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## MEMORANDUM

**TO:** Town of Howey-in-the-Hills Planning Board  
**CC:** J. Brock, Town Clerk  
**FROM:** Thomas Harowski, AICP, Planning Consultant  
**SUBJECT:** The Reserve/Hilltop Groves First Amendment to the Development Agreement  
**DATE:** September 12, 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 some revisions to the preliminary subdivision plan that qualify as major amendments under the terms of the adopted PUD agreement. The applicants have submitted a list of plan adjustments on the updated master site plan map including a number key locating each revision. Some of these adjustments could be considered minor amendments, but since the plan was undergoing a major amendment review, we elected to include all the revisions in the proposed update.

The Town's Development Review Committee reviewed the proposed amendments at their meeting on September 8, 2022 and have prepared the following recommendations for the Planning Board's consideration.

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 through the commercial area has been increased the right-of-way 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 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 impervious 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.

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.