



PASCO COUNTY, FLORIDA

GROWTH MANAGEMENT
DEVELOPMENT SERVICES ADM.
7432 LITTLE ROAD
NEW PORT RICHEY, FL 34654
(813) 847-8132

CERTIFIED P 146 931 985

September 23, 1992

Ms. Suzanne Cooper, AICP
Tampa Bay Regional Planning Council
9455 Koger Blvd.
St. Petersburg, FL 33702

RE: Salt Springs Run Abandonment

Dear Ms. Cooper:

Enclosed is a certified copy of Resolution 92-348, an amendment to the DRI development order, effecting the abandonment of same.

Sincerely,

Dean R Neal
Dean R. Neal
Senior Planner

*mailed 9/25/92
received 9/28/92*

DRN/ca

cc: Marina Gonzalez-Pennington, Dept. of Community Affairs
CERTIFIED P 146 931 986

J. Ben Harrill, Martin, Figurski and Harrill, P.A.

Bipin Parikh, P.E., Assistant County Administrator
for Development Services

Samuel P. Steffey II, Growth Management Administrator

91
Exhibit "A" with original

JOINT RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF PASCO COUNTY, FLORIDA AND THE CITY COUNCIL FOR THE CITY OF PORT RICHEY APPROVING THE ABANDONMENT OF THE SALT SPRINGS RUN DEVELOPMENT OF REGIONAL IMPACT UPON THE OCCURRENCE OF CERTAIN CONTINGENCIES AND SUBJECT TO SPECIFIED TERMS AND CONDITIONS.

WHEREAS, both the City of Port Richey and Pasco County have previously issued development orders for the Salt Springs Run Development of Regional Impact which had authorized the development of certain properties consisting of approximately 617 acres owned by Pines Enterprises, Inc. pursuant to Chapter 380, Florida Statutes; and,

WHEREAS, the State of Florida has entered into an option agreement under the CARL Program to purchase a majority of the property included within the development of regional impact comprising approximately 542.1 acres; and,

WHEREAS, another portion of the property included within the DRI, consisting of approximately 18.6 acres, is to be conveyed to a shopping center developer and combined with other properties separate and apart from any properties owned by Pines Enterprises, Inc. and separate and apart from any plan of development for the remainder of the property to be owned by Pines Enterprises, Inc.; and,

WHEREAS, Pines intends to retain ownership of approximately 55.3 acres, a portion of which will be located in the City of Port Richey and a portion of which will be located in the unincorporated

area of Pasco County subject to the terms and conditions of a certain development agreement; and,

WHEREAS, Pines Enterprises, Inc. has submitted an application for the abandonment of the development of regional impact requesting the County and City to approve the abandonment of the DRI in order to facilitate the sale of the coastal lands to the State of Florida; and,

WHEREAS, the City of Port Richey and Pasco County have duly noticed and held public hearings pursuant to Rule 9J-2.0251, Florida Administrative Code, dealing with abandonment of development orders; and,

WHEREAS, the County and City have separately made the following findings of fact and conclusions of law concerning abandonment of the DRI development order:

(A) The primary reason for abandonment of the DRI is the fact that a large piece of the property is being sold to the State of Florida under the C.A.R.L. program on a bargain sale. This will greatly benefit not only the State of Florida but also the residents of the City and the County.

(B) No vertical development has taken place under the terms of the DRI Development Order. The only existing development has been a small roadway.

(C) There have been no impacts from the project's existing development because, with the exception of the small roadway, there has been no development. The property is being broken down into three distinct pieces as set forth in the prior clauses. The

property owned by the State will be preserved. The property retained by the different entities for development as non-unified plans of development will be subject to current comprehensive plans and land development regulations, including concurrency. Additionally, certain development agreements are being adopted contemporaneously with this resolution for portions of the remaining property.

(D) The proposed abandonment will not affect areas previously set aside or identified for preservation or protection.

(E) The developer has complied with all conditions of the DRI Development Order which authorize existing development, although practically no existing development is in place.

(F) The developer has not relied upon benefits granted to authorized developments of regional impact, pursuant to Chapters 163, 403, and 380, Florida Statutes, which would not otherwise be available after abandonment.

(G) Not all development plans are known at this time. However, since any development must be consistent with existing regulations and comprehensive plans and is currently in the appropriate land use districts, there will be no adverse impact from the proposed abandonment.

(H) The proposed development after abandonment will be consistent with the State Comprehensive Plan, the State Land Development Plan and the appropriate Comprehensive Regional Policy Plan. Development is consistent with the existing City and County comprehensive plans, the State Comprehensive Plan and the Tampa Bay

Regional Policy Plan.

(I) The development is eligible to request abandonment pursuant to Rule 9J-2.0251, Florida Administrative Code.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Pasco County, Florida, in regular session duly assembled this ___ day of _____, and the City Council of the City of Port Richey, in regular session duly assembled this ___ day of _____, 1992 that the development order approving the Salt Springs Run Development of Regional Impact is hereby abandoned upon the closing of the sale of approximately 542 acres to the State of Florida under the State's CARL Program.

The conditions of abandonment are as follows:

1. (a) The sale of 18.6 acres to a separate developer as contemplated and identified in the Development Agreement for Salt Springs Center Associates, Inc. as approved by the City of Port Richey and Pasco County; or,

(b) In the event the closing of the sale of property to Salt Springs Center Associates, Inc., fails to occur for any reason, Pines agrees that there shall be no unified plan of development between the property described in Exhibit "C" of the Development Agreement and the remaining property as described in Exhibits "D-2" and "D-3" of Composite Exhibit "D" of the Development Agreement or the property described as Parcels E & F in the Application for Abandonment; or, alternatively, if a unified plan of development is proposed, such development shall not exceed the 80% threshold for development of regional impact.

2. Pines Enterprises shall not develop Parcels D1, D2, E and F as the same are depicted in the Application for Abandonment cumulatively beyond 80 percent of the DRI threshold for the appropriate use(s) without obtaining a Binding Letter of Interpretation from the Florida Department of Community Affairs or be approved pursuant to Section 380.06, Florida Statutes.

3. Parcels D1, D2, E or F as depicted in the Application for Abandonment shall not share a unified development plan with other lands which were previously part of the DRI, or lands adjacent thereto, if such plan would exceed the DRI thresholds set forth in Subsection 380.0651, Florida Statutes, or meets any criteria listed in Rule 9J-2.0275, FAC (Aggregation Rule).

4. No development shall occur within that archaeological area identified in the Application for Development Approval (8 Pa 116) which was also designated as significant by the Division of Historical and Archaeological Resources, Department of State, unless and until the same is approved by the Division.

BE IT FURTHER RESOLVED, that the terms and conditions of the Development Agreement between the City of Port Richey, Pasco County and Pines Enterprises, Inc., attached hereto as Exhibit "A" are incorporated herein by reference.

BE IT FURTHER RESOLVED, that as a specific condition of abandonment the Developer, Pines Enterprises, Inc. agrees to waive, relinquish and release any vested rights which may have arisen by virtue of the approved DRI.

DONE AND RESOLVED this 15 day of September, 1992.

[SEAL]

BOARD OF COUNTY COMMISSIONERS
OF PASCO COUNTY, FLORIDA

ATTEST:

BY Jed Pittman
Jed Pittman, Clerk

BY Mike Wells
Mike Wells, Chairman

J. V. ...

APPROVED AS TO LEGAL FORM AND CONTENT
OFFICE OF THE COUNTY ATTORNEY

BY [Signature]
ATTORNEY

DONE AND RESOLVED this _____ day of _____, 1992.

[SEAL]

CITY OF PORT RICHEY

ATTEST:

BY _____
Clerk

BY _____
Mayor

APPROVED AS TO LEGAL FORM AND CONTENT
OFFICE OF THE CITY ATTORNEY

BY _____
ATTORNEY

6

STATE OF FLORIDA
COUNTY OF PASCO
THIS IS TO CERTIFY THAT THE FOREGOING IS A
TRUE AND CORRECT COPY OF THE ORIGINAL
AND IN MY OFFICE. WITNESS MY HAND AND
THE CITY'S OFFICIAL SEAL THIS 23rd day of September, 1992
JED PITTMAN, CLERK TO THE BOARD
BY Elaine H. Mitchell

NOTICE OF ADOPTION OF AN AMENDMENT TO THE DEVELOPMENT ORDER
FOR THE SALT SPRINGS RUN DEVELOPMENT OF REGIONAL IMPACT
EFFECTING THE ABANDONMENT OF THE DEVELOPMENT OF REGIONAL IMPACT
PURSUANT TO CHAPTER 380.06(28), FLORIDA STATUTES

Chy
BLL
115-002

Pursuant to Section 380.06(15)(f), Florida Statutes, notice is hereby given that the Pasco County Board of County Commissioners, by Resolution No. 92-348 dated September 9, 1992, and amended on September 15, 1992, has adopted an amendment to the Development Order for a Development of Regional Impact known as Salt Springs Run (Resolution No. 83-133). The above-referenced Development Order constitutes a land development regulation applicable to the property described in Exhibit "A" of the Development Order.

A legal description of the property covered and the Development Order may be examined upon request at the Office of the Clerk to the Board of County Commissioners of Pasco County, Pasco County Courthouse, Dade City, Florida.

The recording of this Notice shall not constitute a lien, cloud, or encumbrance on the real property described in above-mentioned Exhibit "A" nor actual nor constructive notice of any of the same under the authority of Section 380.06(15)(f), Florida Statutes.

RECORD VERIFIED
JED PITTMAN
Clerk Circuit Court Pasco County
J. Pitman

Mike Wells
MIKE WELLS, CHAIRMAN
BOARD OF COUNTY COMMISSIONERS

State of Florida)
County of Pasco)

The foregoing Notice of Adoption of Development Order was acknowledged before me this 15 day of September, 1992.

92 SEP 15 10 00 AM
FILED FOR RECORD
Jed Pitman
CLK. CIR. CT. PASCO COUNTY, FL.

Robert J. Easton
Notary Public *Deputy Clerk*
State of Florida at Large
My Commission Expires:

APPROVED AS TO LEGAL FORM AND CONTENT	09/15/92	09/15/92
Office of the County Attorney # 115000		
RECORDING/INDEXING		2.00
RECORD MODERNIZATION FEE		1.00
TOTAL:		3.00
115000 CHARGED:		10.00
24.00 AMT PAID:		13.00

John C. Easton
Attorney

928802

EXHIBIT "A"

LEGAL DESCRIPTION

All of the South 3/4 of Fractional Section 19, a portion of the South 3/4 of Section 20, a portion of the West 1/2 of the South 3/4 of Section 21, a portion of the North 1/2 of the Northwest 1/4 of Section 23, and all of the North 1/2 of the Northeast 1/4 of Section 29, Township 35 South, Range 16 East, Pasco County, Florida, being further described as follows:

Commence at the Northeast corner of the West 1/2 of said Section 21; thence run along the East boundary line of the West 1/2 of said Section 21, South 0° 29' 39" West, a distance of 1,313.37 feet to the North boundary line of the South 3/4 of the West 1/2 of said Section 21; thence along the North boundary line of the South 3/4 of the West 1/2 of said Section 21, North 39° 14' 17" West, a distance of 1,610.17 feet for a POINT OF BEGINNING; thence South 0° 45' 44" West, a distance of 443.55 feet; thence a distance of 129.46 feet along the arc of a curve to the left, said curve having a radius of 330.00 feet and a chord of 123.63 feet which bears South 37° 33' 12" West; thence South 76° 38' 31" West, a distance of 53.66 feet; thence a distance of 33.93 feet along the arc of a curve to the right, said curve having a radius of 360.20 feet and a chord of 33.92 feet which bears South 73° 22' 59" West; thence a distance of 24.12 feet along the arc of a curve to the left, said curve having a radius of 305.59 feet and a chord of 24.12 feet which bears North 33° 22' 47" West; thence North 39° 14' 16" West, a distance of 377.75 feet; thence South 23° 33' 51" West, a distance of 2,330.00 feet; thence South 39° 14' 16" East, a distance of 330.33 feet; thence a distance of 129.93 feet along the arc of a curve to the right, said curve having a radius of 305.59 feet and a chord of 129.34 feet which bears South 34° 33' 33" East; thence South 10° 00' 25" West, a distance of 60.00 feet; thence a distance of 242.57 feet along the arc of a curve to the right, said curve having a radius of 743.59 feet and a chord of 241.50 feet which bears South 70° 40' 22" East; thence South 61° 21' 09" East, a distance of 666.27 feet; thence a distance of 157.08 feet along the arc of a curve to the right, said curve having a radius of 200.00 feet and a chord of 153.07 feet which bears South 38° 31' 09" East; thence South 16° 21' 09" East, a distance of 122.62 feet; thence a distance of 204.20 feet along the arc of a curve to the left, to the Northerly boundary line of Lot 1, Block 4, Keeney's Bayou Addition as shown on Plat recorded in Plat Book 4, page 57 of the Public Records of Pasco County, Florida, said curve having a radius of 260.00 feet and a chord of 199.00 feet which bears South 38° 31' 09" East; thence along the Northerly boundary line of said Lot 1, North 61° 21' 09" West, a distance of 229.49 feet to the most Northerly corner of said Lot 1; thence along the West boundary line of said Lot 1, South 0° 09' 09" East, a distance of 9.39 feet to the North boundary line of the Southwest 1/4 of the Southwest 1/4 of the Southwest 1/4 of said Section 21; thence along the North boundary line of the Southwest 1/4 of the Southwest 1/4 of the Southwest 1/4 of said Section 21, North 39° 33' 44" West, a distance of 673.02 feet to the East boundary line of said Section 20; thence along the East boundary line of said Section 20, South 0° 07' 24" East, a distance of 661.65 feet to the Southeast corner of said Section 20; thence along the East boundary line of the North 1/2 of the Northeast 1/4 of said Section 29, South 0° 15' 48" West, a distance of 994.49 feet to the North boundary line of the South 1/4 of the North 1/2 of the Northwest 1/4 of said Section 23; thence along the North boundary line of the South 1/4 of the North 1/2 of the Northwest 1/4 of said Section 23, South 39° 43' 44" East, a distance of 270.61 feet to the Westerly right-of-way line of State Road No. 55, Section 14030 (U. S. Highway No. 19) as it is now established; thence along the Westerly right-of-way line of said State Road No. 55, South 23° 38' 15" West, a distance of 376.32 feet to the South boundary line of the North 1/2 of the Northwest 1/4 of said Section 23; thence along the South boundary line of the North 1/2 of the Northwest 1/4 of said Section 23, North 39° 43' 45" West, a distance of 91.68 feet to the Southeast corner of the North 1/2 of the Northeast 1/4 of said Section 29; thence along the South boundary line of the North 1/2 of the Northeast 1/4 of said Section 29, North 39° 41' 11" West, a distance of 2,637.29 feet to the West boundary line of the North 1/2 of the Northeast 1/4 of said Section 29; thence along the West boundary line of the North 1/2 of the Northeast 1/4 of said Section 29, North 0° 18' 30" East, a distance of 1,330.59 feet to the South 1/4 corner of said Section 20; thence along the South boundary line of said Section 20, North 39° 32' 36" West, a distance of 2,668.03 feet to the Southwest corner of said Section 20, the same being the Southeast corner of said Fractional Section 19; thence along the South boundary line of said Fractional Section 19, North 39° 32' 36" West, a distance of 1,318.00 feet to the United States Government Meander Line; thence along said United States Government Meander Line, the following courses and distances: North 33° 03' 02" East, a distance of 1,715.93 feet; thence North 4° 49' 26" West, a distance of 1,311.77 feet; thence North 30° 31' 12" West, a distance of 1,402.97 feet to the North boundary line of the South 3/4 of said Fractional Section 19; thence along the North boundary line of the South 3/4 of said Fractional Section 19, South 39° 34' 24" East, a distance of 1,380.48 feet to the Northeast corner of the South 3/4 of said Fractional Section 19, the same being the Northwest corner of the South 3/4 of said Section 20; thence along the North boundary line of the South 3/4 of said Section 20, South 39° 34' 24" East, a distance of 2,563.75 feet; thence continue along the North boundary line of the South 3/4 of said Section 20, South 39° 34' 25" East, a distance of 2,035.33 feet to the Northeast corner of the South 3/4 of said Section 20, the same being the Northwest corner of the West 1/2 of the South 3/4 of said Section 21; thence along the North boundary line of the West 1/2 of the South 3/4 of said Section 21, South 39° 14' 17" East, a distance of 1,039.30 feet to the POINT OF BEGINNING, LESS AND EXCEPT Tract 20 of the Port Richey Land Company Subdivision of said Section 20 as shown on the Plat recorded in Plat Book 1, pages 50 and 51 of the Public Records of Pasco County, Florida; ALSO LESS AND EXCEPT Parcels 1, 2, 3, 4, 5, 11, 14, 15, 16, and 17 of Ossteen's Unrecorded Subdivision of the Northwest 1/4 of the Northwest 1/4 of the Northeast 1/4 of the Southeast 1/4 and the Northeast 1/4 of the Northeast 1/4 of the Northwest 1/4 of the Southeast 1/4 of said Section 20.

The above described parcel contains 617.4 acres more or less.

CITY OF PORT RICHEY

8624 PORT RICHEY VILLAGE LOOP
PORT RICHEY SHOPPING VILLAGE
PORT RICHEY, FLORIDA 33568
TELEPHONE (813) 849-7544



DATED: 9/30/92

C E R T I F I C A T I O N

I, SHIRLEY DRESCH, CITY CLERK of the City of Port Richey, Florida do hereby certify that the foregoing is a true and exact copy of Joint Resolution No. 92-348
Approving the Abandonment of Salt Springs Run
Development of Regional Impact

SHIRLEY DRESCH
CITY CLERK
CITY OF PORT RICHEY

(Seal of the City)

received 10/1/92

JOINT RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF PASCO COUNTY, FLORIDA AND THE CITY COUNCIL FOR THE CITY OF PORT RICHEY APPROVING THE ABANDONMENT OF THE SALT SPRINGS RUN DEVELOPMENT OF REGIONAL IMPACT UPON THE OCCURRENCE OF CERTAIN CONTINGENCIES AND SUBJECT TO SPECIFIED TERMS AND CONDITIONS.

WHEREAS, both the City of Port Richey and Pasco County have previously issued development orders for the Salt Springs Run Development of Regional Impact which had authorized the development of certain properties consisting of approximately 617 acres owned by Pines Enterprises, Inc. pursuant to Chapter 380, Florida Statutes; and,

WHEREAS, the State of Florida has entered into an option agreement under the CARL Program to purchase a majority of the property included within the development of regional impact comprising approximately 542.1 acres; and,

WHEREAS, another portion of the property included within the DRI, consisting of approximately 18.6 acres, is to be conveyed to a shopping center developer and combined with other properties separate and apart from any properties owned by Pines Enterprises, Inc. and separate and apart from any plan of development for the remainder of the property to be owned by Pines Enterprises, Inc.; and,

WHEREAS, Pines intends to retain ownership of approximately 55.3 acres, a portion of which will be located in the City of Port Richey and a portion of which will be located in the unincorporated

area of Pasco County subject to the terms and conditions of a certain development agreement; and,

WHEREAS, Pines Enterprises, Inc. has submitted an application for the abandonment of the development of regional impact requesting the County and City to approve the abandonment of the DRI in order to facilitate the sale of the coastal lands to the State of Florida; and,

WHEREAS, the City of Port Richey and Pasco County have duly noticed and held public hearings pursuant to Rule 9J-2.0251, Florida Administrative Code, dealing with abandonment of development orders; and,

WHEREAS, the County and City have separately made the following findings of fact and conclusions of law concerning abandonment of the DRI development order:

(A) The primary reason for abandonment of the DRI is the fact that a large piece of the property is being sold to the State of Florida under the C.A.R.L. program on a bargain sale. This will greatly benefit not only the State of Florida but also the residents of the City and the County.

(B) No vertical development has taken place under the terms of the DRI Development Order. The only existing development has been a small roadway.

(C) There have been no impacts from the project's existing development because, with the exception of the small roadway, there has been no development. The property is being broken down into three distinct pieces as set forth in the prior clauses. The

property owned by the State will be preserved. The property retained by the different entities for development as non-unified plans of development will be subject to current comprehensive plans and land development regulations, including concurrency. Additionally, certain development agreements are being adopted contemporaneously with this resolution for portions of the remaining property.

(D) The proposed abandonment will not affect areas previously set aside or identified for preservation or protection.

(E) The developer has complied with all conditions of the DRI Development Order which authorize existing development, although practically no existing development is in place.

(F) The developer has not relied upon benefits granted to authorized developments of regional impact, pursuant to Chapters 163, 403, and 380, Florida Statutes, which would not otherwise be available after abandonment.

(G) Not all development plans are known at this time. However, since any development must be consistent with existing regulations and comprehensive plans and is currently in the appropriate land use districts, there will be no adverse impact from the proposed abandonment.

(H) The proposed development after abandonment will be consistent with the State Comprehensive Plan, the State Land Development Plan and the appropriate Comprehensive Regional Policy Plan. Development is consistent with the existing City and County comprehensive plans, the State Comprehensive Plan and the Tampa Bay

Regional Policy Plan.

(I) The development is eligible to request abandonment pursuant to Rule 9J-2.0251, Florida Administrative Code.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Pasco County, Florida, in regular session duly assembled this ___ day of _____, and the City Council of the City of Port Richey, in regular session duly assembled this ___ day of _____, 1992 that the development order approving the Salt Springs Run Development of Regional Impact is hereby abandoned upon the closing of the sale of approximately 542 acres to the State of Florida under the State's CARL Program.

The conditions of abandonment are as follows:

1. (a) The sale of 18.6 acres to a separate developer as contemplated and identified in the Development Agreement for Salt Springs Center Associates, Inc. as approved by the City of Port Richey and Pasco County; or,

(b) In the event the closing of the sale of property to Salt Springs Center Associates, Inc., fails to occur for any reason, Pines agrees that there shall be no unified plan of development between the property described in Exhibit "C" of the Development Agreement and the remaining property as described in Exhibits "D-2" and "D-3" of Composite Exhibit "D" of the Development Agreement or the property described as Parcels E & F in the Application for Abandonment; or, alternatively, if a unified plan of development is proposed, such development shall not exceed the 80% threshold for development of regional impact.

2. Pines Enterprises shall not develop Parcels D1, D2, E and F as the same are depicted in the Application for Abandonment cumulatively beyond 80 percent of the DRI threshold for the appropriate use(s) without obtaining a Binding Letter of Interpretation from the Florida Department of Community Affairs or be approved pursuant to Section 380.06, Florida Statutes.

3. Parcels D1, D2, E or F as depicted in the Application for Abandonment shall not share a unified development plan with other lands which were previously part of the DRI, or lands adjacent thereto, if such plan would exceed the DRI thresholds set forth in Subsection 380.0651, Florida Statutes, or meets any criteria listed in Rule 9J-2.0275, FAC (Aggregation Rule).

4. No development shall occur within that archaeological area identified in the Application for Development Approval (8 Pa 116) which was also designated as significant by the Division of Historical and Archaeological Resources, Department of State, unless and until the same is approved by the Division.

BE IT FURTHER RESOLVED, that the terms and conditions of the Development Agreement between the City of Port Richey, Pasco County and Pines Enterprises, Inc., attached hereto as Exhibit "A" are incorporated herein by reference.

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DONE AND RESOLVED this 15 day of September 1992.

[SEAL]

BOARD OF COUNTY COMMISSIONERS
OF PASCO COUNTY, FLORIDA

ATTEST:

BY Jed Pittman
Jed Pittman, Clerk
J. M. Easton

BY Mike Wells
Mike Wells, Chairman

APPROVED AS TO LEGAL FORM AND CONTENT
OFFICE OF THE COUNTY ATTORNEY

BY [Signature]
ATTORNEY

DONE AND RESOLVED this 10th day of September, 1992.

[SEAL]

CITY OF PORT RICHEY

ATTEST:

BY Shirley Dresch
Clerk

BY [Signature]
Mayor

APPROVED AS TO LEGAL FORM AND CONTENT
OFFICE OF THE CITY ATTORNEY

BY _____
ATTORNEY

JOINT RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF PASCO COUNTY, FLORIDA AND THE CITY COUNCIL FOR THE CITY OF PORT RICHEY APPROVING THE ABANDONMENT OF THE SALT SPRINGS RUN DEVELOPMENT OF REGIONAL IMPACT UPON THE OCCURRENCE OF CERTAIN CONTINGENCIES AND SUBJECT TO SPECIFIED TERMS AND CONDITIONS.

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received 10/1/92

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4. No development shall occur within that archaeological area identified in the Application for Development Approval (8 Pa 116) which was also designated as significant by the Division of Historical and Archaeological Resources, Department of State, unless and until the same is approved by the Division.

BE IT FURTHER RESOLVED, that the terms and conditions of the Development Agreement between the City of Port Richey, Pasco County and Pines Enterprises, Inc., attached hereto as Exhibit "A" are incorporated herein by reference.

BE IT FURTHER RESOLVED, that as a specific condition of abandonment the Developer, Pines Enterprises, Inc. agrees to waive, relinquish and release any vested rights which may have arisen by virtue of the approved DRI.

DONE AND RESOLVED this 15 day of September 1992.

[SEAL]

BOARD OF COUNTY COMMISSIONERS
OF PASCO COUNTY, FLORIDA

ATTEST:

BY Jed Pittman
Jed Pittman, Clerk

BY Mike Wells
Mike Wells, Chairman

APPROVED AS TO LEGAL FORM AND CONTENT
OFFICE OF THE COUNTY ATTORNEY

BY [Signature]
ATTORNEY

DONE AND RESOLVED this 10th day of September, 1992.

[SEAL]

CITY OF PORT RICHEY

ATTEST:

BY Shirley Dewick
Clerk

BY [Signature]
Mayor

APPROVED AS TO LEGAL FORM AND CONTENT
OFFICE OF THE CITY ATTORNEY

BY _____
ATTORNEY

LAW OFFICES OF
DONALD F. KALTENBACH, P. A.
Attorneys and Counselors at Law
831 GARDEN DRIVE
NEW PORT RICHEY, FLORIDA 33552

Handwritten initials and scribbles

*Donald F. Kaltenbach, P. A.
Robert H. Lecznar
Roger P. Hartley*

October 26, 1983

*Telephone 842-9758
Area Code 813*

Tampa Bay Regional Planning Council
9455 Koger Blvd.
St. Petersburg, Florida 33702

Attention: Sheila Benz

Re: Salt Springs Run
Port Richey Development Order

Dear Ms. Benz:

Enclosed for your records please find a certified copy of Port Richey's Resolution No. 83-16 in regard to the above-referenced matter.

Should you be in need of any further information please feel free to contact me at any time.

Very truly yours,

Robert H. Lecznar

ROBERT H. LECZNAR
City Attorney
Port Richey

RHL:cmo
Enc.

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RESOLUTION ADOPTING A DEVELOPMENT ORDER
APPROVING, WITH CONDITIONS, THE SALT SPRINGS
RUN DEVELOPMENT OF REGIONAL IMPACT.

WHEREAS, Pine Enterprises, Inc., has filed an Application for Developmental Approval (ADA) dated November 16, 1982; a supplement dated February 16, 1983; Supplement #2 dated March 25, 1983; and an ADA amendment, by letter, dated June 2, 1983; herein collectively referred to as the ADA; with the CITY OF PORT RICHEY; and

WHEREAS, the ADA has been received in accordance with Chapter 380.06, Florida Statutes; and

WHEREAS, the culmination of that review requires the approval, denial, or approval with conditions of the above-referenced ADA;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the CITY OF PORT RICHEY, Florida, in regular session, duly assembled this 23rd day of August, 1983, that:

The above-referenced ADA is approved with conditions, as set forth in the following Development Order which is hereby adopted by the City Council of the CITY OF PORT RICHEY:

SALT SPRINGS RUN, D.R.I., DEVELOPMENT ORDER

A. General Findings of Fact

The City Council of the CITY OF PORT RICHEY, makes the following General Findings of Fact:

1. Pines Enterprises, Inc., hereinafter referred to as "Pines Enterprises," in accordance with Section 380.06, Florida Statutes, has filed with the CITY OF PORT RICHEY an ADA for Salt Springs Run Development of Regional Impact (DRI No. 91).
2. The City Council of the CITY OF PORT RICHEY is a local government governing body having jurisdiction over the review and approval of said DRI in accordance with Section 380.06, Florida Statutes.
3. The real property involved in the proposed DRI is owned by Philip Berkowitz and Pines Enterprises, Inc., and a description of said real property is attached hereto as Exhibit "A" and made a part hereof by reference.
4. The nature, type, scope, intensity, density, costs, and general impact of the proposed Development of Regional Impact is that which is summarized on composite Exhibit "B" attached hereto and incorporated by reference herein. (TBRPC impact synopsis)
5. The land use designation for the area subject to the ADA is residential, commercial, and open space.
6. Zoning on the property which is subject to the ADA is Planned Unit Development.

B. Specific Findings on Impact and Conditions Restricting Development

1. Water Quality and Drainage

Findings

This Development Order specifically incorporates by reference those Specific Findings on Impact and Conditions Restricting Development contained in the Pasco County Resolution Adopting A Development Order

on the subject Salt Springs Run project, adopted on or about July 26, 1983, word for word, as if set forth fully herein, including, but not limited to the following:

- (a) Water Quality and Drainage (§ B.1)
- (b) Wetlands and Water Quality (§ B.2)
- (c) Flood Plains (§ B.3)
- (d) Soils (§ B.4)
- (e) Air Quality (§ B.5)
- (f) Natural Vegetation and Wildlife (§ B.6)
- (g) Historical and Archaeological Sites (§ B.7)
- (h) Water Supply (§ B.8)
- (i) Wastewater (§ B.9)
- (j) Solid Waste (§ B.10)
- (k) Energy (§ B.11)
- (l) Transportation (§ B.12)
- (m) Recreation (§ B.13)
- (n) Educational Facilities (§ B.14)
- (o) Health Care (§ B.15)
- (p) Fire Protection (§ B.16)
- (q) Police Protection (§ B.17)
- (r) Housing (§ B.18)
- (s) Economy (§ B.19)

Conditions

- a. Because of the proximity of the proposed construction to lands designated in Future of the Region as preservation and conservation, it is appropriate that development plans be assessed for their impact on these areas prior to construction approval. The developer shall provide the Tampa Bay Regional Planning Council, Pasco County and CITY OF PORT RICHEY, as appropriate, with preliminary/site plans for each increment of development. Preliminary/site plans shall be reviewed, and upon a determination that said plans meet specific design criteria and contain, at a minimum, the following information, may be approved:
 - 1. Drainage Plan Design Criteria
 - (a) The stormwater management system shall be designed so that its operation and maintenance will ensure and maintain predevelopment stormwater flows and natural hydroperiods.
 - (b) The drainage system maintenance program shall include the modification of the 11-acre wetland areas as set forth on Map 16-C of the ADA, and any management and restoration activities that will be necessary to ensure the health of the littoral zone surrounding wetland and pond areas.
 - (c) Dedicated floodway and retention/detention easements shall be of adequate size and location to allow respon-

sible entities to perform essential maintenance within these areas.

- (d) Developer or his assigns shall be responsible for maintaining all drainage facilities, piping systems, and drainage structures not dedicated to the CITY, to CITY standards.
- (e) Drainage information to be provided in incremental site plan shall include:
 - (1) A map of the location and size of major drainage channels, structures and the entity responsible for maintenance of the drainage facilities and retention/detention areas.
 - (2) A map of the location of retention/detention ponds.
 - (3) The typical pre- and post construction stormwater quality and flows.
 - (4) The method of stormwater management and quality of stormwater runoff discharged into surface waters and/or surrounding area.
 - (5) The typical treatment of the wetlands and detention/retention ponds.

2. Incremental Development Plan Design Criteria shall include:

- (a) Building coverage (refer to Condition #6c)
- (b) Buffering of wetlands (refer to Condition #6c)
- (c) On-site delineation of preservation areas (refer to Condition #2c and 2d)
- (d) Docking facilities (refer to Condition #2e)
- (e) Flood elevation (refer to Condition #3c)
- (f) Energy (refer to Condition #11)
- (g) Soil boring and sinkholes (refer to Condition #4a)
- (h) A map of the location and size of proposed buildings, parking areas, roadways, docking facilities, boardwalks, and open space and preservation areas. The preservation areas are to be fenced as referenced in Condition #2c and d.
- (i) The density (dwelling units/acre) proposed within the increment to be developed.
- (j) Water monitoring (refer to Condition #2f)
- (k) The total number of dwelling units and commercial area (acreage and square footage) previously approved and/or constructed within the County and the CITY.

- b. Each and every increment of the development and the monitoring report/program shall be subject to the review and approval of Pasco County, the CITY OF PORT RICHEY, and Tampa Bay Regional Planning Council, as appropriate. The incremental development plans and monitoring program reports shall be reviewed to determine the impact of development on the surrounding environment. If the plans and/or monitoring data indicate that the development is or will

have a negative impact on the surrounding area. TBRPC, Pasco County and the CITY OF PORT RICHEY, may develop additional design criteria for regional concerns that shall be met prior to approval of any incremental development plan. If said plans and data indicate a beneficial or no negative impact on the surrounding area, the County, TBRPC, and the CITY OF PORT RICHEY may waive or limit the scope of future incremental reviews.

2. Wetlands & Water Quality

Conditions

- a. There shall be no dredge and fill activity within the estuarine bay and estuarine marsh areas set forth on Map 16-C of the ADA (also see Exhibit "F").
- b. In the event of reduced coverage of wetland vegetation as a result of this development, the developer shall replant/restore such vegetation.
- c. The developer shall not degrade the natural integrity of, nor infringe upon, the preservation and conservation areas as defined herein, except as otherwise provided herein. With each preliminary or site plan submittal, the developer shall submit to the City, County, and TBRPC a detailed map designating the wetlands, vegetative communities, and soil types as referenced in the Florida Land Use and Cover Classification System: A Technical Report for the area proposed for development. Such a map shall overlay a 1" = 200' scale or large aerial photograph at the option of the developer. Such designations and definitions shall be in accordance with TBRPC's adopted Future of the Region (Sections 2.701, Preservation and 2.702, Conservation) Wetland Impact Assessment, with the ADA's Map H and Map 16-C (Exhibits "E" and "F" of this Development Order).

The Preservation areas (no development) shall include (as shown on Map 16-C in the ADA): the Estuarine Marsh (EM); Freshwater Marsh to Remain (M); Freshwater Pond to Remain (P); Salt Barren (SB); Swamp Forest (SF); and Archaeological Site, 8PA116; as well as Marine Grassbeds. The 8 islands designated on Map H (Exhibit "E") legend as 111SU within the Estuarine Bay and Estuarine Marsh areas, not including those islands designed 111SU 3.22 acres shall remain preservation areas unless the developer can demonstrate with substantial competent evidence that the island can be developed with a minimum or no impact on the surrounding wetlands and environmentally sensitive areas. If the developer complies with this requirement, an amendment to this Development Order with conditions authorizing development may be issued by the CITY OF PORT RICHEY, for those area, if any, within the CITY. Conservation areas shall include: The Floodplain Forest (FF); and Class III Waters.

The 11 acres of wetlands referenced in Condition 1.a. (1)(b) shall be exempt from this provision.

- d. Prior to the commencement of land clearing activities in any increment, the developer shall install temporary fencing around any preservation area described in Paragraph c above and Condition 6d on page 7 of this Development Order. The fencing shall be of the type that will clearly identify and delineate the boundaries of preservation areas and avoid potential disruption of these areas. The developer shall be committed to acre-for-acre restoration for any disrupted wetland/preservation areas. The CITY OF PORT RICHEY reserves the right to determine, through inspection or otherwise, that the requirements of this paragraph have been met and further reserves the right to order the fencing in the event the terms of this paragraph are not being complied with.
- e. Docking facilities and marine services shall be designed to accommodate only shallow draft, motorboats, paddle boats, and other recreational boats that can operate in less than 3 feet of estuarine water without disturbance to benthic characteristics of the site. Further, docking facilities and boardwalks shall be designed and constructed in a manner which will mitigate adverse impacts to preservation and conservation areas, as referenced in the ADA and in Paragraph c above. Unless waived by the City, there shall be not boat ramps within the development.
- f. Water Quality Monitoring:
 1. The developer shall institute a program to monitor water quality, as it relates to the effects on marine grassbeds and vegetation associated with the preservation and conservation areas at the Salt Springs Run site and surrounding impact areas as they are affected by development. The water quality monitoring program shall include testing in accordance with the parameters referenced in the ADA for all increments of development during and one year after construction is completed. Sampling station locations shall include those referenced in the ADA and any other stations as are necessary to distinguish project related impacts from those that may result from any off-site drainage areas. Monitoring shall take into account wet and dry season variations.
 2. Monitoring information shall be provided with each incremental preliminary/site plan and shall include a map of the location of any monitoring stations and observation areas, identification of the qualitative and quantitative test parameters and monitoring and observation schedule.

3. Flood Plains

Conditions

- a. Concomitant with the sale of property sold within the Salt Springs Run Development, the developer shall record or have recorded deed restrictions containing a hazard disclosure statement that Salt

Springs Run is within a hurricane hazard area that will be subject to evacuation order in the event of a major hurricane landfall in the Tampa Bay Region, and that this area is subject to property damage from stillwater flooding.

- b. Elevations for all habitable structures shall be at or above the base flood elevation as referenced in the ADA, the Federal Flood Insurance Program, and the Port Richey Flood Damage Prevention Ordinance.

4. Soils

Conditions

- a. The developer shall provide to the TBRPC, Pasco County, and the CITY OF PORT RICHEY, as appropriate, with preliminary/site plans for each increment of development prior to any development approval within that increment (see Condition #1a and b). Each incremental site plan shall: 1) show the location of the soil boring sites; and 2) provide the test results of subsurface investigations and studies determining the lineament intersections of greatest sinkhole potential occurrence. Based on these studies, the CITY OF PORT RICHEY, may require additional site specific subsurface testing and/or modifications to the incremental plan.
- b. Soil load bearing investigation data for structures shall be provided for each specific site with the building permit application.
- c. The wind and water erosion controls, as referenced in the ADA, shall be implemented for each increment of development.

5. Air Quality

Conditions

- a. See Condition #4c (Soils) and 6f (Natural Vegetation).
- b. Any open burning associated with the project will be accomplished only during daylight hours and during times when atmospheric conditions and conditions of the materials favor such burning.

6. Natural Vegetation and Wildlife

Conditions

- a. See Conditions #2a, b, and c (Wetlands), and D4, General Conditions Restricting Development (page 17) of this Development Order.
- b. If any rare or endangered plants or animal nesting areas are found on-site, a procedure for preserving them shall be implemented. Such a procedure shall need approval from TBRPC, the County, and the CITY OF PORT RICHEY. The preservation and relocation measures referenced in the ADA shall also be instituted for the protection of rare, endangered, and threatened plant species. The developer shall cause the development to be designated as a wildlife sanctuary.
- c. Building coverage for increments of development containing:
 1. nine-story buildings shall not exceed 15% of land area;
 2. four-story buildings shall not exceed 25% of land area;
 3. single family, high density shall not exceed 35% of land area; and

4. parking spaces outside of the building footprints shall not exceed seven tenths (0.7) space per unit or be constructed of a permeable material subject to the approval of the County Engineer, and the City Building Official.
- d. A buffer zone of existing native vegetation shall be preserved around at least 60% of each wetland habitat and lake. An erosion control berm shall be constructed in any area not so preserved. The preserved buffer zone shall occur beyond the mean high waterline of the wetland or lake and, in no case, shall the applicant preserve less than an average of 10-square feet per linear foot of the entire wetland perimeter occurring on the property. Where it is impossible or impractical to preserve natural vegetation, the minimum requirement may be met by planting or landscaping with native transitional vegetation.
- e. A tree survey shall be submitted to the City with each preliminary/site plan for the specific area within such preliminary/site plan. Where possible, heavy earthmoving equipment will not encroach within 5 feet (5') of the trunk of those trees which are to remain and are ten inches (10") or more in diameter (DBH). This five-foot (5') perimeter shall be delineated on-site.
- f. When possible, the trees (particularly pine) that must be removed shall be merchandized as forest products as opposed to wasted by piling and burning.

7. Historical and Archaeological Sites

Conditions

- a. The archaeological site 8Pall6 shall be preserved as referenced in the ADA (including the supplement) in a manner which assures that heavy equipment does not disturb the surface and the site will be accessible to appropriate agencies for future study.
- b. If any additional historical or archaeological resources are discovered, they shall be reported to the Florida Division of Archives, History and Records Management. The disposition of such resources shall be determined by the Division of Archives, the County and the CITY if any portions of the site should be within the geographical boundaries of the CITY.

8. Water Supply

Conditions

- a. Prior to the first preliminary/site plan approval within any increment of the development, a utility service agreement shall be entered into between the developer and the CITY. The CITY will supply the water for the Incorporated portion of this project. Such agreement shall stipulate the responsibilities for construction, extension, operation, and ownership of the water distribution lines.

- b. Prior to the confirmation of the above-referenced utility agreement a master utility plan (For the entire development) must be approved by the CITY. This plan shall show:
 - 1. existing and proposed waterline (main) sizes, volumes, and demands;
 - 2. existing and proposed water supply/capacity volumes and water storage capacity;
 - 3. the method of assuring adequate water supply, capacity and pressure that will be required to meet the demands of each increment of development;
 - 4. the proposed maximum daily flows for total build-out; and
 - 5. the fire flows for the two (2) worst conditions.
- c. With the submittal of each incremental preliminary/site plan, assurance shall be given the CITY/County that, in fact, adequate water supply/capacity exists to meet the demand of that increment.

9. Wastewater

Conditions

- a. Prior to the first preliminary/site plan approval within any of the development, a utility service agreement shall be entered into between the developer and the CITY. Such agreement shall stipulate the responsibilities for construction, extension, expansion, operation, and ownership for the wastewater collection system and off-site treatment facilities.
- b. Prior to the confirmation of the above-referenced utility agreement, a master utility plan (for the entire project) must be approved by the CITY. A copy of this plan shall be submitted to TBRPC. This plan shall:
 - 1. identify the facility which is to provide the wastewater treatment and disposal for such development (including existing and proposed capacities); and
 - 2. identify existing and proposed sewerage line sizes and volumes (include existing and proposed capacities); and
 - 3. explain the method of assuring that sufficient treatment/disposal capacity will be available to service each increment of development.
- c. With the submittal of each incremental preliminary/site plan, assurance shall be given to the CITY/County that, in fact, sufficient wastewater treatment/disposal capacity exists to meet the demand of that increment.
- d. There shall be no on-site wastewater treatment and disposal facilities, as was referenced in the ADA. In addition, there shall be no discharge of wastewater on-site, unless specifically approved by FDER, the County and the CITY.

10. Solid Waste

Conditions

- a. Prior to the first preliminary/site plan approval of this development, the developer shall identify the solid waste disposal site which is to accommodate this disposal.
- b. Preliminary/site plan approval of each increment will be contingent upon the developer presenting evidence to the CITY that adequate solid waste disposal capacity is available to serve that increment.

11. Energy

Conditions

- a. Preliminary/site plan approval of each increment will be contingent upon the developer presenting to the CITY verification from the electrical service provider that adequate capacity is available to serve that increment.
- b. The energy conservation features shall be instituted as referenced in the ADA. The energy management plan provided by each condominium association, as referenced in the ADA, shall include energy audits, energy use, and conservation monitoring and the formulation of overall energy goals and objectives. Documentation and copies of the above plan shall be given the CITY prior to the issuance of the building permit for that particular building affected.

12. Transportation

Conditions

- a. Pasco County shall develop a West Pasco Interim Transportation Improvements Plan (ITIP) in cooperation with the Tampa Bay Regional Planning Council, the Florida Department of Transportation, the New Port Richey/West Pasco Metropolitan Planning Organization, and the developers in the study area. The ITIP shall be consistent in content with the methodology required for the adoption of a formal transportation improvements plan and shall include:
 1. An evaluation of existing and future levels of service on the regionally significant roadways in West Pasco County. All existing, approved, and projected development in the area will be considered in this evaluation.
 2. Proposed improvements to existing regionally significant roadways which are required in order to maintain a Level of Service C (Level of Service D in peak hours) or other acceptable Level of Service identified in any adopted ITIP on such roadways.
 3. Proposed new transportation corridors or roadways which will be needed to contribute to the maintenance of a Level of Service C (Level of Service D in peak hours) or other acceptable Level of Service identified in any adopted ITIP on existing regionally significant roadways.

4. An assessment of traffic impacts from existing, approved and projected development will be assessed.
5. The procedures by which mass transit will be studied as a viable alternative for alleviating overburdening of regionally significant roadways.
6. A formula or mathematical expression for allocating the proportionate share of the cost of improvements of the transportation system in West Pasco County. Such formula or mathematical expression may also be adopted, alternatively, by County Ordinance. The mathematical expression may take into account:
 - (a) The number of external trips generated at the reasonably expected buildout level by each DRI on the specific regionally significant roadway links identified in the report of the Tampa Bay Regional Planning Council for each DRI (Exhibit D);
 - (b) The number of trips which can be maintained at Level of Service C (Level of Service D in peak hours) or other acceptable Level of Service identified in any adopted ITIP on each specific improved regionally significant roadway identified in the report of the Tampa Bay Regional Planning Council (capacity) for each DRI (Exhibit D);
 - (c) The improvements and cost of improvements of each specific regionally significant roadway identified in the report of the Tampa Bay Regional Planning Council for each DRI (Exhibit D);
 - (d) A method for adjusting the proportionate share to reflect increases or decreases in prices due to inflation or deflation;
 - (e) Assignments of specific roadway improvements to be constructed by the developer of each DRI based upon the DRI's proportionate share of the cost of such improvements of regionally significant roadways as such improvements are specified in the report of the Tampa Bay Regional Planning Council for each DRI (Exhibit D);
 - (f) Designation of the timing or sequence for construction of specific roadway improvements by the developers of each DRI;
 - (g) An adjustment or other credit where other funding sources are used to construct an improvement which is otherwise assigned to the DRI developer by the ITIP;
 - (h) An adjustment or other credit to the proportionate share of the DRI developer for tax revenues to be contributed by the development subsequent to construction on the basis of a ratio between the total dollar amount of tax revenues devoted to road improvements in the County budget and the dollar amount of the entire County budget.

7. Similar factors for other undeveloped and developing lands in western Pasco County.
 8. Impacts on other roads in Pasco County.
- b. General Conditions
1. The developer shall construct a public access connector road west of and parallel to U.S. 19 and parallel to U.S. 19 (referenced in the ADA) from Old Dixie Highway to the Salt Springs Run south boundary line built to CITY specifications. The developer is responsible for designing and constructing the intersection of this access road and Old Dixie Highway. The developer shall construct or supply funds for the construction of the remaining portion of this access road, south to Ridge Road.
 2. The developer shall construct the intersection improvements for intersection #7, #10, and #11 (as referenced in Table 1 attached).
 3. The developer shall identify those internal roadway design measures (i.e., turning radius and overhead clearance for buses), which will be implemented in order to accommodate public transit should such a service become available.
 4. If there is no funding commitment for signalization, the developer shall contribute to the County FDOT, the total cost of traffic signalization for the three (3) entrance roads on U.S. 19. Each signalization contribution shall be made for that specific intersection when it is found or projected to be warranted by the County Traffic Engineer or the developer's traffic study, as referenced by Condition #6 below.
 5. The developer shall follow the phasing schedule as set forth in the ADA amendment submitted by letter of June 2, 1983, from Mr. Steven Sparkman to TBRPC.
 6. Every two years from the day of issuance of the Development Order, the developer shall generate and provide the Pasco County Metropolitan Planning Organization, Tampa Bay Regional Planning Council and the CITY with updated current traffic counts on the above roadways. The developer shall also provide projections of traffic volumes that will result after the completion of the currently approved project planned to be built within the two years following the submittal of the required information. Each updated traffic analysis shall serve to verify the findings of the original DRI traffic analysis (referenced in this report as Alternative I) or shall indicate alternate transportation improvements or mechanisms which, when implemented, will maintain the roadways referenced in Alternative I at a satisfactory Level of Service, daily Level of Service C, D at peak hours, or other acceptable Level of Service. Both the traffic counts and the projection of traffic volume shall be prepared in accordance with generally

accepted traffic engineering practices and validated by an appropriate transportation planning agency. Such transportation analysis and written findings of fact shall be included in the developer's annual report for years in which an analysis is due.

7. If the roadway segments identified in Alternative I in Sub-paragraph c of his Condition 12 fall below Level of Service C (D at the peak hour) or other acceptable Level of Service identified in the ITIP (or future ITIP) and/or the TBRPC Growth Policy, Future of the Region (hereinafter referred to as the ACCEPTABLE LOS), the County and CITY shall not approve any further site plans or preliminary plans within the DRI beyond 456 units until such time as:
 - (a) the developer makes commitments to construct improvements, which would offset the impact of the development at build-out on the specific roadway segment which is below acceptable LOS; or
 - (b) the developer, the County, or other entities make commitments to improve the specific roadways which are below acceptable LOS in a manner sufficient to restore said roadways to acceptable LOS.
- c. Transportation Improvement Alternatives - The Salt Springs Run development will have a substantial negative impact on several regionally significant highway facilities within the primary impact area. Roadway improvements required to mitigate the negative impacts of this proposed development on transportation facilities have been identified in the ADA (except as noted below). The two alternatives which follow are measures which may mitigate the negative transportation impact associated with Salt Springs Run DRI. One of these two alternatives must be implemented by the County and/or the developer. The purpose of each alternative is to maintain an adequate Level of Service (LOS C daily; D at peak hour, or other acceptable Level of Service).

ALTERNATIVE I

1. Commitments for the following roadway improvements shall be made by the responsible entities before development approval shall be issued by the County and/or CITY OF PORT RICHEY for Phase 1:
 - (a) Construct the public access connector road west of and parallel to U.S. 19 from Old Dixie Highway to the north public road at Gulf View Square Mall.
 - (b) In addition, intersection improvements for Intersections #2, #10, and #11 referenced in Table 1, shall also require funding commitment before building permits shall be issued for this phase of development.
2. Commitments for the following roadway improvements shall be made by the responsible entities before development approval shall be issued by the County and/or CITY OF PORT RICHEY beyond 456 units (Phase 1):

- (a) Improve U.S. 19 from Ridge Road north to middle entrance to project to an eight-lane expressway. Salt Springs Run will contribute 11.8% of the existing and funded daily Level of Service C capacity of build-out.
 - (b) Improve S.R. 52 from the Bypass east to Pointe West development to six lanes divided. Salt Springs Run will contribute 9.4% of the existing daily Level of Service C capacity at build-out. The eastern terminus of this improvement was not referenced in the ADA.
 - (c) Improve Ridge Road from U.S. 19 east to the Bypass to four lanes divided. Salt Springs Run will contribute 15.1% of the existing daily Level of Service C capacity at build-out.
 - (d) Improve the Bypass from Embassy Boulevard north to S.R. 52 to four lanes divided. Salt Springs Run will contribute 9.3 % of the existing daily Level of Service at build-out. This improvement was noted as four lanes undivided in the ADA, instead of the needed four lanes divided.
 - (e) Construct the public access connector road west of and parallel to U.S. 19 from the south public road at Gulf View Square Mall to the Salt Springs Run south boundary line, and construct or supply funds to the CITY for the construction of the remaining portion of this road, from the south boundary line to Ridge Road (Richey Drive). Salt Springs Run will contribute 20% of traffic on this roadway at build-out.
 - (f) In addition, intersection improvements for intersections #2, #3, #5, #8, #10, and #11, referenced in Table 1, located at the end of this Development Order, shall also require funding commitment before building permits shall be issued for this phase of development.
3. Commitments for the following roadway improvements shall be made by the responsible entities before development approval shall be issued by the County and/or the CITY OF PORT RICHEY beyond 1,118 units (Phase 2):
- (a) Improve U.S. 19 from the middle project entrance road north to S.R. 52 to an eight-lane expressway. Salt Springs Run will contribute an 11.8% of the existing and funded daily Level of Service C capacity at build-out.
 - (b) Widen U.S. 19 from Main Street north to Ridge Road to and eight-lane expressway. Salt Springs Run will contribute 6.5% of the existing and funded daily Level of Service C capacity at build-out.

- (c) Improve Ridge Road from the Bypass east to River Ridge development to four lanes divided. Salt Springs Run will contribute 7.4% of the existing daily Level of Service C capacity at build-out. This improvement was noted as four lanes undivided in the ADA, instead of the needed four lanes divided.
 - (d) Improve the Bypass from Moon Lake Road north to Ridge Road to six lanes divided. Salt Springs Run will contribute 7.3% of the existing daily Level of Service at build-out.
 - (e) Improve the Bypass from Ridge Road north to Embassy Boulevard to four lanes divided. Salt Springs Run will contribute 5.8% of the existing daily Level of Service at build-out.
 - (f) Improve S.R. 52 from U.S. 19 east to the Bypass (Plaza Drive) to six lanes divided. Salt Springs Run will contribute 6.3% of the exiting daily Level of Service C capacity at build-out.
 - (g) Construct the public access connector road west of and parallel to U.S. 19 from the north public road to the south public road at Gulf View Square Mall.
 - (h) In addition, intersection improvements for intersections #2, #3, #5, #7, #8, #10, and #11, referenced in Table 1, located at the end of this Development Order shall also require funding commitment before building permits shall be issued for this phase of development.
4. Commitments for the following roadway improvements shall be made by the responsible entities before development approval shall be issued by the County and/or the CITY OF PORT RICHEY beyond 1,847 units (Phase 3):
- (a) The intersection improvements for intersections #2, #3, #5, #7, #8, #10, and #11 referenced in Table 1, located at the end of this Development Order shall require funding commitment before building permits shall be issued for this phase of development.

ALTERNATIVE II

1. Upon the adoption of the Development Order, the developer shall commence preparation of construction plans and geometric designs of intersections for the public access connector road west of and parallel to U.S. 19 from Old Dixie Highway to the north public road at Gulf View Square Mall and shall complete construction of the described road segment in accordance with plans approved by the CITY prior to issuance of Certificates of Occupancy for Phase 1 by either Pasco County or the CITY OF PORT RICHEY.

2. The developer shall complete the segment of the public access connector road west of and parallel to U.S. 19 from the south public road at Gulf View Square Mall to the Salt Springs Run south boundary line, in accordance with plans approved by the CITY OF PORT RICHEY or the County, as appropriate, and shall construct or supply to the appropriate public entity funds for the construction of the remaining portion of this road, from the south boundary line to Ridge Road (Richey Drive), prior to issuance of Certificates of Occupancy for Phase 2 by either Pasco County or the CITY OF PORT RICHEY.
 - (a) The right-of-way for this segment of the public access connector road shall be provided by the County or CITY OF PORT RICHEY, as appropriate, and developer may place the funds for construction of this segment in escrow with the appropriate governmental entity if right-of-way is not available at the time developer is called upon to furnish construction or construction funding as noted above and issuance of Certificate of Occupancy shall not be thereafter delayed by reason of the inability to construct such segment due to lack of right-of-way.
3. The developer shall complete the segment of the public access connector road west of and parallel to U.S. 19 from the north public road to the south public road at Gulf View Square Mall, in accordance with plans approved by the CITY, prior to issuance of Certificate of Occupancy for Phase 3 by either Pasco County or the CITY OF PORT RICHEY.
4. At the option of the CITY and upon adoption of the ITIP, any future revised ITIP, or County or CITY road impact fee ordinances, the provision of Alternative II shall be complied with to the exclusion of Alternative I, and the CITY may direct that the developer:
 - (a) continue with the planning and construction of the improvements identified in Paragraphs 1, 2, and 3 of this Alternative II and pay any required impact fees, provided that the developer be given credits, as specified in Paragraph 5 of this Alternative II against any such impact fees imposed by ordinance or resolution, for all costs expended in planning and constructing such improvements; or
 - (b) complete all contractual obligations undertaken to that point in planning and constructing the improvements identified in Paragraphs 1, 2, and 3 of this Alternative II, and, thereafter, pay impact fees as imposed by ordinance or resolution to the extent and in the same manner as such fees are imposed on other developers subject to such fees, provided, however, that the developers shall be given credits, as specified in Paragraph 4 of this Alternative II against impact fees imposed by

ordinance or resolution, for all costs expended in planning and constructing improvements to the point of completion of the contractual obligations already undertaken.

5. Eighty-five percent (85%) of the costs of planning and construction of the improvements identified in Paragraph 1, 2, and 3 of this Alternative II shall be allowed as credits toward any required road impact fees for the full amount expended after adoption of this Development Order.
6. If implemented, this alternative shall serve to fully discharge the developer's responsibility to offset the transportation system impacts of the development throughout build-out.

13. Recreation

Conditions

- a. The recreational and open space acreage shall be no less than that referenced in the ADA.
- b. Preliminary/site plan approval of each increment will be contingent upon the developer identifying the entity responsible for maintaining all recreational and open space areas of that development increment. Impact fees payable as per CITY PUD.

14. Educational Facilities

Conditions

- a. The developer shall contribute \$50.00 per dwelling unit for public school facilities. This rate shall remain until such time as the CITY establishes such impact fees. These funds shall be donated prior to record plat approval or issuance of a multifamily building permit.

15. Health Care

Conditions

- a. None.

16. Fire Protection

Conditions

- a. Prior to the first preliminary/site plan approval within the project, a fire service agreement may be entered into between the CITY and the County. Such agreement shall stipulate the responsible entity or entities for providing fire protection for each portion of the entire project and the method of disbursing to that entity or entities the public safety fees for purchase of fire protection equipment as required in the PUD Conditions of Approval. In the event such an agreement between the CITY and County has not been finalized before the first preliminary/site plan is otherwise eligible for approval, the developer may establish an escrow account with a financial institution approved as a depository for providing for disbursement of such public safety fees. In such event, developer shall pay into such account

such fees as and when required by CITY PUD Conditions of Approval, and be entitled to obtain preliminary/site plan approvals notwithstanding the lack of such CITY/County Agreement. A separate account may be established to hold such fees as and when required by the County MPUD. CITY and County funds shall not be commingled without prior written agreement between the CITY and County. Absent such an agreement each entity, CITY and County, shall be responsible for providing fire service protection to those portions of the project which lie within their respective boundaries.

- b. Prior to the first preliminary/site plan approval for an increment containing a mid-rise (nine-story) building, the developer shall provide documentation to the CITY that adequate fire protection equipment is available to protect the residents of the mid-rise building or shall pay to the CITY or to the escrow account described in subparagraph a. above the advance public safety fees as required by CITY PUD Condition of Approval #7, November 4, 1981.
- c. All dwelling units shall be accessible by EMS/fire fighting equipment, unless other adequate fire protection provisions will be provided that meet with the approval of the CITY.

C. Conclusions of Law

The CITY Council of the CITY OF PORT RICHEY hereby finds as follows:

1. The Salt Springs Run DRI will not unreasonably interfere with the achievement of the objectives of the State Land Development Plan, if any, applicable to the area encompassed in ADA;
2. The development is consistent with local land development regulations;
3. The development is consistent with the report and recommendations of the Regional Planning Agencies.
4. The development is not in an area of critical state concern.

D. General Conditions Restricting Development

1. Development of the area embraced by the ADA shall be governed by the standards and procedural provisions of adopted comprehensive plans, elements thereof, and land development regulations.
2. Construction of all improvements shall be governed by applicable CITY building, plumbing, electrical, energy, and other codes or regulations.
3. Installation of public facilities shall conform to regulations established in CITY codes or ordinances establishing such regulations.
4. The developer shall follow the revised phasing schedule set out in the ADA amendment letter dated June 2, 1983.

E. Monitoring Procedures

1. The local official responsible for monitoring the Salt Springs Run Development of Regional Impact shall be the CITY Building Official or his designee.

F. Duration

1. This development order shall take effect upon passage.

2. The duration of the development order shall be a period of fourteen (14) years, provided that the effective period may be extended by the Council upon a showing of good cause.

G. Annual Report

1. Pines Enterprises shall provide an annual report to the official responsible for monitoring the DRI, the Tampa Bay Regional Planning Council, and the state land planning agency on August 23 of each year during the term of the development order. The report shall include at a minimum, the following information:
 - a. Any changes in the proposed plan of development.
 - b. Description of the development activities which have occurred over the previous year, including a summary of the number, type, and location of residential units and commercial structures;
 - c. A description of development activity proposed for the next year.
 - d. A statement setting forth names and addresses of any assignees or successors in interest to this development order.

H. Amendment/Substantial Deviations

All proposed substantial material changes to a Development of Regional Impact for which a development order has been approved shall be submitted to the CITY Council for a substantial deviation determination prior to implementation of such changes by the developer. As used in this paragraph, the term substantial deviation means any change to a previously approved Development of Regional Impact which creates a reasonable likelihood of additional significant adverse regional impacts or any other significant regional impact which was not previously reviewed by the CITY Council or the Regional Planning Agency.

The following types of changes to the approved DRI development shall require submission for a substantial deviation determination:

1. Any proposed plans which differ substantially from an approved Master Site Plan or Master Drainage Plan.
2. Any plan which does not substantially conform to or implement the conditions set forth in this development order.

Prior to amending any provision in this development or issuing any substantial deviation determination, the CITY shall provide Tampa Bay Regional Planning Council with reasonable notice of its intent to consider such an amendment. Such notice shall be reasonable calculated to permit Tampa Bay Regional Planning Council to appear at the public hearing or present written comments on the proposed change prior to the effective date of the amendment or change.

I. Effect of Development Order/ADA

1. The requirements of and conditions imposed by this development order shall constitute regulations or restrictions which restrict the development of the property described in Exhibit "A" attached hereto. Following the adoption of this development order, all plans for development on the referenced property shall be consistent with the conditions and restrictions recited in this development order. Such regulations and restrictions shall be binding upon all successors in interest to any of the parties hereto.

2. All development of the property subject to this development order shall substantially conform to the ADA filed by Pines Enterprises, unless otherwise modified by the provisions of this development order. Said ADA is attached hereto as Exhibit "C".

J. Miscellaneous Provisions

1. A Notice of Adoption of this Resolution shall be filed and recorded in the Public Records of Pasco County, Florida, in accordance with Section 380.06(14)(a), Florida Statutes, and the development order contained herein shall govern the development of the Salt Springs Run DRI.
2. The City Attorney is hereby authorized and directed to cause a certified copy hereof to be served on the State Land Planning Agency, the Tampa Bay Regional Planning Council, and upon attorneys of record in these proceedings for Salt Springs Run.
3. Funds collected from fees imposed under this development order shall be placed in separate trust accounts for each type of capital improvement for which a fee was collected, including education facilities and public safety facilities. Thereafter monies collected shall be used solely for the expansion of such capital improvements necessitated by the impacts of the development approved in the Development Order.

K. Severability

It is declared to be the intent of the CITY Council of the CITY OF PORT RICHEY, that if any section, subsection, sentence, clause, or provision of this Resolution is held invalid, the remainder of the Resolution shall be construed as not having contained said section, subsection, sentence, clause, or provision, and shall not be effected by such holding.

DONE AND RESOLVED this 23rd day of August, 1983.

THE ABOVE AND FOREGOING RESOLUTION WAS PASSED BY MAJORITY UPON ITS FIRST READING AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE 23rd DAY OF August, 1983.

Harold C. Loser
HAROLD LOSER, MAYOR

ATTEST:

Patricia Valenti
PATRICIA VALENTI, CITY CLERK

*I certify that this is
a true copy of Ord. Res. 83-16
Patricia Valenti.*



EXHIBIT "B"
SUMMARY OF IMPACTS

APPLICANT: Pines Enterprise, Inc.
P. O. Box 392
Winter Haven, Florida 33880

AUTHORIZED AGENT: David S. Armbruster
Edward D. Stone, Jr. & Associates, P. A.
1517 East Broward Boulevard
Fort Lauderdale, Florida 33301

DATES OF INFORMATION/RECEIPT: Preapplication Conference-June 28, 1982
ADA Submittal-November 16, 1982
Request for Additional Information-
December 16, 1982, March 8, 1983
Receipt of Additional Information-
February 16, 1983, March 25, 1983

TBRPC REVIEW: June 13, 1983

PUBLIC HEARING DATE: July 26, 1983
Hearing Location and Time: Pasco County, 9:00 a.m., City of Port
Richey, 7:00 p.m.

PROJECT LOCATION: City of Port Richey, Pasco County

TYPE OF DEVELOPMENT: Commercial/Residential

DEVELOPMENT PHASING: Construction is expected to begin in 1983
and completion to occur in 1993. The
following is the estimated phasing of
development:

Development Component	Phase I (1983-1985)	Phase II (1986-1988)	Phase III (1989-1991)	Phase IV (1992-1993)	Total All Phases
Total Commercial Use* (Sq. Ft.)	65,000	120,000	144,000	29,000	358,000
Total Residential Dwelling Units	456	662	729	516	2,363

SUMMARY OF IMPACTS

TOTAL DEVELOPMENT AREA: 617.4-Acres
Retail Use: 204,000-Square Feet
Office Use: 154,000-Square Feet
Total Commercial: 358,000-Square Feet

Low Density Residential: 254 Dwelling Units
Medium Density Residential: 684 Dwelling Units
Midrise Density Residential: 1,425 Dwelling Units

Total Residential: 2,363 Dwelling Units

TOTAL PROJECTED POPULATION: 5,500

ESTIMATED PROJECT CONSTRUCTION
EXPENDITURES:

Phase I	\$ 41,555,000
Phase II	\$ 62,593,000
Phase III	\$ 56,814,000
Phase IV	\$ 37,898,000
Total	\$198,860,000

ESTIMATED CUMULATIVE AD VALOREM

TAX YIELD: \$2,407,100 Annually

WATER SUPPLY:

Estimated Daily Water
Requirement at Build-Out

Potable:	600,000 Gallons Per Day
Non-Potable:	<u>34,000</u> Gallons Per Day
Total:	684,000 Gallons Per Day

SEWAGE TREATMENT:

Estimated Average Daily Flows
at Build-Out: 600,000 Gallons Per Day

SOLID WASTE:

Estimated Average Daily
Generation at Build-Out: 15.55 Tons Per Day

ENERGY:

Projected Average Daily
Requirement at Build-Out: 14,457 Kilowatt Hours

PRIMARY TRANSPORTATION NETWORK:

LOCATION	LEVEL OF SERVICE (EXISTING AND CONSTRUCTION FUNDED)	AT BUILD-OUT, LEVEL OF SERVICE	AT BUILD-OUT, DEVELOPMENT TRAFFIC AS % OF EXISTING LEVEL OF SERVICE CAPACITY*	
A. Roadway Links				
1. U. S. 19	D-E	E	2.4 - 11.8	
2. S. R. 52	E	E	6.3 - 9.4	
3. Embassy Blvd.	B	C	16.7	
4. Ridge Road	E	E	7.4 - 15.1	
5. Moon Lake	C	E	0.8	
6. Gunn Highway	B-E	D-E	1.6 - 2.9	
7. By-Pass (Plaza Dr.)	B-C	E	2.6 - 9.3	
	U. S. 19			
		4 Lanes	6 Lanes	
B. Intersections				
1. U. S. 19/S. R. 52	E	C	E	2.4
2. U. S. 19/Ridge Rd.	E	C	E	15.5
3. S. R. 52/By-Pass	D		E	8.4
4. Embassy/By-Pass	A		E	2.9
5. Ridge Rd./By-Pass	C		E	7.1
6. Moon Lake/By-Pass	A		E	3.0
7. U. S. 19/No. Devel. (No. Mall)	D	B	E	7.1
8. U. S. 19/Embassy	E	D	E	8.6
9. U. S. 19/So. Mall	D	B	E	3.2
10. U. S. 19/Middle Devel.	E	D	E	40.9
11. U. S. 19/So. Devel.	-		E	6.9

* Daily Level of Service C (roadway links), and peak hour Level of Service D (intersections). Only those roadways with development traffic greater than five percent are subject to regional conditions.

EXTERNAL TRIPS AT BUILD-OUT:

TOTAL

13,459 Average daily traffic (24 hour vehicle totals)
1,355 Vehicles peak hour

TRANSIT

J Average daily transit trips

BUILD-OUT:

1994

TABLE 1

INTERSECTION CONFIGURATIONS NECESSARY
TO MAINTAIN LEVEL OF SERVICE D, PEAK HOUR*

INTERSECTION	APPROACH	EXISTING	EXISTING FUNDED	PHASE I - 1985	PHASE II - 1988	PHASE III - 1991	PHASE IV - 1993
1. U.S. 19/S.R. 52	N	This intersection is not subject to regional conditions because the development					
	S	traffic is less than 5% of the existing and funded peak hour level of Service D capacity.					
	E						
	W						
2. U.S. 19/RIDGE Rd.	N	1 Right 2 Thru 1 Left	1 Right/Thru 2 Thru 1 Left	1 Right (+R) 3 Thru 1 Left	1 Right 3 Thru 2 Left	No Change	No Change
	S	1 Right 2 Thru 1 Left	1 Right 3 Thru 1 Left	No Change	1 Right (4 Thru) 1 Left	No Change	No Change
	E	1 Right/Thru 1 Left	1 Right/Thru 1 Left	1 Right 1 Thru 2 Left	1 Right 2 Thru 2 Left	No Change	No Change
	W	1 Right/Thru 1 Left	1 Right 1 Thru 1 Left	No Change	1 Right 2 Thru 1 Left	No Change	No Change

INTERSECTION	APPROACH	EXISTING	EXISTING FUNDED	PHASE I - 1985	PHASE II - 1980	PHASE III - 1991	PHASE IV - 1993
3. S.R. 52/Fivay (By-Pass)	N	1 Right/Thru 1 Left	No Change	No Change	1 Right/Thru (*R) 1 Thru 2 Left	No Change	1 Right 2 Thru 2 Left
	S	1 Right/Thru 1 Left	No Change	1 Right 1 Thru 1 Left	1 Right/Thru (*R) 1 Thru 1 Left	1 Right 2 Thru 1 Left	1 Right 2 Thru 1 Left
	E	1 Right 1 Thru 1 Left	No Change	1 Right/Thru 1 Thru (*R) 1 Left	1 Right/Thru (*R) 2 Thru 1 Left	No Change	1 Right 3 Thru (*R) 1 Left
	W	1 Right 1 Thru 1 Left	No Change	1 Right/Thru 1 Thru (*R) 1 Left	1 Right/Thru (*R) 2 Thru 1 Left	No Change	1 Right 3 Thru (*R) 1 Left
4. Embassy/By-Pass	N	This intersection is not subject to regional conditions because the development					
	S	traffic is less than 5% of the existing and funded peak hour Level of Service D capacity.					
	E						
5. Ridge Rd./By-Pass	N	1 Right 1 Thru 1 Left	No Change	1 Right/Thru (*R) 1 Thru 1 Left	1 Right 2 Thru 1 Left	1 Right 2 Thru (2 Left)	No Change
	S	1 Right/Thru Left	No Change	1 Right/Thru 1 Thru (*R) 1 Left	No Change	No Change	1 Right 2 Thru 1 Left

INTERSECTION	APPROACH	EXISTING	EXISTING FUNDED	PHASE I - 1985	PHASE II - 1988	PHASE III - 1991	PHASE IV - 1993
6. Moon Lake/By-Pass	E	1 Right 1 Thru 1 Left	No Change	1 Right/Thru (*R) 1 Thru 2 Left	No Change	1 Right 2 Thru 2 Left	No Change
	W	1 Right/Thru 1 Left	No Change	1 Right/Thru (*R) 1 Thru 1 Left	No Change	1 Right 2 Thru 1 Left	No Change
	N	This intersection is not subject to regional conditions because the development					
	S	traffic is less than 5% of the existing and funded peak hour Level of Service D capacity.					
	E						
	W						
7. U.S. 19/North Development Entrance (north mall entrance)	N	1 Right 2 Thru 1 Left	1 Right 3 Thru 1 Left	No Change	1 Right 4 Thru (*R) 1 Left	No Change	No Change
	S	1 Right 2 Thru 1 Left	1 Right 3 Thru 1 Left	No Change	1 Right 4 Thru (*R) 1 Left	No Change	No Change
	E	1 Right/Thru/ Left	1 Right/Thru/ Left	No Change	No Change	No Change	No Change
	W	1 Right/Thru 1 Left	No Change	No Change	No Change	No Change	No Change

EXHIBIT "D"

The following roadway improvements were found to be needed to maintain an L.O.S. C by the time of Salt Springs Run's build-out (approximately 1993). It is not intended that Salt Springs Run be required to construct 100% of these improvements. This list is intended for purposes of calculating Salt Spring Run's proportionate share of roadway improvements. The proportionate share may be used for construction of some of these improvements or toward construction of alternative improvements, which come from the interim transportation improvements plan.

Improve U.S. 19 from Ridge Road north to middle entrance to an eight-lane expressway.

Improve S.R. 52 from the Bypass east to the Pointe West development to six lanes divided.

Improve Ridge Road from U.S. 19 east to the Bypass to four lanes divided.

Construct the south access road west of and parallel to U.S. 19.

Improve U.S. 19 from the middle project entrance road north to S.R. 52 to an eight-lane expressway.

Widen U.S. 19 from Main Street north to Ridge Road to an eight-lane expressway.

Improve Ridge Road from the Bypass east to River Ridge development to four lanes divided.

Improve the Bypass from Moon Lake Road north to Ridge Road to six lanes divided.

Improve the Bypass from Ridge Road north to Embassy Boulevard to four lanes divided.

Improve S.R. 52 from U.S. 19 east to the Bypass (Plaza Drive) to six lanes divided.

All intersection improvements for intersections #2, #3, #5, #7, #8, #10, and #11 as referenced in preceding Table 1 for each specified phase of development.



PASCO COUNTY, FLORIDA

OFFICE OF THE COUNTY ATTORNEY

4025 Moon Lake Road
New Port Richey, Florida 33552
PHONE (813) 847-8120

July 28, 1983

Scott L. Knox, Esq.
County Attorney

J. Ben Harrill, Esq.
Eloise Taylor, Esq.

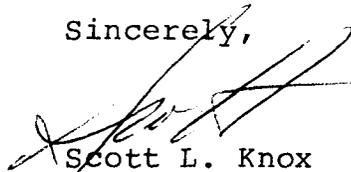
Mr. William Ockunzzi
Tampa Bay Regional Planning Council
9455 Koger Boulevard
St. Petersburg, FL 33702

Dear Bill:

Enclosed please find a certified copy of a Development Order for the Salt Springs Run Development of Regional Impact, approved by the Board of County Commissioners on July 26, 1983. This copy is being transmitted to you in accordance with Chapter 380, Florida Statutes.

If you have any questions or comments please feel free to contact me.

Sincerely,



Scott L. Knox
County Attorney

SLK:mjs

cc: Mr. Robert Hopkins
Jack Pines
Steve Sparkman, Esq.

RESOLUTION ADOPTING A DEVELOPMENT ORDER
APPROVING, WITH CONDITIONS, THE SALT SPRINGS
RUN DEVELOPMENT OF REGIONAL IMPACT.

WHEREAS, Pines Enterprises, Inc., has filed an Application for Development Approval (ADA) dated November 16, 1982; a supplement dated February 16, 1983; Supplement #2 dated March 25, 1983; and an ADA amendment, by letter, dated June 2, 1983; herein collectively referred to as the ADA; with the Pasco County Planning and Zoning staff; and

WHEREAS, the ADA has been received in accordance with Chapter 380.06, Florida Statutes; and

WHEREAS, the culmination of that review requires the approval, denial, or approval with conditions of the above-referenced ADA;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Pasco County in regular session, duly assembled, this 26th day of July, 1983, that:

The above-referenced ADA is approved with conditions, as set forth in the following Development Order which is hereby adopted by the Board of County Commissioners:

SALT SPRINGS RUN, D.R.L., DEVELOPMENT ORDER

A. General Findings of Fact

The Board of County Commissioners of Pasco County makes the following general Findings of Fact:

1. Pines Enterprises, Inc., hereinafter referred to as "Pines Enterprises," in accordance with Section 380.06, Florida Statutes, has filed with Pasco County an ADA for Salt Springs Run Development of Regional Impact (DRI No. 91).
2. The Board of County Commissioners of Pasco County is a local government governing body having jurisdiction over the review and approval of said DRI in accordance with Section 380.06, Florida Statutes.
3. The Board of County Commissioners is in receipt of a sufficiency notification from the Tampa Bay Regional Planning Council, dated April 7, 1983.
4. The Board of County Commissioners has scheduled public hearings on the above-referenced ADA before the Pasco County Planning Commission and before the Board.
5. Notice of such hearings has been published at least sixty (60) days prior to the date set for the Board hearing.
6. Both the Pasco County Planning Commission and the Board of County Commissioners have held public hearings on the above-referenced ADA on July 13, 1983, and July 26, 1983, respectively.

7. At said public hearings, all parties were afforded the opportunity to present evidence and argument on all issues, conduct cross-examination, and submit rebuttal evidence.
8. Additionally, at said public hearings, any member of the general public requesting to do so was given the opportunity to present written or oral communications.
9. The Board of County Commissioners has received and considered the Tampa Bay Regional Planning Council report on the above-referenced ADA.
10. The Board of County Commissioners has received and considered the recommendation of the Pasco County Planning Commission and various other reports and information, including but not limited to, the recommendation of the Pasco County Planning and Zoning staffs.
11. The real property involved in this proposed DRI is owned by Philip Berkowitz and Pines Enterprises, Inc., and a description of said real property is attached hereto as Exhibit "A" and made a part hereof by reference.
12. The nature, type, scope, intensity, density, costs, and general impact of the proposed Development of Regional Impact is that which is summarized on composite Exhibit "B" attached hereto and incorporated by reference herein. (TBRPC impact synopsis)
13. The land use designation for the area subject to the ADA is residential, commercial, and open space.
14. Zoning on the property which is subject to the ADA is Master Planned Unit Development (MPUD) and Agricultural (A-C).

B. Specific Findings on Impact and Conditions Restricting Development.

1. Water Quantity and Drainage

Findings

The Salt Springs Run site is underlain by a layer of sand and clay of varying depth over several hundred feet and several layers of perforated limestone. A letter from the Florida Game and Fresh Water Fish Commission states that 413.7 acres of the site's 617.4-acre is bay bottom, salt barrens, salt marsh, freshwater marsh, swamp forest or freshwater ponds. The limestone layers on the site are hydrologically connected and collectively they form the Floridan Aquifer. Surface water on the site generally flows from the highs in the Floridan Aquifer toward the Gulf of Mexico into the rivers and streams that drain the area. Freshwater is discharged from the Floridan Aquifer via both above ground springs and seeps and submerged springs.

During rainy seasons, the ground water is at the surface in some places. The applicant has proposed the following measures to mitigate adverse effects on ground and surface water quality:

- a. Maintaining, wherever possible, existing drainage basins and flow patterns.
- b. Incorporation of extensive areas of natural wetlands.
- c. Preservation of natural vegetation to the greatest possible degree.
- d. Integration of pond areas within the drainage system to decrease discharge velocities.
- e. Use of grassed roadside and side yard swales wherever possible to promote filtration of surface runoff.

The water quality monitoring program proposed by the applicant for the development consists of eight sampling stations with sampling to be conducted prior to and following various stages of construction.

The site is divided into eight drainage basins and includes four existing drainage features, the South Drainage Easement, Southwest Drainage Easement, Gulf View Square Drainage Easement, and West Port Drainage Canal. Approximately 580 acres of off-site area drains onto the development site through the Gulf View Square and South Drainage easements. The proposed stormwater management system will incorporate the above existing drainage features and create below existing grade retention ponds by modifying and dredging approximately 11.08 acres of freshwater marshes and ponds. The modified freshwater marshes will receive runoff from the surrounding developed areas. Modifications will include a wide littoral zone of native marsh plants around a central body of open water formed by approved dredging. The developer proposes that these alterations will improve existing conditions by providing filtration and uptake of nutrients within the modified marshes.

An extensive swale system will be used to interconnect the estimated 94 acres of impervious area associated with the development to the percolation basins. Where necessary, percolation berms or percolation beds will be designed to allow discharge of the stormwater from the retention/detention ponds over a period of time to the surrounding low areas and drainage features. Portions of the drainage facilities, piping system and drainage structures, lying within the Pasco County and City of Port Richey jurisdictions will be maintained initially by the developer and afterwards by the appro-

priate jurisdiction. The retention/detention areas will be maintained by the condominium/homeowners association in connection with maintenance of the common open space.

There is significant concern regarding the effective operation of the drainage system and its potential to impact wetland areas and the quality of state waters. The overall low elevation and high water tables on the site raise certain questions as to the effective storage capacity of the retention ponds. Retention volume calculations will be based on wet season ground water elevations; however, the applicant states in the ADA that Gulf waters will be able to enter the retention/detention areas during extreme flood tides. As shown in the ADA supplement, weir elevations are proposed to be set at a minimum of 3 feet MSL. Data collected during the Council's Hurricane Loss Study indicate that, statistically, a stillwater storm tide of 4 to 5 feet MSL in Pasco County has a probability of occurring once every 5 years, inundating the entire proposed drainage system.

Conditions

- a. Because of the proximity of the proposed construction to lands designated in Future of the Region as preservation and conservation, it is appropriate that development plans be assessed for their impact on these areas prior to construction approval. The developer shall provide the Tampa Bay Regional Planning Council, Pasco County/City of Port Richey as appropriate with preliminary/site plans for each increment of development. Preliminary/site plans shall be reviewed, and upon a determination that said plans meet specific design criteria and contain, at a minimum, the following information, may be approved.
 1. Drainage Plan Design Criteria
 - (a) The stormwater management system shall be designed so that its operation and maintenance will insure and maintain predevelopment stormwater flows and natural hydroperiods.
 - (b) The drainage system maintenance program shall include the modification of the 11-acre wetland areas as set forth on Map 16-C of the ADA, and any management and restoration activities that will be necessary to ensure the health of the littoral zone surrounding wetland and pond areas.

- (c) Dedicated floodway and retention/detention easements shall be of adequate size and location to allow responsible entities to perform essential maintenance within these areas.
- (d) Drainage information to be provided in incremental site plan shall include:
 - (1) A map of the location and size of major drainage channels/ structures and the entity responsible for maintenance of the drainage facilities and retention/detention areas.
 - (2) A map of the location of retention/detention ponds.
 - (3) The typical pre- and post-construction stormwater quality and flows.
 - (4) The method of stormwater management and quality of stormwater runoff discharged into surface waters and/or surrounding area.
 - (5) The typical treatment of the wetlands and detention/retention ponds.

2. Incremental Development Plan Design Criteria shall include:

- (a) Building coverage (refer to Condition #6c).
- (b) Buffering of wetlands (refer to Condition #6c).
- (c) On-site delineation of preservation areas (refer to Conditions #2c and 2d).
- (d) Docking facilities (refer to Condition #2e).
- (e) Flood elevation (refer to Condition #3c).
- (f) Energy (refer to Condition #11).
- (g) Soil boring and sinkholes (refer to Condition #4a).
- (h) A map of the location and size of proposed buildings, parking areas, roadways, docking facilities, boardwalks, and open space and preservation areas. The preservation areas are to be fenced as referenced in Conditions #2c and d.
- (i) The density (dwelling units/acre) proposed within the increment to be developed.
- (j) Water monitoring (refer to Condition #2f).

(k) The total number of dwelling units and commercial area (acreage and square footage) previously approved and/or constructed within the County and the City.

b. Each and every increment of the development and the monitoring report/ program shall be subject to the review and approval of Pasco County, the City of Port Richey and Tampa Bay Regional Planning Council, as appropriate. The incremental development plans and monitoring program reports shall be reviewed to determine the impact of development on the surrounding environment. If the plans and/or monitoring data indicate that the development is or will have a negative impact on the surrounding area, TBRPC and the County may develop additional design criteria for regional concerns that shall be met prior to approval of any incremental development plan. If said plans and data indicate a beneficial or no negative impact on the surrounding area, the County and TBRPC may waive or limit the scope of future incremental reviews.

2. Wetlands & Water Quality

Findings

There are 228.6 acres of wetlands making up approximately 37% of the total on-site area. The wetland areas consist of 201.6 acres of saltwater marsh, 20.4 acres of freshwater marsh, 3.9 acres of freshwater swamp, and 2.7 acres of wetland mixed forest. In addition to the wetlands, there is 178.1 acres of estuarine bay waters associated with this project. According to the ADA, a total of 11.08 acres will be modified; the remaining wetland areas will not be disturbed by the development. The ecological consultant for the project will flag the wetlands prior to construction activities. Flagging will be placed in such a manner as to be obvious to machine operators, so that construction personnel can avoid straying into wetland areas, and the buffer zones around each wetland.

There are several inconsistencies noted throughout the ADA and sufficiency report where the terms preservation and conservation seem to be used interchangeably. As defined in the Council's adopted growth policy Future of the Region, preservation areas on the site include: coastal marshes, freshwater swamps and marshes, marine grass beds and one archaeological site; conservation areas on the site include Class III waters, and floodplain vegetation. Despite the applicant's assurances that preservation areas will not be modi-

fied, the Wetland Impact Assessment Map contained in the ADA has grouped all the wetland areas on the site as "to remain" areas. In the ADA supplement, "to remain" areas are defined by the applicant as areas which will be conserved, not preserved. The proposed waterfront development which proposes the construction of single family units on eight islands, docking facilities and boardwalks may also be associated with development intensified impacts and increased boat traffic within the preservation areas. Further, during the proposed construction on the islands and as building materials and equipment are transported throughout the site, there is major concern in regard to potential damage to the benthic characteristics of the estuarine area and overall preservation areas. The Tampa Bay Planning Council does not recommend development on these islands.

Florida Department of Environmental Regulation (FDER), Florida Game and Fresh Water Fish Commission (FGFWFC) and Army Corps of Engineers have indicated their major concerns regarding wetland mitigation measures, dredge and fill, island development and design of the stormwater management system (refer to TBRPC recommendation packet). A Pasco County resolution dated May 8, 1973, designated a large portion of the wetlands, estuarine bay and islands on the Salt Springs Run site for purchase under the State's Environmentally Endangered Lands Bond Program. Under this program, designated lands would be given special consideration where proposed adverse forms of land use may serve to dangerously alter or destroy these unique features." In order to protect the natural integrity of these areas, TBRPC recommended that any approval of this development require the developer to institute measures to assure that proposed development will not infringe upon or degrade preservation and conservation areas as defined by adopted TBRPC policy and as set forth in this Development Order and that development will be consistent with the conditions of approval set forth in this Development Order.

Conditions

- a. There shall be no dredge and fill activity within the estuarine bay and estuarine marsh areas set forth on Map 16-C of the ADA (also see Exhibit F).
- b. In the event of reduced coverage of wetland vegetation as a result of this development, the developer shall replant/restore such vegetation.

- c. The developer shall not degrade the natural integrity of, nor infringe upon, the preservation and conservation areas as defined herein, except as otherwise provided herein. With each preliminary or site plan submittal, the developer shall submit to the City, County, and TBRPC a detailed map designating the wetlands, vegetative communities, and soil types as referenced in the Florida Land Use and Cover Classification System: A Technical Report for the area proposed for development. Such a map shall overlay a 1"=200' or larger aerial photograph at the option of the developer. Such designations and definitions shall be in accordance with TBRPC's adopted Future of the Region (Sections 2.701, Preservation and 2.702, Conservation) Wetland Impact Assessment, with the ADA's Map H and Map 16-C (Exhibits E and F of this Development Order).

The Preservation areas (no development) shall include (as shown on Map 16-C in the ADA): the Estuarine Marsh (EM); Freshwater Marsh to Remain (M); Freshwater Pond to Remain (P); Salt Barren (SB); Swamp Forest (SF); and Archaeological Site, 8PA116; as well as Marine Grassbeds. The 8 islands designated on Map H (Exhibit E) legend as 111SU within the Estuarine Bay and Estuarine Marsh areas, not including those islands designated 111SU 3.22 acres shall remain preservation areas unless the developer can demonstrate during incremental site plan review as requested pursuant to Condition B1 with substantial competent evidence that the islands can be developed with a minimum or no impact on surrounding wetlands and environmentally sensitive areas. If the developer complies with this requirement, an amendment to this Development Order with conditions authorizing development may be issued by the County.

Conservation areas shall include: The Floodplain Forest (FF); and Class III Waters.

The 11 acres of wetlands referenced in Condition 1.a.(1)(b) shall be exempt from this provision.

- d. Prior to the commencement of land clearing activities in any increment, the developer shall install temporary fencing around any preservation area described in Paragraph c above and Condition 6d on page 15 of this Development Order. The fencing shall be of the type that will clearly identify and delineate the boundaries of preservation areas and avoid potential disruption of these areas. The developer

shall be committed to acre-for-acre restoration for any disrupted wetland/preservation areas. The County reserves the right to determine, through inspection or otherwise, that the requirements of this paragraph have been met and further reserves the right to order the fencing in the event the terms of this paragraph are not being complied with.

e. Docking facilities and marine services shall be designed to accommodate only shallow draft, motorboats, paddle boats, and other recreational boats that can operate in less than 3 feet of estuarine water without disturbance to benthic characteristics of the sites. Further, docking facilities and boardwalks shall be designed and constructed in a manner which will mitigate adverse impacts to preservation and conservation areas, as referenced in the ADA and in Paragraph c above. Unless waived by the County, there shall be no boat ramps within the development.

f. Water Quality Monitoring:

1. The developer shall institute a program to monitor water quality, as it relates to the effects on marine grassbeds and vegetation associated with the preservation and conservation areas at the Salt Springs Run site and surrounding impact areas as they are affected by development. The water quality monitoring program shall include testing in accordance with the parameters referenced in the ADA for all increments of development during and one year after construction is completed. Sampling station locations shall include those referenced in the ADA and any other stations as are necessary to distinguish project related impacts from those that may result from any off-site drainage areas. Monitoring shall take into account wet and dry season variations.

2. Monitoring information shall be provided with each incremental preliminary/site plan and shall include a map of the location of any monitoring stations and observation areas, identification of the qualitative and quantitative test parameters and monitoring and observation schedule.

3. Flood Plains

Findings

The entire Salt Springs Run development falls within the Scenario "A" hurricane evacuation zone area, as well as within the 100-year flood prone area as defined by the Federal Emergency Management Agency flood insurance rate map.

The Scenario "A" area is the first level of geographic area in the county that would have to be completely evacuated from a future hurricane affecting Pasco County. The project area would be vulnerable to extensive damage from storm surge in the event of a major hurricane, and significant development within this area would add additional evacuation time to an already critical warning/evacuation problem.

Development is planned within areas of 2 to 5 feet elevation. All finished floor elevations will be constructed above the 100-year flood prone level, which is indicated to be a base flood elevation of 12 feet MSL. However, the applicant states in the ADA that roadways will only be constructed above an elevation of 5.5 feet MSL. Therefore, in the event of a major hurricane, it would be particularly critical to consider the timely evacuation of the 5,500 potential evacuees (2.33 persons per unit) residing in the Salt Springs Run development. The application contains letters from Pasco County and the City of Port Richey verifying the area's qualification for Federal Flood Insurance and advising the applicant that all development within the area will be required to comply with state and local flood damage prevention regulations. It has been calculated during the TBRPC's Loss Study that a stillwater storm tide of 4 to 5 feet has a probability of flooding this site once every 5 years. TBRPC recommended that, in order to minimize the hazards to life and property associated with a hurricane event, any approval of this development shall stipulate that elevations for all habitable structures be at or above the base flood elevation as referenced in the ADA. TBRPC also recommended that all title transfers to property sold within the Salt Springs Run development be accompanied by a hazard disclosure statement that: Salt Springs Run is within a hurricane hazard area that will be subject to an evacuation order in the event of a major hurricane landfall in the Tampa Bay Region; and the Salt Springs Run development is subject to property damage from stillwater flooding.

Conditions

- a. Concomitant with the sale of property sold within the Salt Springs Run development, the developer shall record or have recorded deed restrictions containing a hazard disclosure statement that Salt Springs Run is within a hurricane hazard area that will be subject to an evacuation order in the event of a major hurricane landfall in the Tampa Bay Region, and that this area is subject to property damage from stillwater flooding.
- b. Elevations for all habitable structures shall be at or above the base flood elevation as referenced in the ADA, the Federal Flood Insurance Program, and the Pasco County Flood Damage Prevention Ordinance.

4. Soils

Findings

The Salt Springs Run site is situated within the Gulf Coastal Lowland Physiographic Zone, which is an environmentally sensitive area. Unique site features include freshwater marshes and ponds, saltwater bays and estuaries and small springs. The area is characterized by low elevations ranging from 1 to 5 feet above MSL with the exception of the eastern part of the project site which is elevated from 4 to 12 feet above MSL. The project site contains a seasonably high water table and poorly drained soils, which pose severe limitations for development, as well as for pond embankments and pond reservoirs. Acreage figures for each soil type are as follows:

Electra Variant	1.0 acres, mol
Aripeka Fine Sand	254.0 acres, mol
Homosassa Mucky Fine Sandy Loam	201.0 acres, mol

Only one of these soils, Electra Variant covering approximately one acre of land in the central-eastern portion of the parcel, has a moderate degree of limitations for development. The remaining two soil associations have severe development-limiting characteristics due to flooding, wetness and severe seepage. The soil descriptions were based on a soil survey of Pasco County published by the State of Florida Soil Conservation Service in July 1982. A specific soil investigation of the site has not been conducted. However, extensive subsurface investigations, to include multiple soil borings under all potential buildings and roadways, are proposed prior to the finalization of building/roadway locations and design. It is proposed in the ADA that build-

ings will not be located within any areas of limiting soils without corrective measures. At this time, the location of building sites and roadways have not been identified.

The applicant states that the proposed drainage plan will be used to overcome soil limitations and manage the frequency and duration of high water tables. Soils with flood hazard limitations which occur in areas of proposed development will be filled, adequately drained, and protected from flooding by other development improvements or reserved for nonhabitable low land usage. The developer will obtain fill from off-site. Most of the building sites, roadways, and parking areas will require fill material.

The City of Port Richey has stipulated in the ADA that final construction plans be resubmitted prior to the issuance of any permits. It has been recommended that the developer provide incremental development plans to Tampa Bay Regional Planning Council, Pasco County, and the City of Port Richey prior to any development.

Conditions

- a. The developer shall provide to the TBRPC, Pasco County, and the City of Port Richey, as appropriate, with preliminary/site plans for each increment of development prior to any development approval within that increment (see Conditions #1a and b). Each incremental site plan shall: 1) show the location of the soil boring sites; and 2) provide the test results of subsurface investigations and studies determining the lineament intersections of greatest sinkhole potential occurrence. Based on these studies, Pasco County may require additional site specific subsurface testing and/or modifications to the incremental plan.
- b. Soil load bearing investigation data for structures shall be provided for each specific site with the building permit application.
- c. The wind and water erosion controls, as referenced in the ADA, shall be implemented for each increment of development.

5. Air Quality

Findings

The major source of air pollutants generated by the Salt Springs Run development will be those associated with vehicular emissions. It is estimated that the average daily emissions at build-out will be: 591 pounds of hydrocarbons, 412 pounds of nitrogen oxides, and 5,685 pounds of carbon monoxide.

A secondary source of air pollutants associated with this project will be dust resulting from land clearing and construction activities. The applicant has proposed several measures to control erosion and dust generated during construction, such as seeding, mulching, and phasing of development so that large areas of land are not left bare for extended periods of time.

Conditions

- a. See Condition #4c (Soils) and 6f (Natural Vegetation).
- b. Any open burning associated with the project will be accomplished only during daylight hours and during times when atmospheric conditions and conditions of the materials favor such burning.

6. Natural Vegetation and Wildlife

Findings

Six major wetland associations exist on the Salt Springs Run site: Pine Flatwoods, Mixed Forest, Wetland-Mixed Forest, Freshwater Swamp, Freshwater Marsh and Saltwater Marsh. A considerable portion of the site is made up of undisturbed saltwater marsh, which are very productive ecosystems that support marine and estuarine foodchains. Of the list of animals known or suspected to use the site, most of the fish and a great many of the birds are associated with the saltwater marshes and estuarine waters, within and bordering the west coastline of the project area. The applicant is proposing to concentrate development and housing densities primarily within the pine flatwoods and mixed forest areas in order to minimize project impacts on the more productive ecosystems and native vegetation. Areas which will not be disturbed include all of the estuarine (salt) marsh, including salt barrens, all of the freshwater swamp, and almost half the freshwater marsh. Dredging activities connected with the drainage system and detention/retention ponds will modify a total of 11.08 acres of freshwater marshes and ponds. The floodplain forest will be undisturbed except for the construction of boardwalks and an elevated sales center building. No dredging, filling, or drainage of this floodplain forest will occur.

No rare or endangered species of plants were found on the site. The ADA contains a listing of wildlife characteristics of the area compiled through on-site observations, and information from the Energy Management Center, which is adjacent to the site and a study referenced in the ADA. *Zamia floridana* (Florida coontie), considered threatened by the Florida Committee on Rare and Endangered Plants and Animals, was found in a pine flatwoods area

on the site. This area will be fenced off during construction and remain undisturbed within the development. Any other Florida coontie plants found on the site will be transplanted into a holding area and used as landscape later in development. In order to afford additional protection for rare, endangered, and threatened plant species, the project ecologist will lecture crew members prior to construction; illustrations will be posted stressing the importance of reporting the sighting of these plants and giving them protection; and when necessary, plans for roadways and structures will be changed to preserve certain areas. Favorable habitat for a number of wildlife species exist on the site, of which six species are considered threatened or endangered. These include: American Alligator, Southern Bald Eagle, Wood Stork, Brown Pelican, Least Tern and though no longer listed, Ospreys were once considered to be threatened by the State of Florida. The applicant proposes that development will not affect the feeding areas, as coastal wetlands and waters will not be disturbed. However, development of the small islands within the marsh areas may damage ecologically fragile communities and impact the breeding, nesting and feeding areas which support the area's wildlife. The Florida Game and Fresh Water Fish Commission recommends that, as construction activities can be expected to have deleterious impacts on the surrounding salt marsh and bay bottom, use of these islands should be restricted to passive recreation.

TBRPC recommended that, if any endangered or rare wildlife and vegetative species are found on the Salt Springs Run site, the nesting and breeding areas should be isolated and the proper authorities contacted to ensure that appropriate measures are implemented to preserve the habitat.

Conditions

- a. See Conditions #2a, b, and c (Wetlands), and D4, General Conditions Restricting Development (page 34) of this Development Order.
- b. If any rare or endangered plants or animal nesting areas are found on-site, a procedure for preserving them shall be implemented. Such a procedure shall need approval from TBRPC and the County. The preservation and relocation measures referenced in the ADA shall also be instituted for the protection of rare, endangered, and threatened plant species. The developer shall cause the development to be designated as a wildlife sanctuary.
- c. Building coverage for increments of development containing:

1. nine-story buildings shall not exceed 15% of land area;
 2. four-story buildings shall not exceed 25% of land area;
 3. single family, high density shall not exceed 35% of land area;
and
 4. parking spaces outside of the building footprints shall not exceed seven tenths (0.7) space per unit or be constructed of a permeable material subject to the approval of the County Engineer.
- d. A buffer zone of existing native vegetation shall be preserved around at least 60% of each wetland habitat and lake. An erosion control berm shall be constructed in any area not so preserved. The preserved buffer zone shall occur beyond the mean high waterline of the wetland or lake and, in no case, shall the applicant preserve less than an average of 10-square feet per linear foot of the entire wetland perimeter occurring on the property. Where it is impossible or impractical to preserve natural vegetation, the minimum requirement may be met by planting or landscaping with native transitional vegetation.
- e. A tree survey shall be submitted to the County with each preliminary/site plan for the specific area within such preliminary/site plan. Where possible, heavy earth-moving equipment will not encroach within five feet (5') of the trunk of those trees which are to remain and are ten inches (10") or more in diameter (DBH). This five-foot (5') perimeter shall be delineated on-site.
- f. When possible, the trees (particularly pine) that must be removed shall be merchandized as forest products as opposed to wasted by piling and burning.

7. Historical and Archaeological Sites

Findings

An historical and archaeological survey confined to the project site was conducted as recommended by the Bureau of Historic Sites and Properties. During the course of this investigation, two archaeological sites were located within the project area. On the basis of the survey results, it was concluded by the Bureau that one site, 8PA115 is not archaeologically significant and that investigative subsurface testing would satisfactorily mitigate potential impacts to this site. However, the second site 8PA116 was determined to be

regionally significant. A letter from the Bureau supports the developer's proposal to preserve the site, by covering it with fill, provided that heavy equipment used to place the fill is employed in a manner which leaves the surface undisturbed.

Conditions

- a. The archaeological site 8Pa116 shall be preserved as referenced in the ADA (including the supplements) in a manner which assures that heavy equipment does not disturb the surface and the site will be accessible to appropriate agencies for future study.
- b. If any additional historical or archaeological resources are discovered, they shall be reported to the Florida Division of Archives, History and Records Management. The disposition of such resources shall be determined by the Division of Archives and the County.

8. Water Supply

Findings

At build-out, it is estimated that the average daily demand for potable water will be 600,000 gallons per day (gpd). The nonpotable water demand for purposes of landscape irrigation is projected to average 84,000 gpd by project completion. All potable water, for both potable and nonpotable uses, will be supplied to the Salt Springs Run development by the City of Port Richey and/or Pasco County. The ADA contains a letter from both the City of Port Richey and Pasco County confirming their ability to provide off-site potable water on the following basis:

- a. that the developer install the necessary on-site distribution facilities to City and/or County specifications and construct the necessary off-site facilities to interconnect this development with the central supply system; and
- b. that the developer pay an impact fee to the City and/or County for the necessary off-site facilities in accordance with ordinances and regulations governing impact fees at the time service is requested.

Pasco County has indicated that it would be willing to serve the City portion of the proposed development should the City request service and enter into a satisfactory contract with the County.

Nonpotable water to be used for irrigation of landscaped areas will not be secured from on-site wells due to the close proximity of the development to the Gulf of Mexico, the high chloride content of the ground water, and the

possibility of increasing saltwater intrusion due to additional pumping from the aquifer.

The Southwest Florida Water Management District indicated its encouragement that the development employ water conservation methods.

TBRPC recommended that any approval of this project identify the entity to provide water to this development and require assurance that adequate capacity exists to meet the potable water demands of each increment of the development.

Conditions

- a. Prior to the first preliminary/site plan approval within any increment of the development, a utility service agreement shall be entered into between the developer and the County. The County will supply the water for the unincorporated portion of this project. Such agreement shall stipulate the responsibilities for construction, extension, operation, and ownership of the water distribution lines.
- b. Prior to the confirmation of the above-referenced utility agreement, a master utility plan (for the entire development) must be approved by the County. This plan shall show:
 1. existing and proposed waterline (main) sizes, volumes, and demands;
 2. existing and proposed water supply/capacity volumes and water storage capacity;
 3. the method of assuring adequate water supply, capacity and pressure that will be required to meet the demands of each increment of development;
 4. the proposed maximum daily flows for total build-out; and
 5. the fire flows for the two (2) worst conditions.
- c. With the submittal of each incremental preliminary/site plan, assurance shall be given the City/County that, in fact, adequate water supply/capacity exists to meet the demand of that increment.

9. Wastewater

Findings

It is estimated that the average daily flow of wastewater from the Salt Springs Run development will be 0.600 million gallons per day (mgd) at build-out. The wastewater generated by the proposed development will be characteristic of domestic wastewater, and commercial retail flows. It is stated,

in the ADA, that on-site treatment and disposal facilities will not be provided. However, it is further stated in the ADA supplement, that individual waterless toilet systems will be used to manage wastewater from single family units situated on the outlying islands. Gray water is proposed to be disposed of in an elevated drainfield that meets current specifications for septic tank drainfields. The location of the elevated drainfield has not been identified. TBRPC does not recommend development on the outlying islands. The original ADA includes letters from the City of Port Richey and Pasco County verifying that off-site wastewater treatment and disposal would be provided for the Salt Springs Run development in accordance with the terms of an existing service agreement. It was originally expected that the wastewater flow would be treated at the Embassy Hills Subregional Wastewater Treatment Facility which is permitted for a capacity flow of 2.0 mgd. On the basis of this permit and average flow to the Embassy Hills plant, sufficient capacity to receive wastewater flows generated by the proposed development was assumed. However, more recent letters from Pasco County and the Florida Department of Environmental Regulation (FDER) now note that the evaporation/percolation ponds currently being used for effluent disposal at the Embassy Hills Facility are inadequate for present flows, and additional sewage hookups are not being approved at this time. Therefore, wastewater treatment for this development cannot be assured at the time of this review. TBRPC recommended that any approval of this project identify the entity to provide wastewater treatment/disposal service to this development and require verification that adequate treatment/disposal capacity exists to meet the wastewater needs of each increment of the development. It was further recommended that any project approval stipulate that on-site treatment and disposal facilities will not be provided, as referenced in the ADA, and there shall be no discharge of wastewater on the project site.

Conditions

- a. Prior to the first preliminary/site plan approval within any of the development, a utility service agreement shall be entered into between the developer and the County. Such agreement shall stipulate the responsibilities for construction, extension, expansion, operation, and ownership of the wastewater collection system and off-site treatment facilities.

- b. Prior to the confirmation of the above-referenced utility agreement, a master utility plan (for the entire project) must be approved by the County. A copy of this plan shall be submitted to TBRPC. This plan shall:
1. identify the facility which is to provide the wastewater treatment and disposal for this development (include existing and proposed capacities);
 2. identify existing and proposed sewerage line sizes and volumes (include existing and proposed capacities); and
 3. explain the method of assuring that sufficient treatment/disposal capacity will be available to service each increment of development.
- c. With the submittal of each incremental preliminary/site plan, assurance shall be given the City/County that, in fact, sufficient wastewater treatment/ disposal capacity exists to meet the demand of that increment.
- d. There shall be no on-site wastewater treatment and disposal facilities, as was referenced in the ADA. In addition, there shall be no discharge of wastewater on-site, unless specifically approved by FDER and the County.

10. Solid Waste

Findings

At build-out, it is estimated that the average daily solid waste to be generated by Salt Springs Run will be 15.55 tons per day. At the present time, neither the City of Port Richey nor Pasco County provides garbage or rubbish collection service. Until March 1982, the Pasco County Environmental Control Division maintained a landfill in the western portion of Pasco County. A solid waste disposal plan for Pasco County is in the process of being developed. Since this plan has not been presented and approved, the owner has secured a commitment from a private waste disposal company to provide this service. The ADA contains a letter from this company confirming its ability to provide all types of solid waste disposal services for the Salt Springs Run development.

TBRPC recommended that any approval of this project identify the solid waste disposal site to accommodate this development and require assurance that adequate solid waste disposal facilities are available to meet the needs for each increment of the proposed development.

Conditions

- a. Prior to the first preliminary/site plan approval of this development, the developer shall identify the solid waste disposal site which is to accommodate this disposal.
- b. Preliminary/site plan approval of each increment will be contingent upon the developer presenting evidence to the County that adequate solid waste disposal capacity is available to serve that increment.

11. Energy

Findings

The Salt Springs Run development will not utilize gas, oil, or coal to meet energy requirements. Florida Power Corporation will provide all electrical service to the development. At build-out, the average daily demand is projected to total 14,457 kilowatt hours (kwh) (residential, retail, and office). It is stated in the ADA that Florida Power Corporation was unable to provide peak hour demand estimates. No on-site electrical generation will be used except for emergency standby use in mid-rise and commercial structures. The ADA contains a letter from the Florida Power Corporation indicating its expected excess capacities and ability to provide electrical service to the proposed development "pending public and governmental cooperation in regards to electrical facility expansion." It will be necessary for Florida Power Corporation to expand its existing facilities, and, therefore, must obtain the necessary approvals, environmental permits, and right-of-way acquisitions which are not yet in process. TBRPC, therefore, recommended that any approval of this development reference a firm commitment by Florida Power Corporation to provide service to all increments of the proposed development.

All construction will meet the latest edition of the State of Florida Model Energy Efficiency Code for Building Construction (FMEEC). Energy efficient heat pumps will be provided and insulation in walls/roofs will meet or exceed the FMEEC requirements.

The following passive energy conservation methods will be used to reduce energy consumption required for heating and air conditioning.

- a. Consideration of prevailing winds and cross ventilation of units.
- b. Preservation of the majority of the existing vegetation on-site and planting additional native plant materials in construction areas will create favorable microclimates and will not require costly, energy consumptive landscape maintenance.

- c. Selective use of building materials (e.g., light colored exteriors, overhangs, recessed windows).
- d. Energy efficient site planning.

No alternative energy sources other than the use of the above passive energy conservation methods have been considered at this time.

Conditions

- a. Preliminary/site plan approval of each increment will be contingent upon the developer presenting to the County verification from the electrical service provider that adequate capacity is available to serve that increment.
- b. The energy conservation features shall be instituted as referenced in the ADA. The energy management plan provided by each condominium association, as referenced in the ADA, shall include energy audits, energy use, and conservation monitoring and the formulation of overall energy goals and objectives. Documentation and copies of the above plan shall be given the County prior to the issuance of the building permit for that particular building affected.

12. Transportation

Findings

Salt Springs Run is proposed for construction on the west coast of Pasco County adjacent to U.S. 19 and the Gulf View Square Mall. The western coastal area of Pasco County is presently undergoing an unprecedented period of growth with numerous residential developments under construction or proposed.

The proposed development's primary transportation impact area is bounded on the south by C.R. 54, on the north by S.R. 52, on the west by the Gulf of Mexico, and on the east by Plaza Drive and Little Road (herein referred to as the Bypass Road). The Salt Springs Run development will add 13,459 average daily trips to the regional roadways, of which 1,355 will be during the peak hour. It is noted that the Salt Springs Run development proposes to build a new north/south roadway through this development which will provide an alternate route to U.S. 19 and will provide alternate access to the residential areas north of this proposed development. This alternate route will divert trips normally using U.S. 19.

There is currently no regularly scheduled transit service available to serve Salt Springs Run. The ADA and supplements do not reference the provision

of any on-site facilities and services such as shuttle bus service or car pool parking lot areas to foster the use of mass transit. The developer has proposed that an internal bikeway/pedestrian path system will be provided to facilitate internal movement. TBRPC recommended that any approval of this project require that the developer institute measures to encourage the use of mass transit.

Few improvements are scheduled for roadways in this area. The Florida Department of Transportation (FDOT) has scheduled widening of U.S. 19 to six lanes from the Pinellas/Pasco County line to Fivay Road. The analysis in the DRI/ADA indicates that the Level of Service on nearly all roadways will be below LOS C in 1987 and at LOS E in 1990. By 1993, nearly every roadway analyzed will be operating at a daily Level of Service E unless it is upgraded. In addition, Pasco County's transportation planning is in the beginning stages and, therefore, the County has not yet formulated a plan to identify, prioritize and implement necessary roadway improvements. Reflecting this need, the Tampa Bay Regional Planning Council has required that an interim transportation plan be implemented for the West Pasco County area as part of the several previous DRI reports, i.e., The Lakes, Pointe West, and Beacon Villages.

The developer has agreed to provide the intersection improvements required where U.S. 19 intersects with the three access roads from the project. The developer has agreed to provide a public road through the project from the south project boundary to Old Dixie Highway on the north. This public road can be connected to Ridge Road on the south. The road will provide an alternate route for many trips which would otherwise use U.S. 19 as access to the Mall. The road would be provided to mitigate the impact this project will have on U.S. 19 and the surrounding road network. It is estimated the road will divert as much traffic from U.S. 19 as the project will add to U.S. 19 between Jasmine Boulevard and Ridge Road.

Conditions

- a. Pasco County shall develop a West Pasco Interim Transportation Improvements Plan (ITIP) in cooperation with the Tampa Bay Regional Planning Council, the Florida Department of Transportation, the New Port Richey/West Pasco Metropolitan Planning Organization, and the developers in the study area. The ITIP shall be consistent in content with the methodology required for the adoption of a formal transportation improvements plan and shall include:

1. An evaluation of existing and future levels of service on the regionally significant roadways in West Pasco County. All existing, approved, and projected development in the area will be considered in this evaluation.
2. Proposed improvements to existing regionally significant roadways which are required in order to maintain a Level of Service C (Level of Service D in peak hours) or other acceptable Level of Service identified in any adopted ITIP on such roadways.
3. Proposed new transportation corridors or roadways which will be needed to contribute to the maintenance of a Level of Service C (Level of Service D in peak hours) or other acceptable Level of Service identified in any adopted ITIP on existing regionally significant roadways.
4. An assessment of traffic impacts from existing, approved, and projected development will be assessed.
5. The procedures by which mass transit will be studied as a viable alternative for alleviating overburdening of regionally significant roadways.
6. A formula or mathematical expression for allocating the proportionate share of the cost of improvements of the transportation system in West Pasco County. Such formula or mathematical expression may also be adopted, alternatively, by County Ordinance. The mathematical expression may take into account:
 - (a) The number of external trips generated at the reasonably expected buildout level by each DRI on the specific regionally significant roadway links identified in the report of the Tampa Bay Regional Planning Council for each DRI (Exhibit D);
 - (b) The number of trips which can be maintained at Level of Service C (Level of Service D in peak hours) or other acceptable Level of Service identified in any adopted ITIP on each specific improved regionally significant roadway identified in the report of the Tampa Bay Regional Planning Council (capacity) for each DRI (Exhibit D);

- (c) The improvements and cost of improvements of each specific regionally significant roadway identified in the report of the Tampa Bay Regional Planning Council for each DRI (Exhibit D);
 - (d) A method for adjusting the proportionate share to reflect increases or decreases in prices due to inflation or deflation;
 - (e) Assignments of specific roadway improvements to be constructed by the developer of each DRI based upon the DRI's proportionate share of the cost of such improvements of regionally significant roadways as such improvements are specified in the report of the Tampa Bay Regional Planning Council for each DRI (Exhibit D);
 - (f) Designation of the timing or sequence for construction of specific roadway improvements by the developers of each DRI;
 - (g) An adjustment or other credit where other funding sources are used to construct an improvement which is otherwise assigned to the DRI developer by the ITIP;
 - (h) An adjustment or other credit to the proportionate share of the DRI developer for tax revenues to be contributed by the development subsequent to construction on the basis of a ratio between the total dollar amount of tax revenues devoted to road improvements in the County budget and the dollar amount of the entire County budget.
- 7. Similar factors for other undeveloped and developing lands in western Pasco County.
 - 8. Impacts on other roads in western Pasco County.
- b. General Conditions
 - 1. The developer shall construct a public access connector road west of and parallel to U.S. 19 and parallel to U.S. 19 (referenced in the ADA) from Old Dixie Highway to the Salt Springs Run south boundary line. The developer is responsible for designing and constructing the intersection of this access road and Old Dixie Highway. The developer shall construct or sup-

ply funds for the construction of the remaining portion of this access road, south to Ridge Road.

2. The developer shall construct the intersection improvements for intersections #7, #10, and #11 (as referenced in Table 1 attached).
3. The developer shall identify those internal roadway design measures (i.e., turning radius and overhead clearance for buses), which will be implemented in order to accommodate public transit should such a service become available.
4. If there is no funding commitment for signalization, the developer shall contribute to the County/FDOT, the total cost of traffic signalization for the three (3) entrance roads on U.S. 19. Each signalization contribution shall be made for that specific intersection when it is found or projected to be warranted by the County Traffic Engineer or the developer's traffic study, as referenced in Condition #6 below.
5. The developer shall follow the phasing schedule as set forth in the ADA amendment submitted by letter of June 2, 1983, from Mr. Steven Sparkman to TBRPC.
6. Every two years from the day of the issuance of the Development Order, the developer shall generate and provide the Pasco County Metropolitan Planning Organization and Tampa Bay Regional Planning Council with updated current traffic counts on the above roadways. The developer shall also provide projections of traffic volumes that will result after the completion of the currently approved project construction, plus the traffic projected for the portion of project planned to be built within the two years following the submittal of the required information. Each updated traffic analysis shall serve to verify the findings of the original DRI traffic analysis (referenced in this report as Alternative I) or shall indicate alternate transportation improvements or mechanisms which, when implemented, will maintain the roadways referenced in Alternative I at a satisfactory Level of Service, daily Level of Service C, D at peak hours, or other acceptable Level of Service. Both the traffic counts and the projection of traffic

volume shall be prepared in accordance with generally accepted traffic engineering practices and validated by an appropriate transportation planning agency. Such transportation analysis and written findings of fact shall be included in the developer's annual report for years in which an analysis is due.

7. If the roadway segments identified in Alternative I in Subparagraph c of this Condition 12 fall below Level of Service C (D at the peak hour) or other acceptable Level of Service identified in the ITIP (or future ITIP) and/or the TBRPC Growth Policy, Future of the Region (hereinafter referred to as the ACCEPTABLE LOS), the County shall not approve any further site plans or preliminary plans within the DRI beyond 456 units until such time as:

(a) the developer makes commitments to construct improvements, which would offset the impact of the development at buildout on the specific roadway segment which is below acceptable LOS; or

(b) the developer, the County, or other entities make commitments to improve the specific roadways which are below acceptable LOS in a manner sufficient to restore said roadways to acceptable LOS.

c. Transportation Improvement Alternatives - The Salt Springs Run development will have a substantial negative impact on several regionally significant highway facilities within the primary impact area. Roadway improvements required to mitigate the negative impacts of this proposed development on transportation facilities have been identified in the ADA (except as noted below). The two alternatives which follow are measures which may mitigate the negative transportation impact associated with Salt Springs Run DRI. One of these two alternatives must be implemented by the County and/or the developer. The purpose of each alternative is to maintain an adequate Level of Service (LOS C daily; D at peak hour, or other acceptable Level of Service).

ALTERNATIVE I

1. Commitments for the following roadway improvements shall be

made by the responsible entities before development approval shall be issued by the County and/or City of Port Richey for Phase 1:

- (a) Construct the public access connector road west of and parallel to U.S. 19 from Old Dixie Highway to the north public road at Gulf View Square Mall.
 - (b) In addition, intersection improvements for Intersections #2, #10, and #11 referenced in Table 1, shall also require funding commitment before building permits shall be issued for this phase of development.
2. Commitments for the following roadway improvements shall be made by the responsible entities before development approval shall be issued by the County and/or the City of Port Richey beyond 456 units (Phase 1):
- (a) Improve U.S. 19 from Ridge Road north to middle entrance to project to an eight-lane expressway. Salt Springs Run will contribute 11.8% of the existing and funded daily Level of Service C capacity at build-out.
 - (b) Improve S.R. 52 from the Bypass east to Pointe West development to six lanes divided. Salt Springs Run will contribute 9.4% of the existing daily Level of Service C capacity at build-out. The eastern terminus of this improvement was not referenced in the ADA.
 - (c) Improve Ridge Road from U.S. 19 east to the Bypass to four lanes divided. Salt Springs Run will contribute 15.1% of the existing daily Level of Service C capacity at build-out.
 - (d) Improve the Bypass from Embassy Boulevard north to S.R. 52 to four lanes divided. Salt Springs Run will contribute 9.3% of the existing daily Level of Service at build-out. This improvement was noted as four lanes undivided in the ADA, instead of the needed four lanes divided.
 - (e) Construct the public access connector road west of and parallel to U.S. 19 from the south public road at Gulf View Square Mall to the Salt Springs Run south boundary

line, and construct or supply funds for the construction of the remaining portion of this road, from the south boundary line to Ridge Road (Richey Drive). Salt Springs Run will contribute 20% of traffic on this roadway at build-out.

(f) In addition, intersection improvements for intersections #2, #3, #5, #8, #10, and #11, referenced in Table 1, located at the end of this Development Order, shall also require funding commitment before building permits shall be issued for this phase of development.

3. Commitments for the following roadway improvements shall be made by the responsible entities before development approval shall be issued by the County and/or the City of Port Richey beyond 1,118 units (Phase 2):

(a) Improve U.S. 19 from the middle project entrance road north to S.R. 52 to an eight-lane expressway. Salt Springs Run will contribute an 11.8% of the existing and funded daily Level of Service C capacity at build-out.

(b) Widen U.S. 19 from Main Street north to Ridge Road to an eight-lane expressway. Salt Springs Run will contribute 6.5% of the existing and funded daily Level of Service C capacity at build-out.

(c) Improve Ridge Road from the Bypass east to River Ridge development to four lanes divided. Salt Springs Run will contribute 7.4% of the existing daily Level of Service C capacity at build-out. This improvement was noted as four lanes undivided in the ADA, instead of the needed four lanes divided.

(d) Improve the Bypass from Moon Lake Road north to Ridge Road to six lanes divided. Salt Springs Run will contribute 7.3% of the existing daily Level of Service at build-out.

(e) Improve the Bypass from Ridge Road north to Embassy Boulevard to four lanes divided. Salt Springs Run will contribute 5.8% of the existing daily Level of Service at build-out.

- (f) Improve S.R. 52 from U.S. 19 east to the Bypass (Plaza Drive) to six lanes divided. Salt Springs Run will contribute 6.3% of the existing daily Level of Service C capacity at build-out.
 - (g) Construct the public access connector road west of and parallel to U.S. 19 from the north public road to the south public road at Gulf View Square Mall.
 - (h) In addition, intersection improvements for intersections #2, #3, #5, #7, #8, #10, and #11, referenced in Table 1, located at the end of this Development Order shall also require funding commitment before building permits shall be issued for this phase of development
4. Commitments for the following roadway improvements shall be made by the responsible entities before development approval shall be issued by the County and/or the City of Port Richey beyond 1,847 units (Phase 3):
- (a) The intersection improvements for intersections #2, #3, #5, #7, #8, #10, and #11 referenced in Table 1, located at the end of this Development Order shall require funding commitment before building permits shall be issued for this phase of development.

ALTERNATIVE II

1. Upon the adoption of this Development Order, the developer shall commence preparation of construction plans and geometric designs of intersections for the public access connector road west of and parallel to U.S. 19 from Old Dixie Highway to the north public road at Gulf View Square Mall and shall complete construction of the described road segment in accordance with plans approved by the County prior to issuance of Certificates of Occupancy for Phase 1 by either Pasco County or the City of Port Richey.
2. The developer shall complete the segment of the public access connector road west of and parallel to U.S. 19 from the south public road at Gulf View Square Mall to the Salt Springs Run south boundary line, in accordance with plans approved by the City of Port Richey or the County, as appropriate, and shall

construct or supply to the appropriate public entity funds for the construction of the remaining portion of this road, from the south boundary line to Ridge Road (Richey Drive), prior to issuance of Certificates of Occupancy for Phase 2 by either Pasco County or the City of Port Richey.

(a) The right-of-way for this segment of the public access connector road shall be provided by the County or City of Port Richey, as appropriate, and developer may place the funds for construction of this segment in escrow with the appropriate governmental entity if right-of-way is not available at the time developer is called upon to furnish construction or construction funding as noted above and issuance of Certificates of Occupancy shall not be thereafter delayed by reason of the inability to construct such segment due to lack of right-of-way.

3. The developer shall complete the segment of the public access connector road west of and parallel to U.S. 19 from the north public road to the south public road at Gulf View Square Mall, in accordance with plans approved by the County, prior to issuance of Certificate of Occupancy for Phase 3 by either Pasco County or the City of Port Richey.

4. At the option of the County and upon the adoption of the ITIP, any future revised ITIP, or County road impact fee ordinances, the provisions of Alternative II shall be complied with to the exclusion of Alternative I, and the County may direct that the developer:

(a) continue with the planning and construction of the improvements identified in Paragraphs 1, 2, and 3 of this Alternative II and pay any required impact fees, provided that the developer be given credits, as specified in Paragraph 5 of this Alternative II against any such impact fees imposed by ordinance or resolution, for all costs expended in planning and constructing such improvements; or

(b) complete all contractual obligations undertaken to that point in planning and constructing the improvements

identified in Paragraphs 1, 2, and 3 of this Alternative II, and, thereafter, pay impact fees as imposed by ordinance or resolution to the extent and in the same manner as such fees are imposed on other developers subject to such fees, provided, however, that the developer shall be given credits, as specified in Paragraph 5 of this Alternative II against impact fees imposed by ordinance or resolution, for all costs expended in planning and constructing improvements to the point of completion of the contractual obligations already undertaken.

5. Eighty-five percent (85%) of the costs of planning and construction of the improvements identified in Paragraphs 1, 2, and 3 of this Alternative II shall be allowed as credits toward any required road impact fees for the full amount expended after adoption of this Development Order.
6. If implemented, this alternative shall serve to fully discharge the developer's responsibility to offset the transportation system impacts of the development throughout buildout.

13. Recreation

Findings

The Salt Springs Run development is planned with integral recreation and open space facilities for the residents. A total of 281.64 acres is designated for private recreation and open space areas. Within each residential parcel, recreational and open space areas will include pools, bike trails, pathways, and landscaping around buildings and parking facilities. These areas will be owned and maintained by each neighborhood's residential association and will not be open to the general public. All open space areas around commercial parcels will be owned and maintained by commercial management and may or may not be open to the general public.

A recreation impact fee will be collected by the City of Port Richey and Pasco County on a per unit basis as building permits are submitted to the proper authority at the commencement of each development phase. This fee will be used for improvements to County parks and open space areas.

TBRPC recommended that any approval of this development assign maintenance responsibilities for all recreation and open space areas and stipulate

that the recreation and open space acreage shall be as referenced in the ADA. A letter from the Department of Natural Resources indicated that mitigation measures referenced in the ADA adequately addresses potential impacts on environmental and outdoor recreation resources.

Conditions

- a. The recreational and open space acreage shall be no less than that referenced in the ADA.
- b. Preliminary/site plan approval of each increment will be contingent upon the developer identifying the entity responsible for maintaining all recreational and open space areas of that development increment.

14. Educational Facilities

Findings

No school facilities or sites are planned to be dedicated or otherwise provided on-site at Salt Springs Run. The Salt Springs Run project will be predominantly retirement and preretirement in orientation. It is projected that Salt Springs Run will have a total of 780 school-age children at build-out. The student population will include 390 elementary students, 156 middle school students, and 234 senior high students for a combined total of 780 students.

In lieu of a school site or facilities dedication, the applicant has agreed to a school impact fee of \$50.00 per dwelling unit. The ADA includes a letter from the District School Board of Pasco County which indicates that the County is in agreement with the student population projection figures and the developer's intended impact fee contribution.

Conditions

- a. The developer shall contribute \$50.00 per dwelling unit for public school facilities. This rate shall remain until such time as the County establishes such impact fees. These funds shall be donated prior to record plat approval or issuance of a multifamily building permit.

15. Health Care

Findings

The Salt Springs Run site is serviced by the emergency medical station located at the fire station at Embassy Hills approximately one-half mile east of the project site.

There are no major on-site medical or health care facilities planned for Salt Springs Run. Based upon market demand and individual leasing decisions, it

is anticipated that potential tenants of office and retail/commercial space will include health care professionals and possibly an emergency medical clinic.

Conditions

a. None.

16. Fire Protection

Findings

Letters contained in the ADA from the Fire Commissioner for the City of Port Richey and the Emergency Services Director for Pasco County indicate sufficient firefighting manpower and equipment; however, the County also requests strict compliance with County fire flows and water distribution requirements.

The County system may not have the in-line capacity to sustain these fire flows for the required period of time. Special provisions will be made by the developer to provide the necessary fire flows. These provisions will include water storage tanks, booster pumps, master pressure pumps, or a combination thereof as required to meet Pasco County and/or City of Port Richey requirements.

Furthermore, the residential developments proposed for the islands, which have no vehicular access, would be without County or City fire protection.

The developer indicates in the ADA Supplement that for development on the islands, fire protection will be the responsibility of the individual homeowner; yet no provision of public facilities (i.e., water supply) is to be extended to these island residences.

The developer has committed to payment of fire protection impact fees to both the County and City.

TBRPC recommended that any approval of this development shall stipulate the responsible agent for providing fire protection and the assurance of provision for adequate equipment to protect the residents of the mid-rise buildings.

Conditions

a. Prior to the first preliminary/site plan approval within the project, a fire service agreement shall be entered into between the City and the County. Such agreement shall stipulate the responsible entity for providing fire protection for the entire project and the method of disbursing to that entity the public safety fees for purchase of fire

protection equipment as required in the Master PUD Conditions of Approval. In the event such an agreement between the City and County has not been finalized before the first preliminary/site plan is otherwise eligible for approval, the developer may establish an escrow account with a financial institution approved as a depository for public funds in Pasco County or the Clerk of the Circuit Court providing for disbursement of such public safety fees in accordance with such a City/County Agreement, pay into such account such fees as and when required by the County MPUD and City PUD Conditions of Approval, and be entitled to obtain preliminary/ site plan approvals notwithstanding the lack of such City/County Agreement.

- b. Prior to the first preliminary/site plan approval for an increment containing a mid-rise (nine-story) building, the developer shall provide documentation to the County that adequate fire protection equipment is available to protect the residents of the mid-rise building or shall pay to the appropriate government or to the escrow account described in subparagraph a. above the advance public safety fees as required by County MPUD Condition of Approval #11.
- c. All dwelling units shall be accessible by EMS/fire fighting equipment, unless other adequate fire protection provisions will be provided that meet with the approval of the County Fire Chief.

17. Police Protection

Findings

The residential portion of the Salt Springs Run development will lie within a "gated" community with individual security being provided by the developer. Commercial property within the development lies within the unincorporated portion of Pasco County.

Letters contained in the ADA from the Police Commissioner for the City of Port Richey and the Pasco County Sheriff's Office indicate full police protection services will be provided for the residents of Salt Springs Run.

Conditions

- a. None.

18. Housing

Findings

Salt Springs Run is a proposed Planned Unit Development (PUD) consisting of low density stilt homes, medium density four-story condominiums and mid-

rise nine-story condominiums. A total of 2,363 dwelling units are proposed for development at Salt Springs Run. It is not anticipated that individual lots without constructed dwelling units will be sold at Salt Springs Run. Approximately 70% of all units are expected to be sold to retirees or pre-retirement, seasonal/second home buyers. Medium density and mid-rise dwelling units will be primarily directed at these market segments. Stilt homes included within the development program are anticipated to appeal primarily to families and younger households. At completion, the Salt Springs Run development will have a total net density of 11.6 units per acre and an overall gross density of 3.8 dwelling units per acre.

Conditions

a. None.

19. Economy

Findings

The proposed development will result in 2,363 residential units with a projected population of 5,500 at build-out, 204,000 square feet of retail space, and 154,000 square feet of office space. The commercial component may include a hotel and/or health spa, as well as community and specialty retail development.

Construction expenditures are expected to total \$198.8 million over the 11-year development period. Labor construction costs will total \$94.5 million, with annual construction employment averaging 550 employees throughout the development period. A total of 1,280 nonconstruction permanent employees is projected for Salt Springs Run upon completion.

The annual payroll at build-out is expected to total \$17 million. Annual ad valorem taxes are expected to total \$2,407,100 upon completion of the project.

This project will require extensive capital improvements in the areas of the roadway network, wastewater treatment capacity expansion, and water transmission lines. In addition, expansion of public facilities should generate increased ongoing maintenance needs.

Conditions

a. None.

C. Conclusions of Law

The Board of County Commissioners hereby finds as follows:

1. The Salt Springs Run DRI will not unreasonably interfere with the achieve-

ment of the objectives of the State Land Development Plan, if any, applicable to the area encompassed in ADA;

2. The development is consistent with local land development regulations;
3. The development is consistent with the report and recommendations of the Regional Planning Agencies.
4. The development is not in an area of critical state concern.

D. General Conditions Restricting Development

1. Development of the area embraced by the ADA shall be governed by the standards and procedural provisions of adopted comprehensive plans, elements thereof, and land development regulations.
2. Construction of all improvements shall be governed by applicable County building, plumbing, electrical, energy, and other codes or regulations.
3. Installation of public facilities shall conform to regulations established in County codes or ordinances establishing such regulations.
4. The developer shall follow the revised phasing schedule set out in the ADA amendment letter dated June 2, 1983.

E. Monitoring Procedures

1. The local official responsible for monitoring the Salt Springs Run Development of Regional Impact shall be the County Administrator or his designee.

F. Duration

1. This development order shall take effect on July 26, 1983.
2. The duration of the development order shall be a period of fourteen (14) years, provided that the effective period may be extended by the Board upon a showing of good cause.

G. Annual Report

1. Pines Enterprises shall provide an annual report to the official responsible for monitoring the DRI, the Tampa Bay Regional Planning Council, and the state land planning agency on July 26th of each year during the term of the development order. The report shall include, at a minimum, the following information:
 - a. Any changes in the proposed plan of development;
 - b. Description of the development activities which have occurred over the previous year, including a summary of the number, type, and location of residential units and commercial structures;
 - c. A description of development activity proposed for the next year;

- d. A statement setting forth names and addresses of any assignees or successors in interest to this development order.

H. Amendment/Substantial Deviations

All proposed substantial and material changes to a Development of Regional Impact for which a development order has been approved shall be submitted to the Board of County Commissioners for a substantial deviation determination prior to implementation of such changes by the developer. As used in this paragraph, the term substantial deviation means any change to a previously approved Development of Regional Impact which creates a reasonable likelihood of additional significant adverse regional impacts or any other significant regional impact which was not previously reviewed by the Board of County Commissioners or the Regional Planning Agency.

The following types of changes to the approved D.R.I. development shall require submission for a substantial deviation determination:

1. Any proposed plans which differ substantially from an approved Master Site Plan or Master Drainage Plan.
2. Any plan which does not substantially conform to or implement the conditions set forth in this development order.

Prior to amending any provision in this development or issuing any substantial deviation determination, the County shall provide Tampa Bay Regional Planning Council with reasonable notice of its intent to consider such an amendment. Such notice shall be reasonably calculated to permit Tampa Bay Regional Planning Council to appear at the public hearing or present written comments on the proposed change prior to the effective date of the amendment or change.

I. Effect of Development Order/ADA

1. The requirements of and conditions imposed by this development order shall constitute regulations or restrictions which restrict the development of the property described in Exhibit "A" attached hereto. Following the adoption of this development order, all plans for development on the referenced property shall be consistent with the conditions and restrictions recited in this development order. Such regulations and restrictions shall be binding upon all successors in interest to any of the parties hereto.
2. All development of the property subject to this development order shall substantially conform to the ADA filed by Pines Enterprises, unless otherwise modified by the provisions of this development order. Said ADA is attached hereto as Exhibit "C".

J. Miscellaneous Provisions

1. A Notice of Adoption of this Resolution shall be filed and recorded in the Public Records of Pasco County, Florida, in accordance with Section 380.06(14)(a), Florida Statutes, and the development order contained herein shall govern the development of the Salt Springs Run DRI.
2. The County Attorney is hereby authorized and directed to cause a certified copy hereof to be served on the State Land Planning Agency, the Tampa Bay Regional Planning Council, and upon attorneys of record in these proceedings for Salt Springs Run.
3. Funds collected from fees imposed under this development order shall be placed in separate trust accounts for each type of capital improvement for which the fee was collected, including education facilities and public safety facilities. Thereafter monies collected shall be used solely for the expansion of such capital improvements necessitated by the impacts of the development approved in the Development Order.

K. Severability

It is declared to be the intent of the Board of County Commissioners of Pasco County, Florida, that if any section, subsection, sentence, clause, or provision of this Resolution is held invalid, the remainder of the Resolution shall be construed as not having contained said section, subsection, sentence, clause, or provision, and shall not be effected by such holding.

DONE AND RESOLVED this 26th day of July, 1983.

BOARD OF COUNTY COMMISSIONERS
OF PASCO COUNTY, FLORIDA

(SEAL)

BY: Sylvia Young
SYLVIA YOUNG, CHAIRMAN

ATTEST:

APPROVED AS TO LEGAL FORM & CONTENT
Office of the County Attorney

By: Mercedes Moore, DC
Jed Pittman, Clerk

[Signature]
Attorney

EXHIBIT "A"

LEGAL DESCRIPTION

All of the South 3/4 of Fractional Section 19, a portion of the South 3/4 of Section 20, a portion of the West 1/2 of the South 3/4 of Section 21, a portion of the North 1/2 of the Northwest 1/4 of Section 23, and all of the North 1/2 of the Northeast 1/4 of Section 29, Township 25 South, Range 16 East, Pasco County, Florida, being further described as follows:

Commence at the Northeast corner of the West 1/2 of said Section 21; thence run along the East boundary line of the West 1/2 of said Section 21, South 0° 29' 39" West, a distance of 1,313.37 feet to the North boundary line of the South 3/4 of the West 1/2 of said Section 21; thence along the North boundary line of the South 3/4 of the West 1/2 of said Section 21, North 39° 14' 17" West, a distance of 1,610.17 feet for a POINT OF BEGINNING; thence South 0° 45' 44" West, a distance of 443.55 feet; thence a distance of 129.46 feet along the arc of a curve to the left, said curve having a radius of 330.00 feet and a chord of 128.63 feet which bears South 37° 53' 12" West; thence South 76° 38' 51" West, a distance of 53.66 feet; thence a distance of 33.93 feet along the arc of a curve to the right, said curve having a radius of 360.00 feet and a chord of 33.92 feet which bears South 73° 22' 59" West; thence a distance of 24.12 feet along the arc of a curve to the left, said curve having a radius of 305.59 feet and a chord of 24.12 feet which bears North 38° 22' 47" West; thence North 39° 14' 16" West, a distance of 577.75 feet; thence South 23° 38' 51" West, a distance of 2,350.00 feet; thence South 39° 14' 16" East, a distance of 550.33 feet; thence a distance of 129.98 feet along the arc of a curve to the right, said curve having a radius of 305.59 feet and a chord of 129.34 feet which bears South 34° 36' 53" East; thence South 10° 00' 25" West, a distance of 60.00 feet; thence a distance of 242.57 feet along the arc of a curve to the right, said curve having a radius of 745.59 feet and a chord of 281.50 feet which bears South 70° 40' 22" East; thence South 61° 21' 09" East, a distance of 666.27 feet; thence a distance of 157.08 feet along the arc of a curve to the right, said curve having a radius of 200.00 feet and a chord of 153.07 feet which bears South 38° 51' 09" East; thence South 16° 21' 09" East, a distance of 122.62 feet; thence a distance of 204.20 feet along the arc of a curve to the left, to the Northerly boundary line of Lot 1, Block 4, Keeney's Bayou Addition as shown on Plat recorded in Plat Book 4, page 57 of the Public Records of Pasco County, Florida, said curve having a radius of 260.00 feet and a chord of 199.00 feet which bears South 38° 51' 09" East; thence along the Northerly boundary line of said Lot 1, North 61° 21' 09" West, a distance of 229.49 feet to the most Northerly corner of said Lot 1; thence along the West boundary line of said Lot 1, South 0° 09' 09" East, a distance of 9.59 feet to the North boundary line of the Southwest 1/4 of the Southwest 1/4 of the Southwest 1/4 of said Section 21; thence along the North boundary line of the Southwest 1/4 of the Southwest 1/4 of the Southwest 1/4 of said Section 21, North 39° 35' 44" West, a distance of 673.02 feet to the East boundary line of said Section 20; thence along the East boundary line of said Section 20, South 0° 07' 24" East, a distance of 661.65 feet to the Southeast corner of said Section 20; thence along the East boundary line of the North 1/2 of the Northeast 1/4 of said Section 29, South 0° 15' 48" West, a distance of 994.49 feet to the North boundary line of the South 1/4 of the North 1/2 of the Northwest 1/4 of said Section 23; thence along the North boundary line of the South 1/4 of the North 1/2 of the Northwest 1/4 of said Section 23, South 39° 43' 44" East, a distance of 270.61 feet to the Westerly right-of-way line of State Road No. 55, Section 14030 (U. S. Highway No. 19) as it is now established; thence along the Westerly right-of-way line of said State Road No. 55, South 23° 38' 15" West, a distance of 376.52 feet to the South boundary line of the North 1/2 of the Northwest 1/4 of said Section 23; thence along the South boundary line of the North 1/2 of the Northwest 1/4 of said Section 23, North 39° 43' 45" West, a distance of 91.68 feet to the Southeast corner of the North 1/2 of the Northeast 1/4 of said Section 29; thence along the South boundary line of the North 1/2 of the Northeast 1/4 of said Section 29, North 39° 41' 11" West, a distance of 2,637.29 feet to the West boundary line of the North 1/2 of the Northeast 1/4 of said Section 29; thence along the West boundary line of the North 1/2 of the Northeast 1/4 of said Section 29, North 0° 18' 50" East, a distance of 1,330.69 feet to the South 1/4 corner of said Section 20; thence along the South boundary line of said Section 20, North 39° 32' 56" West, a distance of 2,668.03 feet to the Southwest corner of said Section 20, the same being the Southeast corner of said Fractional Section 19; thence along the South boundary line of said Fractional Section 19, North 39° 32' 56" West, a distance of 1,518.00 feet to the United States Government Meander Line; thence along said United States Government Meander Line, the following courses and distances: North 35° 03' 13" East, a distance of 1,715.93 feet; thence North 4° 49' 26" West, a distance of 1,311.77 feet; thence North 30° 31' 12" West, a distance of 1,402.97 feet to the North boundary line of the South 3/4 of said Fractional Section 19; thence along the North boundary line of the South 3/4 of said Fractional Section 19, South 39° 34' 24" East, a distance of 1,380.48 feet to the Northeast corner of the South 3/4 of said Fractional Section 19, the same being the Northwest corner of the South 3/4 of said Section 20; thence along the North boundary line of the South 3/4 of said Section 20, South 39° 34' 24" East, a distance of 2,563.76 feet; thence continue along the North boundary line of the South 3/4 of said Section 20, South 39° 34' 25" East, a distance of 2,638.33 feet to the Northeast corner of the South 3/4 of said Section 20, the same being the Northwest corner of the West 1/2 of the South 3/4 of said Section 21; thence along the North boundary line of the West 1/2 of the South 3/4 of said Section 21, South 39° 14' 17" East, a distance of 1,059.30 feet to the POINT OF BEGINNING; LESS AND EXCEPT Tract 20 of the Port Richey Land Company Subdivision of said Section 20 as shown on the Plat recorded in Plat Book 1, pages 60 and 61 of the Public Records of Pasco County, Florida; ALSO LESS AND EXCEPT Parcels 1, 2, 3, 4, 6, 11, 14, 15, 16, and 17 of Osteen's Unrecorded Subdivision of the Northwest 1/4 of the Northwest 1/4 of the Northeast 1/4 of the Southeast 1/4 and the Northeast 1/4 of the Northeast 1/4 of the Northwest 1/4 of the Southeast 1/4 of said Section 20.

EXHIBIT "B"
SUMMARY OF IMPACTS

APPLICANT: Pines Enterprise, Inc.
P. O. Box 392
Winter Haven, Florida 33880

AUTHORIZED AGENT: David S. Armbruster
Edward D. Stone, Jr. & Associates, P. A.
1517 East Broward Boulevard
Fort Lauderdale, Florida 33301

DATES OF INFORMATION/RECEIPT: Preapplication Conference-June 28, 1982
ADA Submittal-November 16, 1982
Request for Additional Information-
December 16, 1982, March 8, 1983
Receipt of Additional Information-
February 16, 1983, March 25, 1983

TBRPC REVIEW: June 13, 1983

PUBLIC HEARING DATE: July 26, 1983
Hearing Location and Time: Pasco County, 9:00 a.m., City of Port
Richey, 7:00 p.m.

PROJECT LOCATION: City of Port Richey, Pasco County

TYPE OF DEVELOPMENT: Commercial/Residential

DEVELOPMENT PHASING: Construction is expected to begin in 1983
and completion to occur in 1993. The
following is the estimated phasing of
development:

Development Component	Phase I (1983-1985)	Phase II (1986-1988)	Phase III (1989-1991)	Phase IV (1992-1993)	Total All Phases
Total Commercial Use* (Sq. Ft.)	65,000	120,000	144,000	29,000	358,000
Total Residential Dwelling Units	456	662	729	516	2,363

SUMMARY OF IMPACTS

TOTAL DEVELOPMENT AREA: 617.4-Acres

Retail Use: 204,000-Square Feet
Office Use: 154,000-Square Feet
Total Commercial: 358,000-Square Feet

Low Density Residential: 254 Dwelling Units
Medium Density Residential: 684 Dwelling Units
Midrise Density Residential: 1,425 Dwelling Units

Total Residential: 2,363 Dwelling Units

TOTAL PROJECTED POPULATION: 5,500

ESTIMATED PROJECT CONSTRUCTION EXPENDITURES:

Phase I	\$ 41,555,000
Phase II	\$ 62,593,000
Phase III	\$ 56,814,000
Phase IV	\$ 37,398,000
Total	\$198,360,000

ESTIMATED CUMULATIVE AD VALOREM TAX YIELD: \$2,407,100 Annually

WATER SUPPLY:

Estimated Daily Water Requirement at Build-Out

Potable:	600,000 Gallons Per Day
Non-Potable:	34,000 Gallons Per Day
Total:	634,000 Gallons Per Day

EXHIBIT "D"

The following roadway improvements were found to be needed to maintain an L.O.S. C by the time of Salt Springs Run's build-out (approximately 1993). It is not intended that Salt Springs Run be required to construct 100% of these improvements. This list is intended for purposes of calculating Salt Spring Run's proportionate share of roadway improvements. The proportionate share may be used for construction of some of these improvements or toward construction of alternative improvements, which come from the interim transportation improvements plan.

Improve U.S. 19 from Ridge Road north to middle entrance to an eight-lane expressway.

Improve S.R. 52 from the Bypass east to the Pointe West development to six lanes divided.

Improve Ridge Road from U.S. 19 east to the Bypass to four lanes divided.

Construct the south access road west of and parallel to U.S. 19.

Improve U.S. 19 from the middle project entrance road north to S.R. 52 to an eight-lane expressway.

Widen U.S. 19 from Main Street north to Ridge Road to an eight-lane expressway.

Improve Ridge Road from the Bypass east to River Ridge development to four lanes divided.

Improve the Bypass from Moon Lake Road north to Ridge Road to six lanes divided.

Improve the Bypass from Ridge Road north to Embassy Boulevard to four lanes divided.

Improve S.R. 52 from U.S. 19 east to the Bypass (Plaza Drive) to six lanes divided.

All intersection improvements for intersections #2, #3, #5, #7, #8, #10, and #11 as referenced in preceding Table 1 for each specified phase of development.

SEWAGE TREATMENT:

Estimated Average Daily Flows
at Build-Out: 600,000 Gallons Per Day

SOLID WASTE:

Estimated Average Daily
Generation at Build-Out: 15.55 Tons Per Day

ENERGY:

Projected Average Daily
Requirement at Build-Out: 14,457 Kilowatt Hours

PRIMARY TRANSPORTATION NETWORK:

LOCATION	LEVEL OF SERVICE (EXISTING AND CONSTRUCTION FUNDED)	AT BUILD-OUT, LEVEL OF SERVICE	AT BUILD-OUT, DEVELOPMENT TRAFFIC AS % OF EXISTING LEVEL OF SERVICE CAPACITY*	
A. Roadway Links				
1. U. S. 19	D-E	E	2.4 - 11.8	
2. S. R. 52	E	E	6.3 - 9.4	
3. Embassy Blvd.	B	C	16.7	
4. Ridge Road	E	E	7.4 - 15.1	
5. Moon Lake	C	E	0.8	
6. Gunn Highway	B-E	D-E	1.6 - 2.9	
7. By-Pass (Plaza Dr.)	B-C	E	2.6 - 9.3	
U. S. 19				
4 Lanes 6 Lanes				
B. Intersections				
1. U. S. 19/S. R. 52	E	C	E	2.4
2. U. S. 19/Ridge Rd.	E	C	E	15.5
3. S. R. 52/By-Pass	D		E	8.4
4. Embassy/By-Pass	A		E	2.9
5. Ridge Rd./By-Pass	C		E	7.1
6. Moon Lake/By-Pass	A		E	3.0
7. U. S. 19/No. Devel. (No. Mall)	D	B	E	7.1
8. U. S. 19/Embassy	E	D	E	8.6
9. U. S. 19/So. Mall	D	B	E	3.2
10. U. S. 19/Middle Devel.	E	D	E	40.9
11. U. S. 19/So. Devel.	-		E	6.9

* Daily Level of Service C (roadway links), and peak hour Level of Service D (intersections). Only those roadways with development traffic greater than five percent are subject to regional conditions.

EXTERNAL TRIPS AT BUILD-OUT:

TOTAL

13,459 Average daily traffic (24 hour vehicle totals)
1,355 Vehicles peak hour

TRANSIT

0 Average daily transit trips

BUILD-OUT:

1994

TABLE 1
INTERSECTION CONFIGURATIONS NECESSARY
TO MAINTAIN LEVEL OF SERVICE D, PEAK HOUR*

INTERSECTION	APPROACH	EXISTING	EXISTING				
			FUNDED	PHASE I - 1985	PHASE II - 1988	PHASE III - 1991	PHASE IV - 1993
1. U.S. 19/S.R. 52	N	This intersection is not subject to regional conditions because the development					
		S	traffic is less than 5% of the existing and funded peak hour level of Service D capacity.				
			E				
			W				
2. U.S. 19/Ridge Rd.	N	1 Right	1 Right/Thru	1 Right (*R)	1 Right	No Change	No change
		2 Thru	2 Thru	3 Thru	3 Thru	No Change	
		1 Left	1 Left	1 Left	2 Left	No Change	
	S	1 Right	1 Right	No change	1 Right	No Change	No Change
		2 Thru	3 Thru		(4 Thru)		
		1 Left	1 Left		1 Left		
	E	1 Right/Thru	1 Right/Thru	1 Right	1 Right	No Change	No Change
		1 Left	1 Left	1 Thru	2 Thru		
				2 Left	2 Left		
W	1 Right/Thru	1 Right	No Change	1 Right	No Change	No Change	
	1 Left	1 Thru		2 Thru			
		1 Left		1 Left			

INTERSECTION	APPROACH	EXISTING	EXISTING FUNDED					
			PHASE I - 1985	PHASE II - 1988	PHASE III - 1991	PHASE IV - 1993		
3. S.R. 52/Flvay (By-Pass)	N	1 Right/Thru	No Change	No Change	1 Right/Thru (*R)	No Change	1 Right	
		1 Left			1 Thru	2 Left	2 Thru	
	S	1 Right/Thru	No Change	1 Right	1 Right/Thru (*R)	1 Right	1 Right	
		1 Left		1 Thru	1 Left	1 Thru	2 Thru	
	E	1 Right	No Change	1 Right/Thru	1 Right/Thru (*R)	No Change	1 Right	
		1 Thru		1 Thru (*R)	2 Thru		3 Thru (*R)	
	W	1 Right	No Change	1 Right/Thru	1 Right/Thru (*R)	No Change	1 Right	
		1 Thru		1 Thru (*R)	2 Thru		3 Thru (*R)	
	N	This Intersection is not subject to regional conditions because the development						1 Left
		S traffic is less than 5% of the existing and funded peak hour level of Service D capacity.						1 Left
	E							
W								
5. Ridge Rd./By-Pass	N	1 Right	No Change	1 Right/Thru (*R)	1 Right	1 Right	No Change	
		1 Thru		1 Thru	2 Thru	2 Thru		
	S	1 Left		1 Left	1 Left	[2 Left]		
		1 Right/Thru	No Change	1 Right/Thru	No Change	No Change	[1 Right]	
	S	1 Left		1 Thru (*R)			2 Thru	
				1 Left			1 Left	

INTERSECTION	APPROACH	EXISTING	EXISTING FUNDED				
			PHASE I - 1985	PHASE II - 1988	PHASE III - 1991	PHASE IV - 1993	
6. Moon Lake/By-Pass	E	1 Right	No Change	1 Right/Thru (*R)	No Change	1 Right	No Change
		1 Thru		1 Thru		2 Thru	
	1 Left		2 Left		2 Left		
	W	1 Right/Thru	No Change	1 Right/Thru (*R)	No Change	1 Right	No Change
		1 Left		1 Thru		2 Thru	
				1 Left		1 Left	
7. U.S. 19/North Development Entrance (north mall entrance)	N	1 Right	1 Right	No Change	1 Right	No Change	
		2 Thru	3 Thru		4 Thru (*R)		
	1 Left	1 Left		1 Left			
	S	1 Right	1 Right	No Change	1 Right	No Change	
	2 Thru	3 Thru		4 Thru (*R)			
	1 Left	1 Left		1 Left			
E	1 Right/Thru/Left	1 Right/Thru/Left	No Change	No Change	No Change	No Change	
	1 Left						
W	1 Right/Thru	No Change	No Change	No Change	No Change	No Change	
	1 Left						

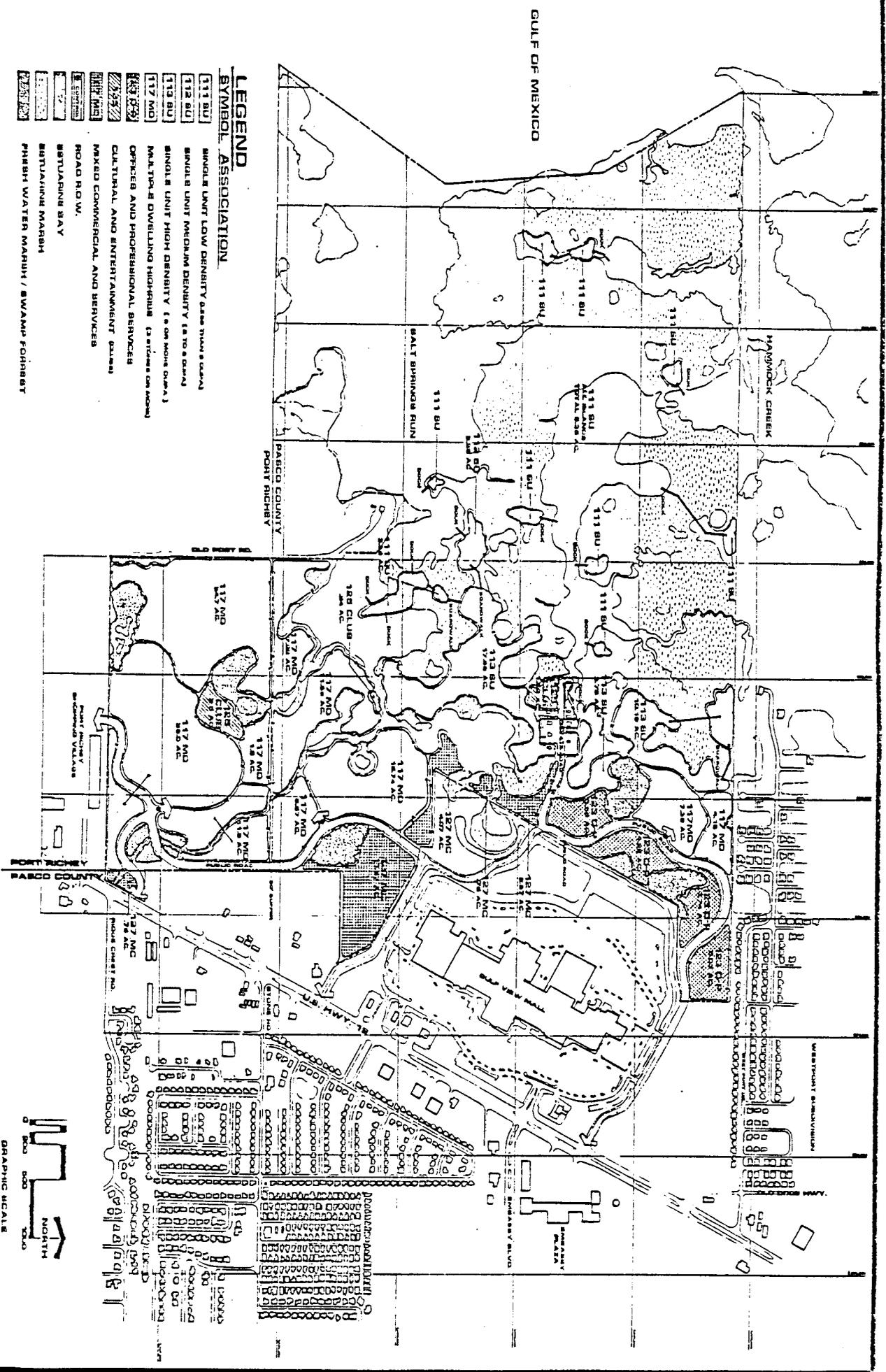
6. Moon Lake/By-Pass This intersection is not subject to regional conditions because the development traffic is less than 5% of the existing and funded peak hour level of Service D capacity.

INTERSECTION	APPROACH	EXISTING		EXISTING FUNDED			
		EXISTING	FUNDED	PHASE I - 1985	PHASE II - 1988	PHASE III - 1991	PHASE IV - 1993
8. U.S. 19/Embassy	N	1 Right	1 Right	No Change	1 Right	No Change	No Change
		2 Thru	3 Thru	No Change	4 Thru (*R)	No Change	No Change
	1 Left	1 Left	No Change	2 Left	No Change	No Change	
	S	1 Right	1 Right	No Change	1 Right	No Change	No Change
		2 Thru	3 Thru	No Change	4 Thru (*R)	No Change	No Change
	2 Left	2 Left	No Change	2 Left	No Change	No Change	
E	1 Right/Thru	No Change	1 Right	No Change	No Change	No Change	
	1 Left	No Change	1 Thru	No Change	No Change	No Change	
			1 Left	1 Left			
9. U.S. 19/South Mall Entrance	N	This intersection is not subject to regional conditions because the development					
		traffic is less than 5% of the existing and funded peak hour level of Service D capacity.					
	S	traffic is less than 5% of the existing and funded peak hour level of Service D capacity.					
		traffic is less than 5% of the existing and funded peak hour level of Service D capacity.					
	E	traffic is less than 5% of the existing and funded peak hour level of Service D capacity.					
	W	traffic is less than 5% of the existing and funded peak hour level of Service D capacity.					
10. U.S. 19/Middle Development Entrance	N	1 Right	1 Right	No Change	1 Right	No Change	No Change
		2 Thru	3 Thru	No Change	4 Thru (*R)	No Change	No Change
	S	2 Thru	3 Thru	No Change	4 Thru (*R)	No Change	No Change
		1 Left	1 Left	No Change	1 Left	No Change	4 Thru 2 Left

INTERSECTION	APPROACH	EXISTING	EXISTING FUNDED				
			PHASE I - 1985	PHASE II - 1988	PHASE III - 1991	PHASE IV - 1993	
11. U.S. 19/South Development Entrance	E	None	None	None	None	None	
	W	1 Right/Thru	No Change	1 Right 1 Left	No Change	No Change	No Change
	N	None	None	1 Right (*R) 3 Thru	1 Right 4 Thru	No Change	No Change
	S	None	None	3 Thru 1 Left	4 Thru 1 Left	No Change	No Change
	E	None	None	None	None	None	None
	W	None	None	1 Right 1 Left	No Change	No Change	No Change

(*R): Not referenced as needed in the ADA Intersection analysis, but required for the improvements referenced as needed in the ADA roadway link analysis.

[] : Not referenced as needed in the ADA.



Salt Springs Run
 Pines Enterprises, Inc.
 Pasco County Florida

EDWARD D. STONE, JR. & ASSOC., P.A.
 PLANNING & LANDSCAPE ARCHITECTS
 DR. JOE EDWINSON
 W. WARD BELLUS, AIA, LLC
 CONSULTING ARCHITECT

LABOU ENGINEERING CO.
 CIVIL, TRAFFIC ENGINEERING
 RESIDENT, HAMMOCK, E. HUCKMAN, INC.
 STEPHEN L. PATRICKMAN
 ARCHITECT

LAND DEVELOPMENT ECONOMICS, INC.
 ECONOMIC CONSULTANTS
 LAVENTHOL & HORWATH
 SCENIC ENGINEERING
 HOWARD J. TRINZ
 MAIN STREET & SALES CONSULTANT

DEVELOPMENT PLAN

