



TMHConsulting@cfl.rr.com
97 N. Saint Andrews Dr.
Ormond Beach, FL 32174
PH: 386.316.8426

MEMORANDUM

TO: Howey-in-the-Hills Development Review Committee
CC: J. Brock, Town Clerk
FROM: Thomas Harowski, AICP, Planning Consultant
SUBJECT: The Reserve/Hilltop Groves First Major Amendment
DATE: August 30, 2022

The development team has submitted an application to amend the approved development agreement. This is the first major amendment to the adopted development agreement. The amendment has been triggered by the proposal to reduce the central collector road from four lanes to two lanes for most of the project length, but there are other revisions to the approved development plan that will need to be addressed and included as part of the amendment.

The Town will be adopting a revised preliminary subdivision plan as part of the amendment, but the adopting ordinance should include a list of all amendment items, so it is clear to all parties what is being approved. Once final action is taken by the Town Council, the adopting ordinance needs to be recorded in the public records to provide a document trail of the fully approved project. The planning comments are as follows:

1. The applicant should present a list of all revisions from the original approved preliminary subdivision plan so that the Town can be sure all items have been reviewed and included in the amending ordinance.
2. The applicant should review the text portions of the adopting ordinance to determine if there are other revisions that are needed or desired.
3. As one example, the plan set needs to include a maximum impervious area for each lot type. The lack of an impervious area number has been an issue with other new developments and needs to be added. The maximum impervious area then needs to be used as an input into the stormwater system design or an explanation needs to be provided as to why a different number is used. This number can be added to the plan set if desired rather than included in the text of the agreement. The maximum impervious area might be different for each of the housing types.

4. The revised roads D and F and the revised lot adjustments are recognized and acceptable. These changes could be considered a minor amendment, but we will include them in the overall amendment since other items are needed.
5. The reduction in the width of the central collector road from 4-lanes to 2-lanes with left turn lanes is acceptable from a speed control and safety perspective, but the applicant's traffic engineer needs to submit an analysis demonstrating that the reduced facility will still accommodate the projected traffic.
6. The transition from the 4-lane segment in the commercial area to the 2-lane segment in the residential area should be moved further north to allow more flexibility in locating access points to the commercial parcel.
7. The intersection designs at SR 19 and Number 2 Road are not fully detailed in the approved plan set. These intersection designs will be directed by FDOT and Lake County through their respective permit processes. When permitting is completed, these will be considered minor amendments to the development agreement.
8. The proposed amendment includes a revised road connection between Phase 2 and Phase 3 with the new alignment following Road B and Road N. The revised road alignment and associated adjustment to the residential lots is recommended for approval.
9. The new plan proposes a revision to the road network within the townhouse area adjacent to Number 2 Road. The approved plan shows a connection Number 2 Road at the west end of this road and not a terminal point. This area has 78 units and therefore requires a second access point. The applicant needs to provide for a second access point or reduce the number of units in the area below 50 units.
10. The revised plan proposes to eliminate the connection to the Town parcel at the intersection of the collector road and Number 2 Road. The Town still needs to retain the option to include a driveway connection. An access at this point could reduce emergency services response times to the project. To facilitate future driveway options, the collector road right-of-way needs to abut the Town parcel for the full length of the parcel if possible.
11. The revised plan proposes to eliminate the connection from Road EE/FF to Revels Road. This deletion is not acceptable. The approved design needs to be retained.
12. The applicant needs to revise the unit totals by type of unit and phase to reflect the current plan.
13. The proposed lot pattern along Road AA and Road Z appears to be different than the currently approved plan. The Town needs to verify that the unit totals by type remain unchanged or approve any revision to the product mix.

14. The revised cross-section for the collector road (Road A) shows 4-foot bicycle lanes on the 2-lane segment and no bicycle lane on the 4-lane segment. The agreement and the cross-section in the approved plan set shows a separate bicycle path. Both cross-sections need to be revised to reflect the bicycle path. Adding the two bicycle lane areas to one of the sidewalks will allow for a 12-foot-wide bicycle/pedestrian facility on one side of the road and save one foot of paved area. A decision should be made as to which side of Road A the bicycle path is to be located.
15. An intersection detail needs to be added where the bicycle path crosses intersection. The bicycle path should have some type of divider to make it clear automotive traffic is not permitted. Some type of pavement markings are appropriate as well.
16. With the 2-lane design, the central median has been reduced from 14-feet for the approved design to about 9 feet with the proposed design. This dimension seems a little skimpy for a quality landscape program and might be less than the minimum width needed for a protected left turn bay. The median in the 2-lane and 4-lane segments should be retained at 14 feet.