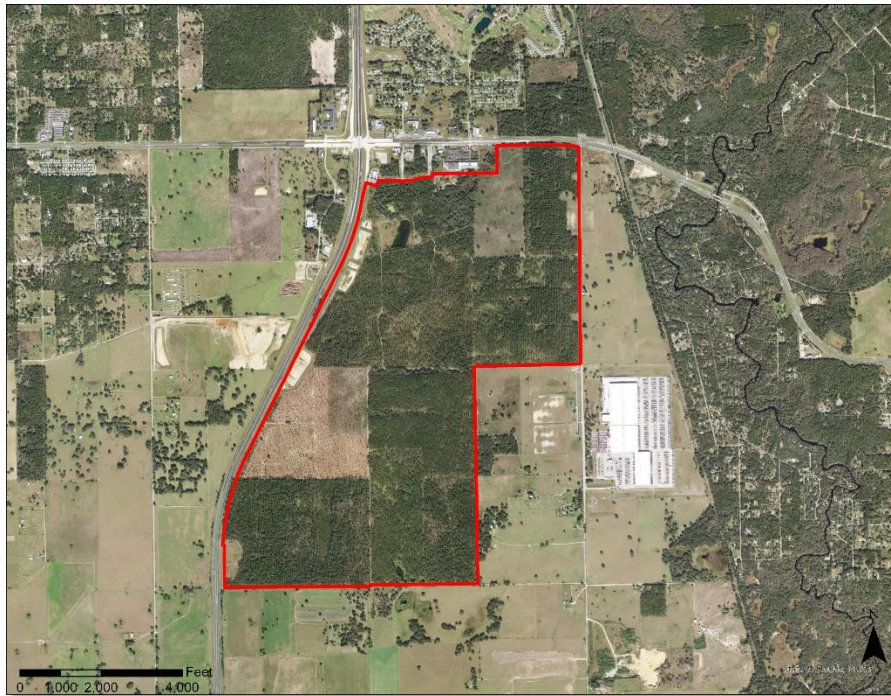


## PROJECT NARRATIVE

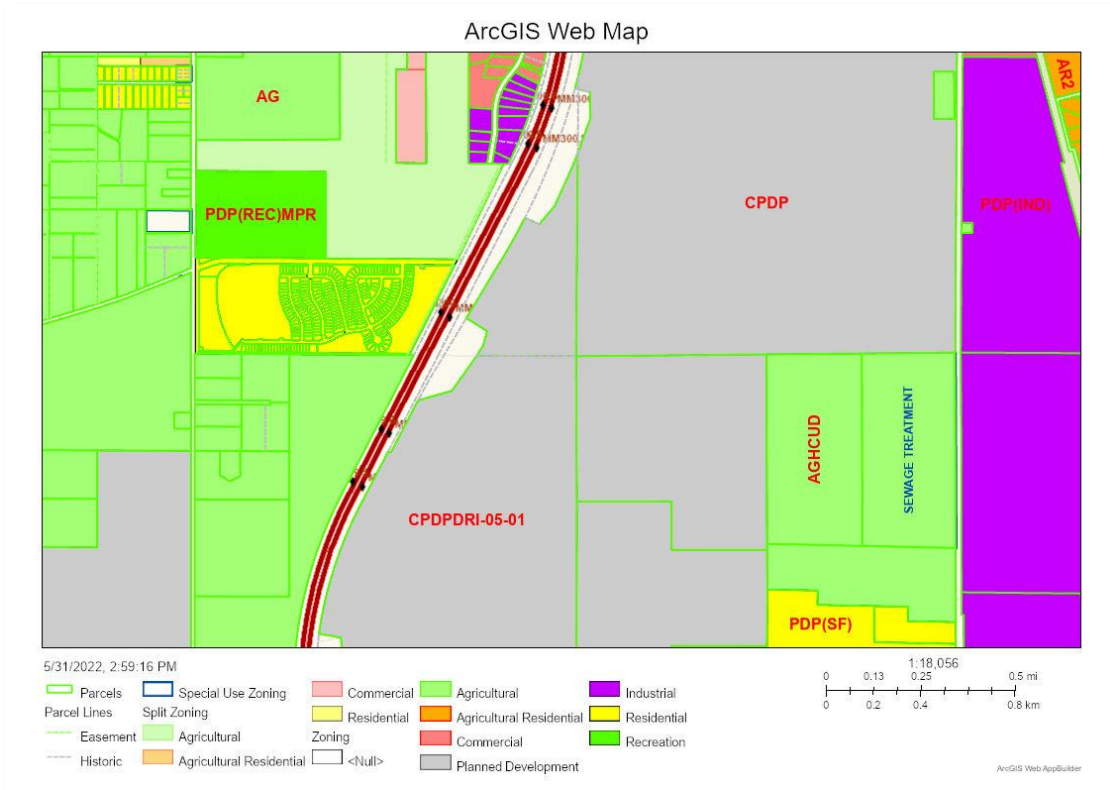
### SUNRISE C-PDP and MASTER PLAN MODIFICATION

PARCEL KEY 394442, 394594, 394530, 394601, 394610 and 838231.

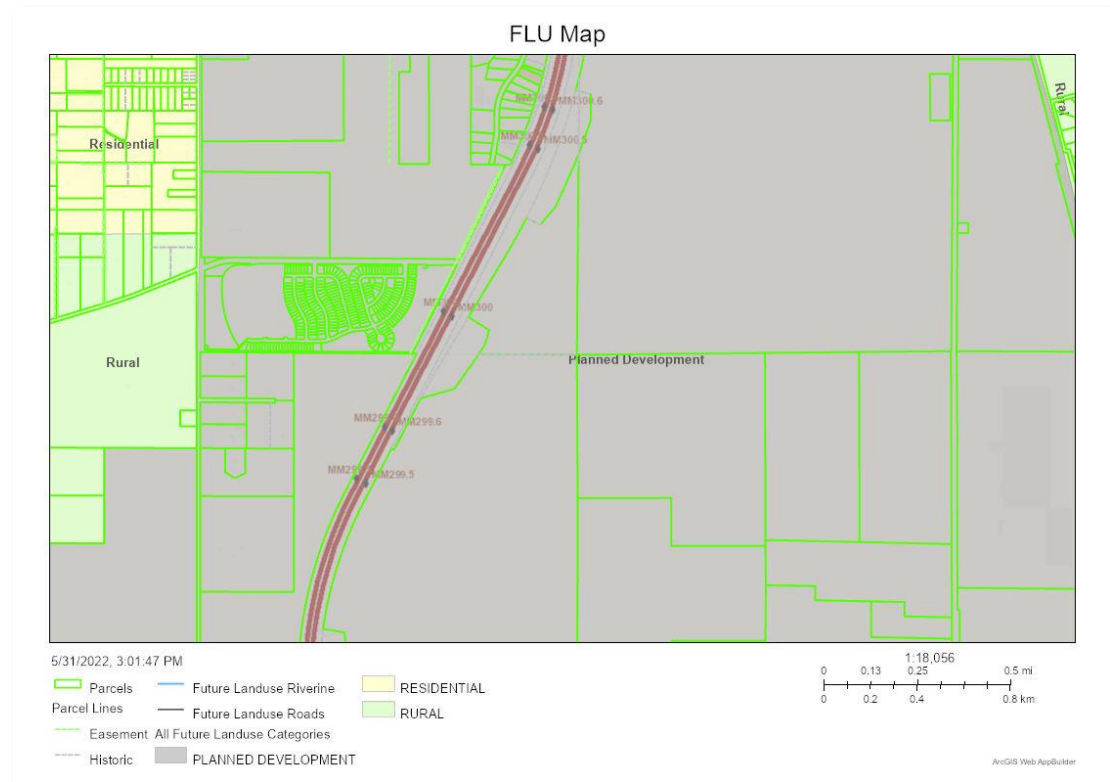


#### General

This Sunrise C-PDP and Master Plan modification is part of the process for the termination of the existing Sunrise DRI and its related Development Order, and adoption of the new Development Agreement. Together the revised C-PDP and Master Plan, and the new Development Agreement, will supersede and replace the prior existing, vested DRI Development Order (DRI DO) and prior C-PDP and Master Plan. The same legal and planning process recently was utilized and successfully completed for Lake Hideaway DRI, as an example. Sunrise C-PDP also will remain subject to the existing I-75/SR 50 PDD Area Plan as more specifically set forth in the Sunrise Development Agreement (Sunrise DA), which has been submitted for review and approval concurrently with this C-PDP and Master Plan Modification.



**Figure 1. Sunrise (Key No. 394442, 394594, 394530, 394601, 394610 and 838231.) Current Zoning Map**



**Figure 2. Sunrise (Key No. 394442, 394594, 394530, 394601, 394610 and 838231.) Current Zoning Map**

	<b><u>PROPERTY DESCRIPTION</u></b>	<b><u>ZONING</u></b>	<b><u>FLU</u></b>
<b>NORTH</b>	6.80 acres owned by JMBA Goup LLP	PDP(GC)	PDD
	12.0 acres owned by 31070 Cortez Blvd Associates	PDP(GC)	PDD
	2.30 acres owned by Jericho Road Ministries Inc	PDP(GC)	PDD
	5.0 acres owned by Mak Family Partnership	AG	PDD
	3.80 acres owned by Racetrac Petroleum Inc	PDP(HC)	PDD
	2.80 acres owned by Cracker Barrel Old Country Store Inc	PDP(GC)	PDD
<b>SOUTH</b>	309.20 acres owned by Jack Melton Family Inc	AR	PDD
	80.60 acres owned by Clark Opal Trustee	AG	PDD
<b>EAST</b>	49.80 acres owned Mak Family Partnership LTD Et AL	AG	PDD
	102.20 acres owned by Pedone Lee K, Ariana Dairy Farm Inc	PDP(SF)	PDD
	80.40 acres owned by Hernando County	Public Facility	PDD
<b>WEST</b>	175	-	-

Sunrise DRI is as an approved, vested, mixed-use project on approximately 1,311.40 acres located in the southeastern quadrant of the Interstate 75 – SR 50 intersection (Sections 5,6,7 & 8, Township 23 South, Range 21 East). The current project area is slightly less than the total area approved under the DRI and existing C-PDP and Master Plan, because certain drainage retention areas have been conveyed to FDOT and Hernando County for adjacent roadway projects pursuant to the DRI DO. The existing, vested Sunrise C-PDP zoning and master plan was approved by the Hernando County Board of County Commissioners on December 10, 2008 (File # H-08-13 – Resolution #2008-236), consistent with the approved Development of Regional Impact (DRI) Development Order and I-75/SR 50 PDD which were concurrently adopted by the Board of County Commissioners on September 12, 2007. The project is presently approved under the DRI DO and the existing C-PDP and Master Plan for the following mix of land uses:

<i>Land Use</i>	<i>Dwellings</i>	<i>Square Feet</i>	<i>Units</i>
<b>MIXED USE AREA</b>			
<i>Multi-Family Residential*</i>	600		
<i>Commercial **, Office, Mini-Warehouse</i>		415,000	
<i>Motel</i>			75
<b>RESIDENTIAL AREA</b>			
<i>Single Family Residential***</i>	4,200		
<i>Community Recreation (Lagoon)*****</i>			
<i>Community Recreation (Golf)</i>		18 Holes	Optional
<b>Total Project</b>	<b>4,800</b>	<b>415,000</b>	<b>75</b>

\* Multi-Family Residential uses may include fee simple units, build-to-rent apartment units and/or senior adult attached housing units, including independent living and/or assisted-living facilities,

\*\* Land uses allowed in the Mixed-Use areas denoted on the Master Plan will include Multi-Family Residential, all C-1 and C-2 Commercial uses, Office Uses and Mini-Warehouse Use. Any government center or other public services building constructed by the County, or any public or charter school(s) within the Project, shall not count against the CPDP entitlements approved for the Project, but shall be in addition thereto.

\*\*\* Single Family Residential may include single family detached homes, single family attached homes; senior adult homes, townhomes, and build-for-rent single-family housing under single ownership (i.e., not separately platted/owned lots).

\*\*\*\* The potential lagoon recreational complex is an optional amenity use at the election of the Residential Area developer; if the lagoon recreational complex is constructed, it may include up to 25,000 sf of supportive commercial retail uses (which are separate and apart from the 415,000 sf of Commercial/Office/Mini-Warehouse uses approved for the Mixed-Use Area on the Master Plan).

Note: Certain land uses may be exchanged on a trip-equivalent basis in accordance with the Land Use Equivalency Matrix (LUEM) approved as Exhibit C to the Development Agreement; provided, however, that as set forth in the LUEM, exchanges from/to residential entitlements and non-residential entitlements shall not be allowed, unless separately approved by the Planning Department at such time.

In connection with the termination of the DRI DO, the Applicant is not seeking to increase any of the previously approved, vested entitlements, which vesting will be carried forward into the Sunrise DA and C-PDP and Master Plan. However, the Applicant has elected not to implement the golf course option which was provided under the prior DRI DO and C-PDP (due to changed market conditions), and instead will implement a revised Master Plan including more diverse, inter-generational housing product options, and a variety of open space and recreational amenities more appropriate for today's market demand.

As now proposed, the Sunrise project is planned to provide housing products to meet the residential needs of a broad demographic range of potential residents. This could include a wide mix of detached single-family homes, villas, townhomes, and both single-family and multifamily rental housing. The products also will be designed to fulfill inter-generational housing options for first-time buyers, young professionals and young families with children, empty nesters, housing to support emerging workforce needs, and age-restricted or age-targeted retirement communities, including both fee-simple for-sale and rental products in each category of housing.

Sunrise will also continue to include the pre-existing, approved commercial and office space to serve the needs of both project residents and the surrounding I-75/SR 50 regional community. The C-PDP master plan, therefore, allows multifamily, commercial, office and hotel uses in a mixed-use area in the northern portion of the C-PDP adjacent to SR 50 and Kettering Road (approximately 1,311.40 acres of mixed-use area), while locating the single-family uses in the central and southern portions of the C-PDP.

As stated above, the single-family portion of the C-PDP will consist of a coordinated residential community, constructed in three or more phases and containing a number of distinct housing "pods." Housing pods will be oriented toward different elements of the market, but all will be coordinated within a diverse community with integrated functional connectivity. Sunrise Parkway, an I-75/SR 50 PDD designated collector roadway running N-S through the project, will provide primary access to all elements of the community from SR 50 to the southernmost housing pods. The Sunrise Parkway corridor will incorporate landscaping, trees, greenspace and a 10 foot side paved multi-purpose pathway. The developer will also be completing the eastern extension of Cracker Crossing Boulevard, which shall serve as the collector/reverse frontage road to serve the Mixed Use phase of the project. Other elements of the transportation network are addressed in the Adequate Access Analysis section, below and a Transportation Impact Study has been prepared and submitted with this application, pursuant to the methodology required by the Hernando County Engineer.

Recreation facilities and opportunities, both active and passive, will be located in each phase and depicted on each conditional plat, meeting neighborhood park requirements as set forth in the Land Development Code. The I-75 Buffer Area and the Oak Hammock Preservation Area shall be counted toward the open space requirements for the Project, and if such areas contain trails or other access, or other passive use facilities for Project residents, also shall count toward the neighborhood park requirements for the Project. Neighborhood parks may be co-located adjacent to the Oak Hammock Preserve or the natural area near the southern boundary, facilitating parking and/or pedestrian access for passive use. Active recreational activities will not be placed in areas designated for buffers and passive open space; however, passive uses such as trails, picnic areas, and educational viewing can be accommodated. The Developer will provide a network of trails, sidewalks, and bicycle/pedestrian facilities to interconnect the Oak Hammock Preservation Area, neighborhood parks, commercial areas, the school site (if utilized), buffers, and conservation areas throughout the Development. A conceptual connectivity plan will be provided with each conditional plat or phase of development. Connectivity may use open/recreation space, upland buffers, and perimeter buffer areas and trails may be designed to be pervious or impervious, as determined appropriate by the site characteristics by the developer. One of the optional recreation amenities being considered is a Lagoon, which is further described in the Project Performance Conditions.

The proposed Sunrise project site had been historically used as ranch land but was largely converted to a planted sand and slash pine tree farm approximately thirty-five years ago. Two previously excavated borrow pits (related to earlier I-75 roadway improvements) are located in the northwest portion of the property. Since the original DRI approval, the Florida Department

of Transportation also acquired additional parcels along the western boundary of Sunrise to retain drainage from the widening of Interstate 75, and an easement for a large stormwater facility in the northern portion of the DRI to support the pending SR 50 construction. The FDOT right-of-way and drainage areas for I-75 have substantially deteriorated the natural condition of the western boundary of the project, from the original DRI approval. Hernando County also has acquired stormwater easements to support its prior improvements to Sunrise Parkway and Cracker Crossing Boulevard in the northern portion of the DRI. Soils on the project site are fast-draining Candler sands and very conducive to development and on-site stormwater management. Site design and engineering will address drainage and the appropriate incorporation of the excavation features found on-site.

Sunrise is consistent with the Hernando County Comprehensive Plan and will not require an amendment to the Plan to accommodate this proposed development. The Comp Plan establishes several “planned development districts” in the County, within which mixed land uses are envisioned. The proposed Sunrise project is located within one of these areas, the Interstate-75/State Road 50 (I-75/SR50) Planned Development District (PDD). The I-75/SR50 PDD was established to provide some guidelines to growth in this “gateway” to Hernando County, particularly in the areas of land use mix, access and aesthetic appeal. Sunrise is consistent with the intent of the I-75/SR 50 PDD in the following ways:

- It provides a master plan for approximately 27% of the PDD area, providing an impetus in the overall planning of the area;
- It establishes a multifaceted residential community in the PDD, a component that is integral to the success of the district;
- The proposed residential and commercial components of Sunrise are well within the percentage ranges for those land uses established within the PDD;
- It is consistent with the commercial/light industrial corridor that has emerged on the east side of Kettering Road;
- It will incorporate criteria for increased landscaping;
- It provides an integrated roadway network within the project, incorporating a community collector road, a reverse frontage road, access to all SR 50 median cuts and a potential future access to undeveloped property to the south; and,
- The project master plan will accommodate pedestrian and bicycle traffic.

Sunrise will have few, if any, impacts to natural resources due to the very limited extent and presence of such resources on the project site. As described previously, the Sunrise project site is former pasture and agricultural land, the predominant portion of which was converted to the current silviculture operation located on the site today. These previous land uses have virtually eliminated most of the natural vegetative communities and habitat areas that would have historically been found on the project site. The two remaining natural vegetative communities and/or habitat areas remaining on the site have been incorporated into the project’s design. To the extent there is existing, native vegetation in the designated wetland buffers, conservation easement areas, and perimeter buffers maintained by the HOA and/or CDD which attract pollinators or provide food, shelter or habitat for wildlife, the native vegetation will

be preserved, to the extent reasonably feasible. A comprehensive wildlife survey will be provided prior to any development occurring on the property.

Since Sunrise's original DRI approval, several major improvements in public infrastructure have taken place. Most significant are the increases in road capacity, with the six-laning of Interstate 75 and ongoing six-laning of State Road 50. The Hernando County Utilities Department has added a potable water well, increased capacity to its Lockhart Road Water Plant and provided additional improvements in its wastewater transmission system. There have also been recent land use approvals for other developments within the I-75/SR 50 PDD, including two residential communities (Trilby Estates, Benton Hills) and two industrial sites (for distribution centers) on the east side of Kettering Road.

A potential school site identified in the I-75/SR 50 facility analysis is still available adjacent to Sunrise C-PDP, the reservation for a potential East County Government Center Site has been maintained, as well as other vested DRI DO provisions and the other aspects of the I-75/SR 50 PDD are carried forward in the new Development Agreement, as applicable to Sunrise C-PDP.

A potential water treatment plant has been located on the zoning master plan and now is included in the new Development Agreement. The DRA's will be adjusted based on the final location of the water treatment plant.

#### OPEN SPACE & BUFFERS

Open space and buffers shall generally meet the minimum requirements of the Code of Ordinances, Hernando County, Florida, and shall generally include the Oak Hammock Preservation Area and the I-75 Buffer Area (as identified in the proposed C-PDP Rezoning and Master Plan), other jurisdictional wetland buffers, neighborhood park sites, vegetated buffers, pedestrian trails that provide for connectivity, and areas of open space preservation. These will ultimately be approved in conjunction with conditional plat, construction plans review and/or site development review.

Northern -SR 50 Frontage Only	20' landscape buffer
Northern – Cracker Crossing Blvd	no buffer required
East - Kettering Road Frontage Only	20' landscape buffer
East – Ridge Manor WWTP	20' natural/enhanced
East – Remaining Boundary	no buffer required
West - I-75 Interstate ROW	40' natural/enhanced
West – Adjacent to FDOT or Project DRA's	20' natural/enhanced
Southern Boundary – North of Dashback Road	15' natural/enhanced

In locations where the natural/enhanced buffers does not have 80% opacity, the buffer shall be enhanced such that 80% opacity can be achieved within three (3) years after planting. If disturbance of a natural area within a buffer is required for adjacent development purposes, then re-planting shall be required such that 80% opacity can be achieved within three (3) years. The Developer shall have the option, at its election, to install a perimeter wall on the development



side of any buffer area, in whole or in part, for any portion thereof. In the event the Developer elects to construct such wall, the natural buffer shall remain on the other side of the wall, but the obligation to enhance the natural buffer to achieve 80% opacity shall not apply to such segment of the buffer area where a perimeter wall is constructed by the Developer.

Perimeter buffers may be used for interconnectivity; however, any Pedestrian paths within perimeter buffers shall consist of natural, permeable materials (no concrete or asphalt).

The Oak Hammock Preserve/Passive Park area identified within the northern Mixed Use Area on the Master Plan, and the Water Preserve/Passive Park area identified in the southern Residential Area on the Master Plan, will be interconnected with the project trails and shall count toward the required open space and neighborhood park acreage. Any other perimeter buffer areas or preservation areas identified on the Master Plan will count as open space but will not count toward the required neighborhood park acreage.

**PERIMETER BUILDING SETBACKS**

From I-75 Interstate ROW	75' residential; 35' non-residential
From I-75 FDOT DRAs	35'
From SR 50	75' residential; 35' non-residential
From Kettering Road	50' residential; 35 non-residential
From Remaining Eastern Boundary	35'
From Southern Boundary/Dashback ROW	35'
From Cracker Crossing Blvd:	35'

**INTERNAL BUILDING SETBACKS**

**Non-Residential:**

- Front (Structure to Parking): 5'
- Front (Structure to Public right-of-way): 0'
- Side (Structure to Structure): 5'
- Side (Structure to Parking): 5'
- Side (Structure to Public right-of-way): 0'
- Rear (Structure to Parking): 5'
- Rear (Structure to Public right of way): 0'
- Maximum Lot Coverage: 100%

**Comments:** When non-residential lots are adjacent to the project perimeter, the perimeter setbacks shall govern setbacks for individual development areas as appropriate.

**Residential (single-family detached lots):**

- Front (Primary Structure): 10' (Deviation from 25')
- Front (Garage Door): 20'
- Side: 5' (Deviation from 10')
- Rear (Primary structure): 15' (Deviation from 20')
- Rear (Accessory structure): 5'
- Minimum Lot size: 4,000 ft<sup>2</sup> (Deviation from 6,000 ft<sup>2</sup>)
- Minimum Lot width: 40' (Deviation from 60')
- Maximum Lot Coverage (Primary Structure): 75%
- Maximum Lot Coverage (Accessory Structure): 15%



**Residential (single-family, zero Lot Line)**

- Front: 10' (Deviation from 25')
- Side (Primary Structure - Internal): 0' (Deviation from 10')
- Side (Primary Structure – External): 10'
- Side (Accessory Structure): 5'
- Building Separation: 10'
- Rear (Primary Structure): 15' (Deviation from 20')
- Rear (Accessory Structure): 5'
- Minimum Lot Size: 3500 ft<sup>2</sup> (Deviation from 6,000 ft<sup>2</sup>)
- Minimum Lot Width: 35' (Deviation from 60)
- Maximum Lot Coverage (Primary Structure): 75%
- Maximum Lot Coverage (Accessory Structure): 15%

**Residential (single-family attached):**

- Front (Primary Structure): 0' (Deviation from 25')
- Front (Garage Door): 20'
- Side (Primary Structure): 0' (Deviation from 10')
- Building Separation: 10'
- Rear: 0' (Deviation from 20')
- Minimum Lot Size: 900 ft<sup>2</sup> (Deviation from 6,000 ft<sup>2</sup>)
- Minimum Lot Width: 15' (Deviation from 60')

**Residential (multi-family building with common parking):**

- Front (Primary Structure): 0' (Deviation from 25')
- Side: 0' (Deviation from 15')
- Rear: 0' (Deviation from 20')
- Garage Door: 20'
- Maximum Lot Coverage: 100% (Primary structure)

**Maximum Building Heights:**

- Non-Residential Height: 65' (deviation from 45')
- Multi-Family Height: 65' (deviation from 45')
- Single Family Attached Height: 45' (deviation from 35')
- Single Family Detached Height: 35'

NOTE: Minimum lot frontage on a curve or cul-de-sac will be as follows: 40' wide SF Lot - 25'; 50' wide SF Lot – 35'; 60' wide SF Lot – 35'; 70' wide Villa Lot – 50'; 60' wide townhome cluster (4 units) – 45'.

Implementation of 40' wide lots within the single-family detached pods shall be limited by, and subject to, satisfaction of the following criteria for such 40' wide lots:

- (i) Monotony Control: Single-family detached homes built-for-sale on 40' lots shall be required to address the following requirements to avoid architectural monotony:
  - (1) A proposed home shall have two different architectural features (as defined below) from the two houses on either side of it that face the same street.
  - (2) A proposed home shall differ in architectural features (as defined below) from the house(s) directly across the street (i.e., the house directly across the street, but not diagonal or those on either side of the house directly across the street).

(ii) Architectural Features: To establish a difference in architectural features between homes of the same model type facing a street or mews, a minimum of two (2) architectural features shall differ on such same models built-for-sale on 40-foot lots. These features may include different: colors, materials (e.g., stucco, siding, brick, stone, etc.), elevations, arrangement of openings such as windows and doors, gables and eaves, dentils, cornices, trim, division of lights within windows, variation of building elevation (i.e., height, recessed planes etc.), porches, porticos, dormers, location of garage (left, right, or rear), ornamental or decorative garage doors, ornaments such as medallions, shutters, etc., and color or material of rooftops (e.g., shingles, tiles, etc.). If different models of homes are adjacent to or across from each other, monotony is avoided. In addition:

- (1) For the rear of homes that back-up to or face a street, the differing appearance shall be accomplished, at a minimum, by the reversal of floor plans or changes in material colors.
- (2) No more than 20% of garages shall protrude more than 8 feet beyond the roof line of each single family detached unit built-for-sale, and each such garage (protruding more than 8 feet beyond the roof line) shall contain decorative garage fronts.

(iii) Streetscape Tree Requirements: Each single family detached home built-for-sale on a 40' lot shall have at least one (1) of its required lot trees on or in front of the lot, which tree(s) may either be a street tree (in the front of the lot) or a lot tree (in the lot front yard).

## PRELIMINARY ENGINEERING REPORT

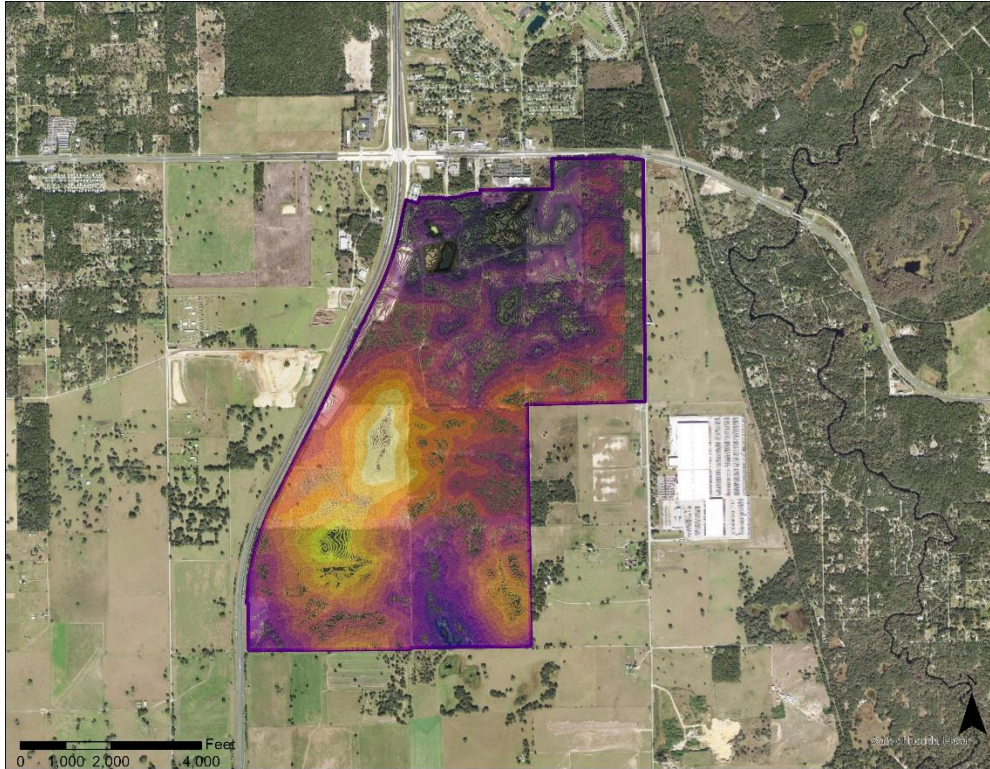


Figure 3. Sunrise (Key No. 394442, 394594, 394530, 394601, 394610 and 838231.) Topo Map

- A. TOPOGRAPHY - The rolling terrain of the property incorporates a number of hills with the highest elevations (up to 170 ft MOL) in the southwest portion of the site. Elevations decrease as you move northward, with the lowest elevation (60 ft MOL) reached in the natural preservation parcel in the Mixed Use area. The project will be designed to complement the topography and minimize site disturbance and erosion by construction phasing, limiting site clearance while maximizing retention of existing vegetation, timely revegetation of cleared areas, and preservation of existing grades and slopes in Development design and construction.

B. **FLOOD PLAIN** – Virtually the entire property is above the 100 year floodplain and contains soils that percolate rapidly. Areas within the site identified within the 100 year floodplain consist of the large dirt pit in the northwest corner of the site, the area depicted for natural preservation in the Mixed Use area, a drainage retention area recently constructed for SR 50 and Sunshine Parkway stormwater and a few minor depressional areas. The Developer will comply with the County’s Flood Damage Prevention and Protection Ordinance, Federal Emergency Management Agency (“FEMA”) regulations and SWFWMD regulations, using the best available data regarding flood plains/flood-prone areas, as authorized by law and accepted by SWFWMD and the County at the time of construction plans approval.

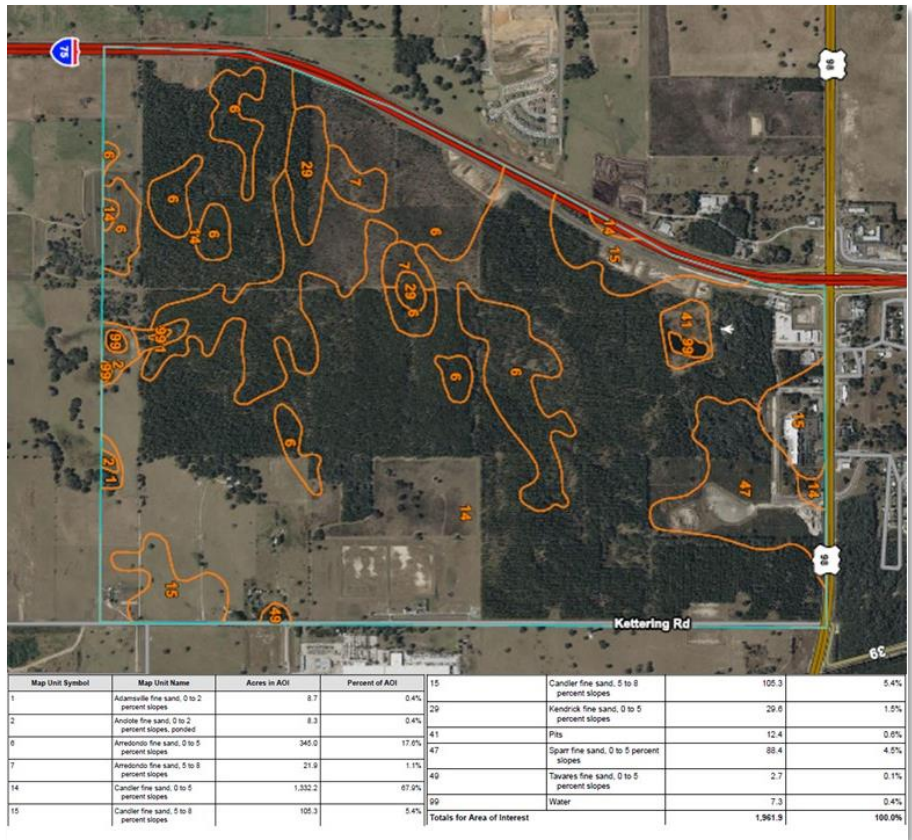


Figure 4. Sunrise (Key No. 394442, 394594, 394530, 394601, 394610 and 838231.) Soils Map

C. **SOILS** – The Sunrise site is located on the eastern edge of the Brooksville Ridge, an area characterized by rolling sandhills and closed basin drainage. Soil associations within the Sunrise site include the Candler-Tavares-Paola and Arrendondo-Sparr-Kendrick associations. The great majority of soils found on site are moderately to excessively well drained sand soils. These soils are very conducive to development and to the efficient functioning of drainage retention areas. A geotechnical report prepared by a Florida Registered Geotechnical Professional Engineer will be provided for review by the County Engineer at the time of construction plans review to identify and recommend best management practices (BMPs) and professionally recognized engineering that address

the identification of unsuitable soils, if present. Soil borings will be used to verify that suitable soil cover is maintained between each DRA bottom and any subsurface limestone rock strata, limestone pinnacles, or potential karst connections, consistent with applicable regulatory criteria.

- D. VEGETATION – Approximately 35 years ago, most of the improved pastures associated with this project were converted into pine plantations that are currently dominated by slash pine and sand pine. Within the pine plantation matrix is a small remnant area that supports sandhill vegetation, dominated by live oak and turkey oak. An oak hammock is located in the northern portion of the site. Two small wetland areas are located in the preservation area along the southern boundary of the property. The Developer will protect wetland areas through a combination of BMPs; SWFWMD and FDEP Environmental Resource Program (ERP) permitting criteria; compliance with the rules and regulations of the U.S. Environmental Protection Agency (EPA) and compliance with NPDES regulations.
  
- E. DRAINAGE – The Sunrise site is characterized by rolling hills, permeable soils and closed-basin drainage. Current drainage on the site occurs within and between the individual basins that comprise the site. No surface streams or other natural conveyance features provide discharge from the project site. The drainage system will be designed and constructed to retain stormwater on site in accordance with the Environmental Resource Permitting (ERP) regulations of SWFWMD. The Developer shall develop a grading plan that utilizes the pre-development topography to the maximum extent reasonably feasible. The grading plan will be provided to the County at the time of, and in connection with, each conditional plat, or functional equivalent, application.

#### LIST OF PLANNED PUBLIC IMPROVEMENTS

On site wastewater pump stations, force mains and water lines will be constructed by the owner/developer and dedicated to the County in accordance with the Sunrise Development Water and Sewer Service Agreement, along with the dedication of necessary easements and tracts.

#### STATEMENT OF DEVELOPER'S INTENT WITH RESPECT TO CONSTRUCTION OF IMPROVEMENTS PRIOR TO RECORDING SUBDIVISION PLAT OR BONDING INSTRUMENTS

Public improvements will be constructed or bonded prior to final platting.

#### DEVELOPMENT SCHEDULE

Development is anticipated to begin in 2024

#### ADEQUATE ACCESS ANALYSIS

The surrounding highway network consists of Interstate 75 and State Road 50, both

operating at very good levels of service due to recent improvements by the Florida Department of Transportation. Kettering Road, which bounds the property to the east is also operating at a very good level of service and is planned for eventual expansion to four lanes (by others) with anticipated industrial and residential development within the SR 50/I-75 PDD. The developer will provide any required right-of-way for any portion of Kettering Road contiguous with and adjacent to Sunrise's eastern boundary, with any such additional right-of-way for Kettering Road being deemed compensable the owner as an external project requirement (by others).

The developer will construct Sunrise Parkway, an I-75/SR 50 PDD designated collector roadway running N-S through the project, which will provide primary access to all elements of the community from SR 50 to the southern MPUD boundary, in phases as project development occurs. The right-of-way will extend from S.R. 50 south to the southernmost boundary of Sunrise. The Sunrise Parkway right-of-way is not Compensable Right-of-Way pursuant to the I-75/SR 50 PDD Area Plan, as it is an internal project requirement. In addition, no Roads Impact Fee credits will be provided for construction of Sunrise Parkway, as it is a site-related transportation requirement.

The developer will also provide right-of-way and construct the extension of Cracker Crossing Boulevard, a parallel collector road to SR 50, from its existing terminus at Sunrise Parkway, eastward to its intersection with Kettering Road. The Cracker Crossing Extension right-of-way is not Compensable Right-of-Way pursuant to the I-75 SR 50 PDD Area Plan, as it is an internal project requirement. The Cracker Crossing extension also shall be constructed by the developer without any Roads Impact Fee credits as it is a site-related transportation requirement; however, as a result the Cracker Crossing Extension shall be deemed to satisfy the County's Frontage Road Ordinance and Facility Design Guidelines, as applicable to the portion of the Development's mixed-use area.

A second E-W collector road from Sunrise Parkway to Kettering Road may (at the option of the Developer) be located at the identified potential school site (generally as shown on the proposed Zoning Master Plan) or at the southern boundary of Sunrise (Dashback Street). If located at Dashback, the future road construction will be the responsibility of others, with the Sunrise developer providing a non-compensable right of way, pursuant to the PDD Area Plan as confirmed in the Development Agreement. If located as shown on the Zoning Master Plan, construction of the roadway to the school site boundary will be the responsibility of the Sunrise developer, as an internal project improvement.

#### DEVELOPMENT OF REGIONAL IMPACT STATEMENT IF REQUIRED

The existing DRI is being terminated as part of this zoning and Development Agreement process.

#### WATER SUPPLY AND SEWAGE DISPOSAL PLANS



The Developer will enter into a Water and Sewer Service Agreement with the Hernando County Utilities Department (HCUD) pursuant to standard terms and conditions applicable within Hernando County; provided, however, that the service commitment shall be consistent with the Sunrise Development Agreement. On site wastewater pump stations, force mains and water lines will be constructed by the owner/developer and dedicated to the County in accordance with the Water and Sewer Service Agreement, along with the dedication of necessary easements and tracts.

Phasing schedule for projected delivery of occupied residential units and non-residential square footage anticipated on an annual basis for a 5-year forecast period.

360/ yr. for first 5 years, starting 2025 (first occupied homes)

	360	360	360	360	360
Lot Size	50	50	50	50	50
Total FF	18,000	18,000	18,000	18,000	18,000
Product	-	-	-	-	-
Design Start	1/31/2024	1/31/2025	1/31/2026	1/31/2027	1/31/2028
Const. Start	4/30/2024	4/30/2025	4/30/2026	4/30/2027	4/30/2028
Lot Delivery	4/30/2025	4/30/2026	4/30/2027	4/30/2028	4/30/2029

REQUESTED DEVIATIONS



**Residential (single-family detached lots):**

- Front (Primary Structure): 10' (Deviation from 25')
- Side: 5' (Deviation from 10')
- Rear (Primary structure): 15' (Deviation from 20')
- Minimum Lot size: 4,000 ft<sup>2</sup> (Deviation from 6,000 ft<sup>2</sup>)
- Minimum Lot width: 40' (Deviation from 60')

**Residential (single-family, zero Lot Line)**

- Front: 10' (Deviation from 25')
- Side (Primary Structure - Internal): 0' (Deviation from 10')
- Rear (Primary Structure): 15' (Deviation from 20')
- Minimum Lot Size: 3500 ft<sup>2</sup> (Deviation from 6,000 ft<sup>2</sup>)
- Minimum Lot Width: 35' (Deviation from 60')

**Residential (single-family attached):**

- Front (Primary Structure): 0' (Deviation from 25')
- Side (Primary Structure): 0' (Deviation from 10')
- Rear: 0' (Deviation from 20')
- Minimum Lot Size: 900 ft<sup>2</sup> (Deviation from 6,000 ft<sup>2</sup>)
- Minimum Lot Width: 15' (Deviation from 60')

**Residential (multi-family building with common parking):**

- Front (Primary Structure): 0' (Deviation from 25')
- Side: 0' (Deviation from 15')
- Rear: 0' (Deviation from 20')

**Maximum Building Heights:**

- Non-Residential Height: 65' (deviation from 45')
- Multi-Family Height: 65' (deviation from 45')
- Single Family Attached Height: 45' (deviation from 35')

The Developer(s) are requesting the ability to incorporate a diverse mixture of residential and non-residential land uses to meet market demand and require the deviations above to achieve that. The deviation dimensions requested are consistent with development of similar land uses in other jurisdictions.”