <b>1 OF 1</b>



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## Behnke Master Roadway Plan Comments #1 - Applicant Responses

### Bus Stop

1. The location of the proposed bus stop is in an unsafe line of sight. Please move the bus stop to east side of the entrance. Bus stop must be a minimum of 150' from the entrance.

***Response: Acknowledged. Please see the revised plan.***

2. Provide transit accommodations- benches, shelters, lighting, pedestrian walkways, landscaping, and placement at minimum to comply with PCPT standards and ADA requirements.

***Response: Acknowledged, the detail requested will be provided at the time of construction plan submittal. The revised plan has incorporated a note stipulating the requested improvements.***

### Master Roadway Plan

1. For Portion of the ST70, increase ROW to 80' on each side of AV100 to accommodate on-street parking on the south side of ST70 for the portion of ST70 abutting the proposed mixed use areas.

***Response: The plans have been revised so that on street parking is now planned for two areas on the south side of this roadway, both east and west of the T intersection. As discussed and agreed with Pasco County Staff the parking improvements as shown should be viewed as a commitment to construct at the time of development for the commercial parcels. Because the development configuration of the commercial parcels is unknown at this time, the installation of these improvements have been committed to the future.***

2. Need approval from County Engineer to see if using 12' trail for emergency lane is acceptable. Provide Road Type 1A pavement cross-section and Structural Number details and trail-to roadway connection details to be reviewed by County Engineer. Alternative Standard from LDC 901.3.H is required.

***Response: Acknowledged. Our team met with the County Engineer and provided the detail requested. An Alternate Standard request has been provided with this submittal.***

3. Type 1 Roadway — AV100 shows 11' lanes. Reducing from 12' to 11' will be an Alternative Standard per LDC 901.6.D.2

***Response: Alternate Standard request has been provided.***



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4. Per L DC 901.7 - A 4' bike lane is required on either side of a type 1 roadway ( AV100, AV80, RS 60- loop road from N.S Collector) Either add 4' bike lane or provide a 12' multiuse path. Alternative Standard is needed. (See comment #7 Bike/Ped Trail Master Plan)

***Response: The plans have been revised to include the multiuse path on this roadway as well as in the residential areas adjacent to such. An Alternate Standard request to reduce multiuse path to 10' as allowed by MPUD condition #40 has been provided.***

5. Please remove the note "multiuse path width to be 10' per MPUD condition #40."

***Response: Acknowledged this note has been removed.***

6. Please Clarify- the roadway classification on the Mater Roadway Plan does not match the LDC classifications. For example we do not have a classification called A. Please name the roadways within TND based on LDC 601 Street Design Classifications and all other roadways based on LDC 901.6.

***Response: The road sections in the conventional areas are based on LDC section 901; project TND road sections are based on the criteria provided in LDC section 601. We have adjusted the labels accordingly.***

7. Change RS60 (1B) (the loop road connecting N.S Collector) to include a multi-use path in the cross-section.

***Response: The plans have been revised to include a multiuse path as requested.***

8. Street classifications on the plan view do not match the street classifications in cross-sections. For example, RS 70B is labeled as "2" in plan view and "4" in cross-sections.

***Response: Acknowledged, plans have been corrected.***

9. Label the ROW width for future North South Road and show ROW dedication for Tower Road.

***Response: Acknowledged. Plan labeled accordingly.***

10. Provide Phasing- provide note on MRP if this is all in one phase

***Response: Acknowledged. The project will be constructed in multiple phases.***



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11. Per MPUD Condition #38, provide design speed for each roadway section

***Response: Acknowledged. Plan has been labeled accordingly.***

12. Access Points- Not all of the access points are shown on the MRP. Show the roads on the east side of the TND. There are roads shown on Exhibit B that are not shown the MRP. Please include these roads and access points for clarity.

***Response: Per discussions with Pasco County Staff, we have revised the MRP to depict the appropriate circulation through the future phase improvements. The MPUD allows for a phased approach and flexibility and multiple uses in these areas. As plans evolve for future phases, more detail will be provided.***

13. Remove underdrain detail from MRP.

***Response: Acknowledged detail has been removed.***

14. Typo - Please revise note 2 on sheet to read "clean" to "clear"

***Response: Acknowledged correction has been made.***

15. Show the proposed signal locations on the MRP.

***Response: Acknowledged signal locations have been depicted on the revised plans.***

16. The central drive through the commercial area, adjacent to the proposed park has three roads intersecting one of the north/south roads within very close proximity to one another. The proximity is a concern to staff as it would create a number of vehicular conflicts. As a solution to address the potential conflicts, staff recommends that a round-a-bout be considered to consolidate the entrance of these three roads onto the north/south road, safely.

***Response: a. we have revised the roadway configuration in this area pursuant to discussions with Pasco County Staff, the solution is to create one-way pairs around Park 4, please see the revised Master Park Plan. There is a similar scenario to the east of this location where a wide median is proposed, this area also includes one-way pairs.***

***b. Through discussions with Pasco County Staff additional coordination has been requested related to transportation planning/design for the intersection at the AV114/ST70 T intersection north of driveway three (3). Mike Raysor, Project Transportation Engineer, has contacted Pasco County Staff and provided the appropriate information.***



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*c. Also pursuant to additional requests our team has provided the requested design coordination associated with the future potential connection to Tower Road. A roadway section showing future turn lanes within the project has been provided.*

**Environmental Lands Management**

1. Staff recommended the trail be located within the 50' Critical Linkage buffer as close as possible to the residential lots. Staff understands that a vegetative buffer will be needed to screen the trail from the residential lots.

***Response: We agree with this request and additional comment related to the need for a vegetative screen.***

2. Staff recommended: 1) a natural substrate such as mulch and or crushed shell be used within the Critical Linkage; 2) the trail use area closer to the residential lots to limit encroachment into the Critical Linkage Hardwood Enhancement Areas C & D; 3) the proposed trailhead be located in the 50' Critical Linkage buffer or suggested that it could be located within the proposed linear park.

***Response: We agree with the staff's recommendations and have revised the plan accordingly. If a trail is constructed within the Critical Linkage the material used will be mulch or crushed shell.***

3. Staff agreed that if an asphalt trail was proposed within the 50' Critical Linkage buffer where the Hardwood Enhancement Areas C & D are located, we would agree to the asphalt encroachment in the Critical Linkage around Wetland F-2.

***Response: Acknowledged and included in the plan provided.***