



July 25, 2025

Howey-in the-Hills Town Hall
Attn: John Brock
101 N. Palm Ave.,
Howey-in-the-Hills, FL 34737

RE: Lake Hills- Phase 1 Final Subdivision Plans Review

Dear John:

Below please find our responses to those comments.

Park Consulting Services

Comment 1: All lots shall show all dimensions and the building envelope.

Response 1: Dimensions for all lots are provided on sheet C101-C105. The building envelope is identified by the setbacks shown on C101-C105. Typical lot diagrams identifying the provided setback dimensions are shown on sheet C106.

Comment 2: The plans should show property lines with dimensions.

Response 2: Property lines that are shown on sheets C101, C102, C105 have been revised to identify the property and include dimensions.

Comment 3: All setbacks from streets and highways shall be illustrated.

Response 3: All setbacks are shown on lots for sheets C101-C105. Typical lot diagrams are provided on sheet C107.

Comment 4: All setbacks on irregular shaped lots shall be illustrated.

Response 4: All setbacks on irregular shaped lots are shown on sheets C101-C105.

Comment 5: The tree survey submitted at the Preliminary Subdivision Plan phase should again be overlaid on the Final Subdivision Plans to show trees in relation to proposed improvements. The plans should also include a table indicating which trees are proposed to be saved and which are proposed to be removed.

Response 5: A tree mitigation plan is included in the most recent submittal.

Griffey Engineering, Inc.

General Comments:

Comment 1: Additional comments may be added to these with the reviews of subsequent submittals.

Response 1: Acknowledged.

Comment 2: Provide copies of SJRWMD and FDEP Water & Sewer permits before commencing work.

Response 2: Acknowledged. A copy of the ERP and FDEP permits will be provided to the Town prior to construction commencing.

Comment 3: When will the community park be developed? A site plan will need to be submitted for it.

Response 3: The community park will be provided with the first phase of the Subdivision plan. Landscape plans have been provided with the most recent submittal and sheet C106 has been updated to show the Public Park reflected within the submitted landscape plans.

Comment 4: Optional Gate Plan: Change the intersection of CR 48 and the main boulevard to a roundabout and adjust the gate configuration accordingly.

Response 4: Optional Gate plan has been revised to show the proposed Roundabout at the intersection of CR 48 and subdivision entrance. Gates have been revised to their proposed location.

Comment 5: The environmental consultant for the project has stated to the SJRWMD that the roads won't be gated and will be publicly maintained. This was pertaining to an access easement to wetland areas. This seems to be in conflict with the Optional Gate Plan

Response 5: The optional Gate plan is provided to move the conversation forward for gating the subdivision. Until such time Town Council approves gating the neighborhood this optional gate plan will not apply to construction.

Comment 6: Retaining walls need to include safety railings, and will require structural permitting.

Response 6: *Acknowledged, all retaining walls as it relates to height and location were permitted with the Mass Grading/Infrastructure. The structural permitting will be submitted under a separate cover to the town. Additional callouts have been added to sheets C401-C408 to identify the existing retaining walls with handrails.*

Roads:

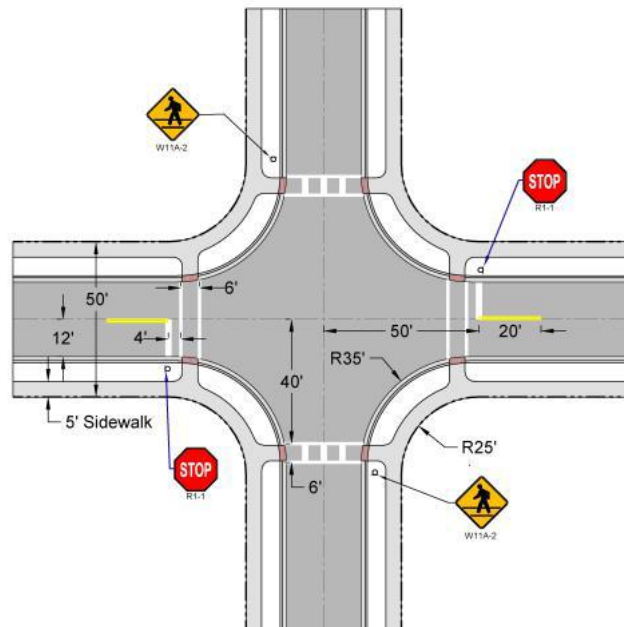
Comment 7: Remove soil cement as a road base option.

Response 7: *Sheet C106 has been revised to remove the soil cement as a road base option.*

Comment 8: Remove the City of Leesburg reference in the pavement specifications

Response 8: *Sheet C106 has been revised to remove the reference to City of Leesburg.*

Comment 9: Lake Hills PUD is to be designed as a Complete Streets, pedestrian friendly community. The intersections of the residential streets need to provide full pedestrian accommodation. Pedestrians need to have clearly designated means (crosswalks & signage) to safely traverse an intersection from any corner to any other corner or side. Intersection design needs to meet that intent and comply as much as possible with the town's road detail R1A. Curb ramps need to be perpendicular to the road and not placed at the center of the corner radius. The distance from the intersection of the nonstop crosswalks can vary to align with lot lines and not conflict with driveways.



Response 9: *The towns detail conflicts with FDOT's standard for stop bars adjacent to travel ways. For safety purposes, a stop bar should be no further than 30' from a*

travel way, with a 35' radius, crosswalk, and separation to the stop bar this would not be feasible to maintain. Our proposed configuration supports a safe passage for both the pedestrian and motorist.

Comment 10: Identify on the plans the locations where sidewalks are to be constructed with the subdivision construction. Add a note that all curb ramps are to be constructed with the subdivision.

Response 10: Sidewalks being installed with the subdivision are identified on sheet C601-C605. A note has been added to sheet C601-C605 indicating all curb ramps will be installed with the subdivision.

Comment 11: Will there be a future extension of the road at Sta 350+00, to the community recreation park? If the road needs Type 6 inlets, then the end of road construction needs to go to the far end of the inlet.

Response 11: Sheet C301 identifies the extended road beyond the Type 6 inlet. There are no current plans to extend the road. Final amenity plans will be submitted under a separate cover.

Comment 12: Install barricades (Detail R-21) at the ends of all stubbed-out streets.

Response 12: Sheets C601-C603 have been revised to identify the location of barricade signs where roads are stubbed out. Additional City Detail R-21 has been added to sheet C904.

Comment 13: Install a 12" header (ribbon) curb across the ends of all stubbed-out streets (both temporary & permanent).

Response 13: Sheets C601-C603 have been revised to show ribbon curbing at all stubbed-out streets.

Potable & Irrigation Water:

Comment 14: Water mains and irrigation mains should be placed between the back of curb and edge of sidewalk. Valves should be located in grassed areas whenever possible.

Response 14: Sheets C201-C205 have been revised to show all valves be placed outside of curb lines and curb ramps.

Comment 15: Add a conspicuous note to the utility plans that valves are not to be placed in curb lines or in curb ramps. Adjust the depiction of the valves on the plans to show them outside of curbs and curb ramps.

Response 15: A note has been added to all Utility sheets C200-C205.

Comment 16: Per the LDC, minimum water main sizes are 6”.

Response 16: Water mains in the cul-de-sac have been revised to show a 6” main. See revised sheets C203 and C205.

Comment 17: Provide plans & details of the irrigation water supply system.

Response 17: A 90% set has been provided with this submittal. These plans are not issued for construction, however, provided by Halff to allow the town to review progress of the final irrigation water supply system.

Wastewater:

Comment 18: The sewer service to Lot 1 is too long, move SS040 to Sta 390+75. The sewer service to Lot 102 is too long, move SS014 to Sta 360+50. The sewer service to Lot 119 is too long, move SS024 to Sta 350+25. . The sewer service to Lots 155 & 156 is too long, move SS045 to Sta 300+75.

Response 18: Sanitary services do not exceed a length over 100’. Additional sanitary laterals have been added to profile sheets C503, C505, C506, C510, and C511.

Comment 19: The town standard is for sanitary sewers to be at the road centerline. Move manholes SS031, SS029, SS061 to the center of the intersection.

Response 19: Surveyor nails are typically required to be placed at the centerline of intersections. To allow for survey nails our design does not place manholes at the center of intersections.

If you have any questions, please don’t hesitate to contact our office.

Sincerely,

David A. Stokes

David A. Stokes, P.E.

President

DAS/ja

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