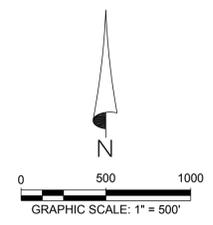


**LEGEND
MASTER ROADWAY
PHASING EXHIBIT**

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- PHASE 6
- PHASE 7
- PHASE 8



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Engineering Business Certificate of Authorization No. 28782
Landscape Architecture Certificate of Authorization No. LC2600405

MIRADA

MASTER ROADWAY PHASING

PREPARED FOR:
CANNON RANCH DEVELOPMENT COMPANY, LLC

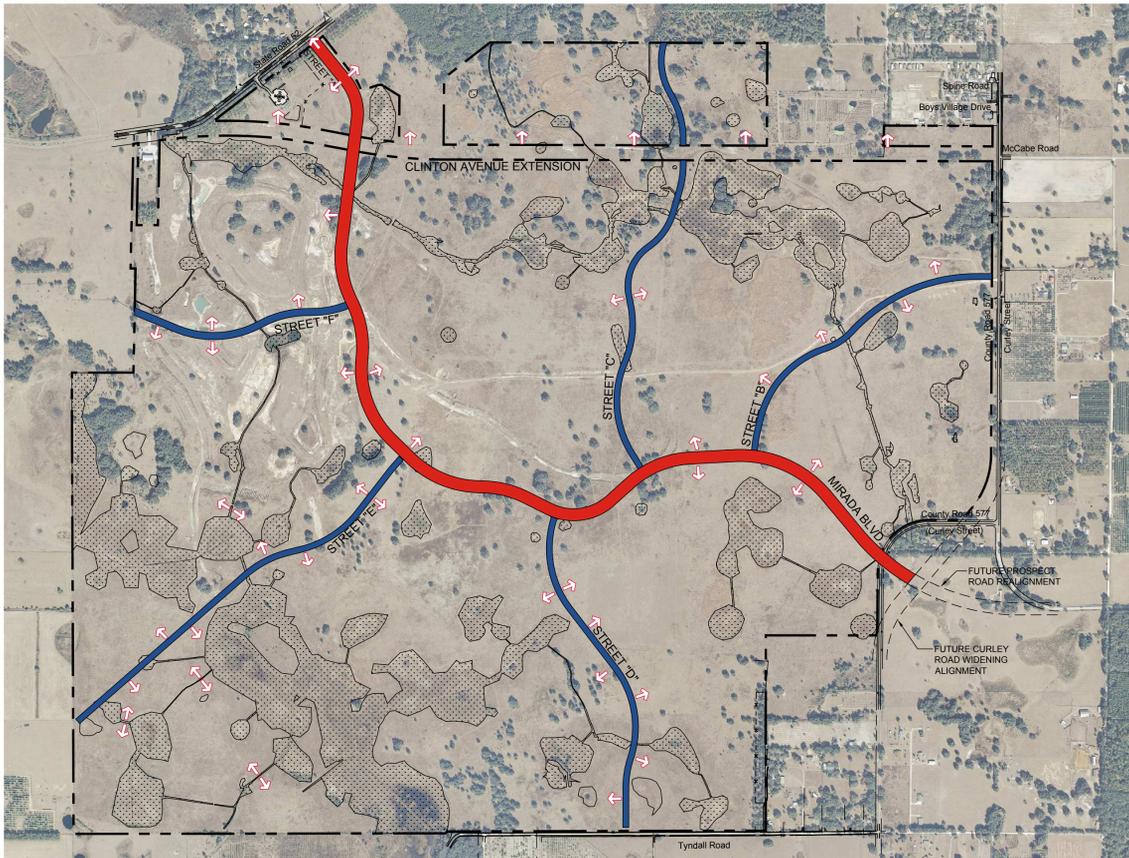
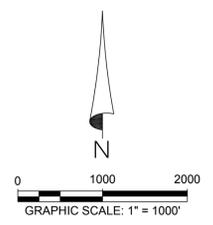
DATE	DESCRIPTION

DATE	DESCRIPTION
7/07/13/2015	REVIEW, SUBMITTAL

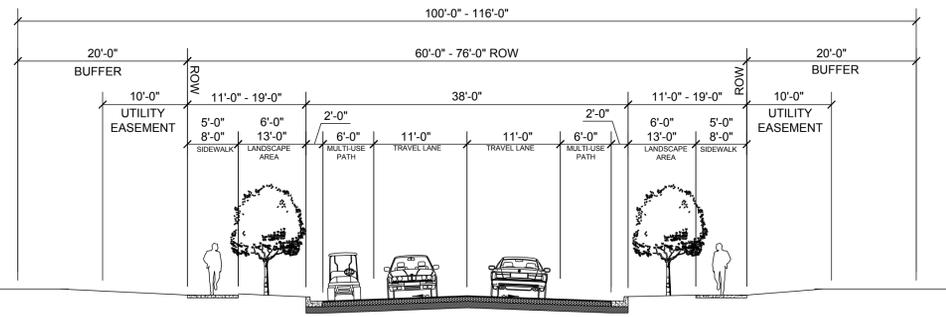
PROJECT NO: AAA-AA-0000
FILE: MRP PHASING
DESIGN BY: EROGERS
DRAWN BY: DSPRIGG

EXH-2

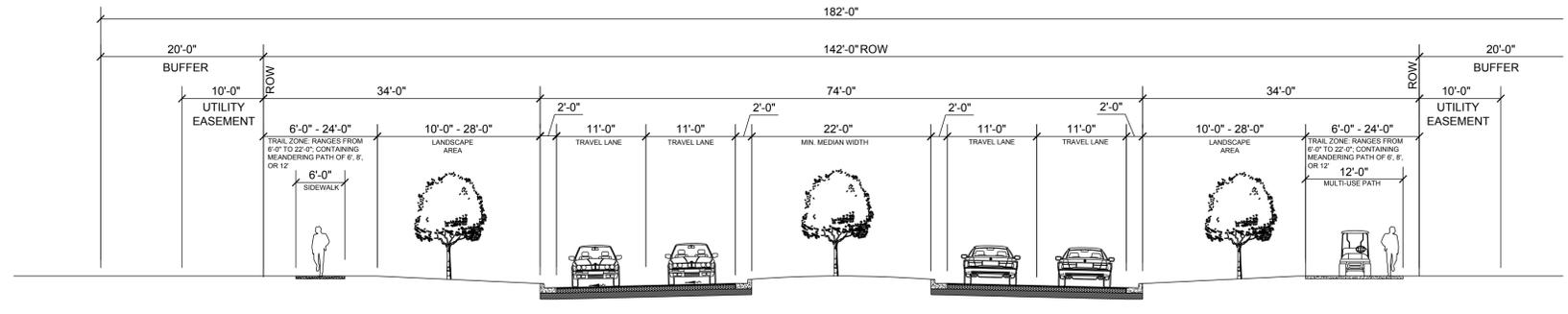
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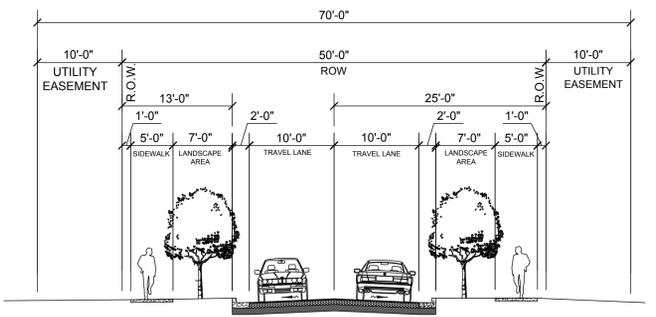
- LEGEND**
MASTER ROADWAY SECTION
- 142' RW (STREET A)
 - 60' - 76' RW (STREETS B,C,D,E,F)
 - WETLANDS



TYPICAL SECTION - TYPE 1B COLLECTOR ROAD
 (STREETS B, C, D, E & F)
 60'- 76' ROW - W/ MULTI USE PATH
 DESIGN SPEED 35 mph.
 SCALE 1"=10'-0"



TYPICAL SECTION - MIRADA BOULEVARD
 142' ROW - NO ON-STREET PARKING
 DESIGN SPEED 35 mph.
 SCALE 1"=10'-0"



TYPICAL SECTION - LOCAL STREET SECTION
 50' ROW - NO ON-STREET PARKING
 DESIGN SPEED 15 mph.
 SCALE 1"=10'-0"

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MIRADA

MASTER ROADWAY SECTIONS

PREPARED FOR: **PASCO COUNTY DEPT. OF PUBLIC WORKS**

DATE	DESCRIPTION
07/13/15	INITIAL SUBMITTAL

PROJECT NO: AAA-AA-0000
 FILE: MRP SECTIONS
 DESIGN BY: EROGERS
 DRAWN BY: DSRIGG

FLORIDA PROFESSIONAL ENGINEER

DATE: _____
 REGISTRATION NO. _____

EXH-3

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MIRADA MASTER ROADWAY PLAN
ALTERNATIVE STANDARD LDC SECTION 901.6.D.2, AND 901.7.B

As indicated on the Alternative Standards Application Form, the Applicant/Developer of Mirada proposes three (3) Alternative Standards to Land Development Code (LDC) Section 901. Two of the requested Alternative Standards are from Section 901.6.D.2 (pavement width) and one is from 901.7.B, applicability of Bicycle Facilities. Each is described and justified separately below.

ALTERNATIVE STANDARD REQUESTED FROM 901.6.D.2 FOR TYPE 1B ROADWAYS

The proposed Master Roadway Plan for Mirada has five (5) Type 1B (minor collector) roadways. Pursuant to Pasco County Land Development Code Section 901.6.D.2, a Type 1B roadway without on-street parking is required to provide 2 travel lanes at a total of 24 feet in width (i.e., 2 lanes at 12 feet each). For all Type 1B streets in Mirada, the applicant requests the use of 11-foot wide lanes for a total of 22 feet of travel lane pavement for a difference of 2 feet. As part of this Alternative Standard, the applicant proposes to increase the bicycle lane widths from 4 feet on each side of the roadway to 6 feet to allow the opportunity for low speed vehicles (LSVs) such as golf carts to use the 1B streets, thus making the bicycle lanes into multi-modal lanes.

Demonstrate Compliance with the Following:

Please answer the following criteria for approval as per Section 407.5.B. If more than one alternative standard is requested, please address each request.

Item 1 or 2 shall be met and all of 3, 4, and 5 shall be met.

1. The alternative standard meets or exceeds the intent and purpose of the Code requirement at issue.

The applicant believes, and we concur, that the alternative standard at least meets, if not exceeds, the intent and purpose of the Code requirement at issue. Recently, we have seen a trend in the area toward narrowing street lanes from 12 feet to 11 feet or even 10 feet in some cases to limit the feeling of spaciousness afforded by 12-foot lanes that can result in encouraging drivers to speed. We have seen this on roadways with design speeds as high as 45 miles per hour. The proposed design/posted speed of these Type 1B roadways is 35 mph. We believe 11 foot lanes will potentially encourage motorists to proceed at safer speeds. In addition, the applicant is proposing to add 2 feet to each of the bicycle lanes on these roadways to create multi-modal lanes that can accommodate low speed vehicles (LSVs). The additional lane width and resulting accommodation of LSVs should play an important role in reducing automobile trips within the Mirada development. Thus, the applicant feels that the alternative standard exceeds the intent of the LDC.

2. No feasible engineering or construction solutions can be applied to satisfy the regulation.

Not applicable.

3. The alternative standard does not adversely affect compliance with other Code provisions, development order(s), or permit(s).

The requested Alternative Standard does not adversely affect compliance with any other Code provision,

development order, or permit.

4. The alternative standard is not in conflict with other mandatory substantive requirements of local, State, or Federal law.

The requested Alternative Standard does not conflict with any mandatory substantive requirements of local, State, or Federal law.

5. The alternative standard is consistent with the applicable provisions of the Comprehensive Plan.

The requested alternative standard conflicts with no goals, objectives, or policies of the Pasco County Comprehensive Plan.

ALTERNATIVE STANDARD REQUESTED FROM 901.6.D.2 FOR TYPE 1A ROADWAYS

The proposed Master Roadway Plan for Mirada has one (1) Type 1A (major collector) roadway, to be called Mirada Boulevard. Pursuant to Pasco County Land Development Code Section 901.6.D.2, a Type 1A roadway without on-street parking is required to provide 4 travel lanes at a total of 48 feet in width (i.e., 4 lanes at 12 feet each). For Mirada Boulevard, the applicant requests the use of 11-foot wide lanes for a total of 44 feet of travel lane pavement for a difference of 4 feet.

Demonstrate Compliance with the Following:

Please answer the following criteria for approval as per Section 407.5.B. If more than one alternative standard is requested, please address each request.

Item 1 or 2 shall be met and all of 3, 4, and 5 shall be met.

1. The alternative standard meets or exceeds the intent and purpose of the Code requirement at issue.

The applicant believes, and we concur, that the alternative standard meets the intent and purpose of the Code requirement at issue. Recently, as indicated above, we have seen a trend in the area toward narrowing street lanes from 12 feet to 11 feet or even 10 feet in some cases to limit the feeling of spaciousness afforded by 12-foot lanes that can result in encouraging drivers to speed. We have seen this on roadways with design speeds as high as 45 miles per hour, including the County's approved Typical Section for Clinton Avenue as adopted in its Route Study. Clinton Avenue is a proposed 4-lane divided roadway with a 45 mph design speed. The proposed design/posted speed of Mirada Boulevard is 35 mph. We believe 11-foot lanes will potentially encourage motorists to proceed at safer speeds.

2. No feasible engineering or construction solutions can be applied to satisfy the regulation.

Not applicable.

3. The alternative standard does not adversely affect compliance with other Code provisions, development order(s), or permit(s).

The requested Alternative Standard does not adversely affect compliance with any other Code provision, development order, or permit.

4. The alternative standard is not in conflict with other mandatory substantive requirements of local, State, or Federal law.

The requested Alternative Standard does not conflict with any mandatory substantive requirements of local, State, or Federal law.

5. The alternative standard is consistent with the applicable provisions of the Comprehensive Plan.

The requested alternative standard conflicts with no goals, objectives, or policies of the Pasco County Comprehensive Plan.

ALTERNATIVE STANDARD REQUESTED FROM 901.7.B FOR TYPE 1A ROADWAYS

The proposed Master Roadway Plan for Mirada has one (1) Type 1A (major collector) roadway, to be called Mirada Boulevard. Pursuant to Pasco County Land Development Code Section 901.7.B, a Type 1A roadway is required to have bike lanes. For Mirada Boulevard, the applicant/developer is proposing the use of a multi-modal path of 12-feet in width in lieu of bicycle lanes, and also proposes to upsize the required 5-foot sidewalk on the opposite side of the street from the multi-modal path to 6 feet in width.

Demonstrate Compliance with the Following:

Please answer the following criteria for approval as per Section 407.5.B. If more than one alternative standard is requested, please address each request.

Item 1 or 2 shall be met and all of 3, 4, and 5 shall be met.

6. The alternative standard meets or exceeds the intent and purpose of the Code requirement at issue.

The applicant believes, and we concur, that the alternative standard meets the intent and purpose of the Code requirement at issue. The applicant believes, and we concur, that adequate provision and accommodation for a robust variety of mobility modes, including pedestrian traffic, bicycles, in-line skates, golf carts, and low speed vehicles (LSVs) can be made on a 12-foot wide multi-modal path provided in proximity to a collector roadway. Success in moving people through a community via a variety of mobility modes on such a trail system has been demonstrated at The Villages, which has trails of varying widths, including 12 feet, and Peachtree City, Georgia, which has the longest system of golf cart trails in this country, and in which all trails are only 10 feet in width and are shared with bicycles and pedestrians.

The developer proposes to upsize the 5-foot sidewalks on the opposite side of Mirada Boulevard from the 12-foot trail system to 6 feet in width.

7. No feasible engineering or construction solutions can be applied to satisfy the regulation.

Not applicable.

8. The alternative standard does not adversely affect compliance with other Code provisions, development order(s), or permit(s).

The requested Alternative Standard does not adversely affect compliance with any other Code provision,

development order, or permit.

9. The alternative standard is not in conflict with other mandatory substantive requirements of local, State, or Federal law.

The requested Alternative Standard does not conflict with any mandatory substantive requirements of local, State, or Federal law.

10. The alternative standard is consistent with the applicable provisions of the Comprehensive Plan.

The requested alternative standard conflicts with no goals, objectives, or policies of the Pasco County Comprehensive Plan.