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## MEMORANDUM

**TO:** Howey-in-the-Hills Town Council  
**CC:** S. O'Keefe, Town Manager; J. Brock, Town Clerk  
**FROM:** Thomas Harowski, AICP, Planning Consultant  
**SUBJECT:** The Reserve/Hilltop Groves First Amendment to the Development Agreement  
**DATE:** October 5, 2022

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The developers of the residential portion of The Reserve development have asked for an amendment to the approved development agreement to make revisions to the preliminary subdivision plan included as an attachment to the development agreement. Some of these proposed revisions qualify as major amendments under the terms of the adopted PUD agreement, so all the requested changes have been included in the proposal. The applicants have submitted a list of plan adjustments on the updated master site plan map including a number key locating each revision. Other than the change of the collector road from 4-lanes to 2-lanes the proposed revisions result from more detailed design and engineering work to harden the preliminary subdivision design. Approval of the requested changes will clear the way for submittal of the final subdivision plan for the first development phase.

The Town's Development Review Committee reviewed the proposed amendments at their meeting on September 8, 2022 and prepared a list of recommendations for the proposed changes. The Planning Board reviewed the package of revisions at their regular meeting of September 22, 2022 and recommended the amendments to Town Council for approval. The changes are limited to the preliminary subdivision plan with no proposed changes to the text of the development agreement. The proposed revisions include the following items:

1. The applicants are requesting a revised design for the central collector road, identified as Road A on the preliminary subdivision plan, from four lanes to two lanes through the residential portion of The Reserve development. Most of the portion of Road A through the commercial portion of the project will remain as a four-lane section. In support of the requested change the applicants have submitted an analysis from their traffic engineer documenting that a two-lane road is sufficient to support the projected traffic volumes. The Town engineer has reviewed the request and supports the finding that the two-lane section is adequate for the traffic demand, and that with protected left turn lanes can result in reduced speed and increased safety within the project.

The applicants have noted that the road right-of-way through the commercial area has been increased from 90 feet to 100 feet as shown on the roadway cross-sections. The wider right-of-way is proposed to give more room to fit all the necessary components in the four-lane road section. The intersection with SR 19 has moved south about 250 feet, and driveway connections for the commercial area are shown.

**(Refer to map items 2, 3, 4 and 12.)**

2. The applicants are proposing minor adjustments to Roads D and F and the adjoining lots to reduce the amount of road area and improve safety while still providing access to the adjacent lots. **(Refer to map item 1.)**
3. The applicants are requesting revisions to Roads B and N along with adjacent lots to improve the connection between Phase 2 and Phase 3. This change improves traffic flow and reduces the number of lots on closed-end streets. **(Refer to map item 6.)**
4. The applicants are revising the collector road cross-sections to include the minimum 10-foot bicycle/pedestrian pathway that extends from SR 19 to Number Two Road. This facility has been a commitment of the project, but roadway cross-section submitted prior to this plan did not fully identify the bicycle/pedestrian path. **(Refer to the revised cross-sections for the two-lane and four-lane sections.)**
5. Residential lots along Road AA and Road Z have been changed to the 50 x 115 lot type rather than the originally proposed 50 x 80 lot type. **(Refer to map item 8.)**
6. The staff has asked for the addition of a street crossing detail where the bicycle/pedestrian path crosses a roadway. This detail is intended to limit the opportunity for cars to inadvertently drive on the path. They have agreed to provide a detail.
7. The applicants have been requested to update the totals of residential units by type and phase. The changes resulting from the road and engineering design changes have reduced the number of cluster units (4) and townhouse units (7) while increasing the total number of single-family units (11). There is no change to the total number of units. **(The revised totals for units by phase are shown on the table on the left side of the master site plan.)**
8. The applicants have been requested to provide a maximum impervious area for each type of residential unit. The lack of a maximum impervious area has been creating some review issues with our other PUD-based neighborhoods. **(The maximum imperious areas by unit type are shown on the table on the left side of the master site plan.)**

The Development Review Committee supports these eight revisions to the approved development agreement and the Planning Board recommended the changes to the Town Council.

The revised plan includes several other small adjustments that are noted here as part of the overall amendment. Please note the following revisions:

- The emergency access via Mare Avenue has been removed. The revised street pattern between Phase 2 and Phase 3 will serve this purpose. **(Refer to map item 5.)**
- The driveway connection to Talichet Phase 2 has been removed as the connection is no longer possible. **(Refer to map item 7.)**
- A revised roadway connection in Phase 4 has been added. **(Refer to map item 9.)**
- Stormwater pond locations have been added to Phase 4. **(Refer to map item 10.)**
- The phase line for Phase 1 has been adjusted. **(Refer to map item 11)**

During the review, the DRC also agreed that the intersection designs of the primary collector road at SR 19 and Number Two Road will be considered minor amendment to the development agreement as the permitting agencies (FDOT and Lake County) will ultimately be directing the intersection designs. The preliminary subdivision plan will also provide for a driveway connection from the collector road to the Town's public safety parcel at the intersection with the primary collector road. It is expected that this connection will provide an opportunity to reduce fire and police response times to properties within the project.