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Michelle Miller

MAR 26 2025

HERNANDO COUNTY DEVELOPMENT SERVICES
ZONING DIVISION

From: Cyndi Tarapani <c.tarapani@tarapaniplanning.com>
Sent: Wednesday, March 26, 2025 12:43 PM
To: Michelle Miller
Cc: Omar DePablo; Danielle Nigro; KayMarie Griffith; Barbara Zellmer; Greg Stannard; Scott Stannard, P.E. (Scott.Stannard@gmcnetwork.com); Lam, Shelby; Bill Oliver, P.E.
Subject: Re: Maple Crossing
Attachments: Maple Crossing Narrative Revised 3-26-25.pdf; Maple Crossing Master Plan Rev 3-26-25.pdf; Oliver Ltr Trip Gen 3-11-25.pdf; Oliver Ltr Exhibit 3-11-25.pdf

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Michelle,

Thanks again for reaching out on the Maple Crossing project and I look forward to working with you on this Rezoning application. As requested, I am sending you the Revised Narrative and Revised Master Plan for Maple Crossing as the first two attachments to this email. On March 12, 2025, I submitted very similar documents to Omar; however, after submittal, we discovered a couple of typos and have fixed those in the attached documents. .

I thought it might be helpful to give you some background/ history on the Rezoning case which is shown below.

August 1, 2024- Initial Submittal

November 4, 2024- Original Planning Commission hearing date- case continued to December 9

November 22, 2024- Resubmittal to revise buffer where adjacent to FDOT Pond No other changes to Master Plan

December 9, 2024- Planning Commission Hearing- recommendation for approval without any changes to the conditions

January 28, 2025- Original Board of County Commissioners' Hearing. Due to questions and comments from BCC, the Applicant requested a continuance to address the questions. The BCC continued the case to March 25, 2025.

March 12, 2025- Resubmittal of Master Plan and Narrative by Applicant to address BCC comments. Significant changes include reduction in number of units, change to larger townhouse style, and revisions to provide 4 parking spaces on each townhouse lot, where only 2 spaces are required.

March 25, 2025- Second BCC Hearing- case is not advertised on the Agenda so BCC continued the case to May 6, 2025 with new notice to be provided. Since the County erred by not including case on the Agenda, Mr. Rogers confirmed to me that the County would pay for the readvertising and place the case first on the new BCC hearing.

The Applicant has made significant changes to the project to address the comments and concerns raised by the Board at their January hearing. These changes are reflected on the attached Narrative and Master Plan and include the following items:

1. A significant reduction in the number of townhouse units from the original 245 units to the proposed 215 units.
2. A related reduction in density from the original 6.1 units/ acre to the proposed 5.4 units/ acre.
3. An improvement in the type and size of the proposed townhouse unit from the original 24' wide townhouse with a one-car garage to a 28' wide townhouse with a two-car garage. In addition, each townhouse will have a two-car driveway for a total of 4 parking spaces for each townhouse. We will present the new townhouse elevations at the public hearing.
4. Deletion of the request for a variance to the State Road 50 setback. The revised Master Plan now meets the 125' setback along State Road 50 as well as meeting all other setbacks. Therefore, there are only 2 deviations requested: to the lot size and to the internal front yard setback. A justification for each of these deviations is included in the Narrative.
5. Agreement to build a sidewalk on the west side of Emerson Road from the development's Emerson Road entrance to the vehicular driveway entrance to Moton Elementary School. We agreed to this condition at the January 28, 2025 BCC hearing

There were three additional issues that the BCC requested us to research. We have investigated each of these issues and plan to present our findings at the BCC hearing.

The first issue is School Capacity. We have also talked with the School Board staff and determined that there is capacity for the project for both the elementary and middle schools. With regard to the high school, the School Board is considering changes to their work program on April 8, 2025 and the staff indicates that if these changes are approved, there will be capacity for the high school also.

The second issue is to confirm whether there is a flood zone elevation requirement on this site. Scott Stannard, the project engineer has confirmed that there is no elevation requirement for this site and he will discuss this issue at the May hearing.

The third issue is the BCC's request to compare the trip generation of this project to the uses previously approved in the mixed use PDP. Bill Oliver, the project's traffic engineer has done that analysis and will present the findings at the May hearing. In summary of his analysis, the proposed project generates less trips or comparable trips as the previously approved mixed use project. Please note that the previous approval had multiple options of the allowable mixed uses, and all of these options were evaluated by Mr. Oliver. Mr. Oliver's trip generation analysis was sent to County Engineer Scott Herring on March 18 and I am attaching it for your files as the third and fourth attachments to this email.

I think it would be helpful to have a conference call with you after you have reviewed all of this information. Could we set a time to talk sometime during the week of April 7? Of course, if you have questions about the project before then, please do not hesitate to call or email me and we will respond promptly.

Thank you for your assistance and look forward to talking with you.

Cyndi

On Tue, Mar 25, 2025 at 9:57 AM Michelle Miller <MLMiller@co.hernando.fl.us> wrote:

Hi Cyndi,

I just recently returned to planning last month and am excited to jump back in and assist our partners. I am following up on Maple Crossing; can you please forward me the documentation that you provided that revised the master plan and narrative? I will be reviewing and working on a revised staff report and recommendation for the BOCC meeting.

Thank you,

Michelle



Michelle L. Miller, M.S. | Planner III

Hernando County Development Services Department

1653 Blaise Drive, Brooksville, FL 34601

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Website: <http://www.hernandocounty.us>

“Believe in yourselves. Dream. Try. Do Good.” – Mr. Feeny

--
Cyndi Tarapani
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128 E. Tarpon Avenue
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Phone 727-642-2030
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**MAPLE CROSSING REZONING APPLICATION
PLANNED DEVELOPMENT NARRATIVE**

Presented to:

**Hernando County
1653 Blaise Drive
Brooksville, Florida 34601**

RECEIVED

MAR 26 2025

**HERNANDO COUNTY DEVELOPMENT SERVICES
ZONING DIVISION**

Prepared for:

**NVR, INC.
1409 Tech Boulevard, Suite 202
Tampa, Florida 33619**

Prepared by:

**Cynthia Tarapani, Owner
Tarapani Planning Strategies
Land Use Planning Expert
128 E. Tarpon Avenue
Tarpon Springs, Florida 34689
Telephone 727-642-2030
c.tarapani@tarapaniplanning.com**

**August 6, 2024
Revised November 8, 2024
Revised November 22, 2024
Revised March 12, 2025**

**MAPLE CROSSING REZONING APPLICATION
PLANNED DEVELOPMENT NARRATIVE**

TABLE OF CONTENTS

	Page
I. INTRODUCTION	1
II. PROJECT PROPOSAL & SITE CHARACTERISTICS	1-3
III. ENVIRONMENTAL CONSIDERATIONS	4
IV. SITE PLAN DISCUSSION	4-8
V. IMPACTS TO PUBLIC FACILITIES	8-9
VI. WATER & SEWER SERVICES	9

**MAPLE CROSSING REZONING APPLICATION
LIST OF SUBMITTAL DOCUMENTS**

A. Application Signed by Property Owners

B. List of Parcel's Key Numbers (Legal Description)

C. Proof of Ownership

Deed for Banc Development Ltd.- OR Book 3249, Page 1620

Deed for Emerson Capital Group- OR Book 3063, Page 1353

D. List of Experts for Public Hearings

E. Property Appraiser's List and Map of Adjacent Property Owners

F. Maple Crossing PD Master Plan

G. Maple Crossing Land Development Traffic Assessment

H. Preliminary Protected Species Surveys

I. Application Fee

Check from NVR Ryan Homes in the amount of \$1,281.40 payable to
Hernando County

J. Cultural Resources Assessment Survey (submitted on November 8, 2024)

I. INTRODUCTION

NVR, Inc., the Applicant, is the Contract Purchaser of an approximate 40.18 acre property located at the southwest quadrant of State Road 50 and Emerson Road in Hernando County. The property is composed of seven parcels owned by two different owners: Banc Development Ltd. and Emerson Capital Group. This Rezoning Application is submitted to revise the type of allowable development from Commercial to Multifamily, revise the site's zoning from PDP-C to PDP-MF, and revise the previously approved Master Plan to allow the proposed development of a maximum of 215 townhouses.

II. PROJECT PROPOSAL & SITE CHARACTERISTICS

The Rezoning Site is currently vacant and it is proposed for a townhouse development with a maximum total of 215 townhouses, developed in a range of two (2) to eight (8) townhouse units per building. There is no commercial development proposed for the site. Each townhouse will be 28 feet wide, contain a two-car garage and a two-car driveway for a total of 4 parking spaces for each townhouse. In addition, although not required by Hernando County's *LDC*, the community will include on-street guest parking in various locations throughout the site.

There is a wetland system that bifurcates the site that begins in the southwest corner of the property, continues diagonally through the site to the northeast, and then continues off-site connecting with the FDOT pond located at the southwest corner of SR 50 and Emerson Road. Based on the wetland survey, the size of the wetlands are a total of 1.64 acres, the size of the uplands is 38.54 acres, for a total site size of 40.18 acres.

There are two access points proposed for the development: one entrance on Emerson Road on the east side of the site, and one entrance on Oxley Road on the west side of the site. Both access points will be treed boulevard entrances in compliance with Hernando County regulations. There is no access proposed to State Road 50/ Cortez Boulevard for the development. The Applicant proposes to connect the two sections of the property with an internal road that crosses the wetlands in the southwest section of the site. The specific location where the road crosses the wetlands is subject to design and permitting. Therefore, the project will comply with the County's policy requiring two access points for a residential development with more than 50 residential units.

It should be noted that the project entrance on Oxley Road will be located close proximity to and approximately 250 feet south of State Road 50 to minimize project traffic on Oxley Road.

Within the development, the local roads are proposed to be public roads that comply with the County's development standards. The site will be designed with a stormwater management system that complies with the regulations of both Hernando County and SWFWMD. The development will contain neighborhood parks that comply with the County's

requirements regarding the acreage and the parks will be located in locations convenient to the residents of both the East and West Parcels

The total size of the project and proposed density is shown in **Table 1** below.

Table 1
Maple Crossing
Project Size and Proposed Density

Site	Size in acres
Uplands	38.54 ac
Wetlands	1.64 ac
TOTAL SITE SIZE	40.18 acres
Proposed Development	215 Townhouse Units
Gross Density (on Total Site)	215 units on 40.18 acre= 5.4 u/ ac
Net Density (on Uplands Only)	215 units on 38.54 acres = 5.6 u/ ac

Proposed Deviations from LDC

For the Maple Crossing development, the Applicant requests two deviations from the *Land Development Code* as described below.

1. Reduce the minimum lot size from 4,500 square feet to 3,080 square feet.

The County's R -3 Zoning District establishes lot sizes for multifamily residential units, and as calculated, would require a 4,500 square foot lot for each townhouse. The Applicant requests a minimum lot size of 3,080 square feet for each townhouse.

Each townhouse lot is designed with a width of 28' and a depth of 110' which results in the proposed lot size of 3,080 square feet. It should be noted that this lot size is very typical for townhouse development to reflect the land actually sold to the individual townhouse owner. It should be noted that this minimum lot size does not operate to allow additional density since the maximum development in the proposed project is limited to 215 residential units. Additionally, the development will comply with the County's requirements for Neighborhood Parks and Open Space.

2. Reduce the interior front yard setback for the townhouse units from 25' to 20'.

The County's required setback is 25' for the front yard of residential developments. The Applicant requests a front yard setback of 20' between the townhouse building and the internal local road for the following reasons.

First, this front yard setback will be visible only to residents of the development and will not impact the view of the project from external boundaries. Secondly, the reduced front yard setback results in a driveway length that is adequate for the lengths of typical cars and trucks. Typical car lengths range from 14' for a compact car, 16' for a midsize car, 17' for a full-size car, and 16'-19' for typical truck sizes. The driveway at each townhouse unit will have a depth of 20' within the townhouse lot and a depth of 22.5' to the closest edge of the sidewalk. Therefore, if the proposed front yard setback is approved, cars parking in the driveway will not interfere with pedestrians on the sidewalk.

With the proposed 20' front setback, there will be adequate space in the driveway for typical cars and trucks without blocking the sidewalk. Therefore, the requested reduced setback will not impair the function of the local roads or the sidewalks.

III. ENVIRONMENTAL CONSIDERATIONS

A Preliminary Protected Species Survey has been prepared by Universal Engineering Sciences for each side of the development and they are attached as **Submittal Document H**. Based on review of available data and a field inspection, the attached Surveys confirm that no Protected Species were identified on the project property. In summary, other than the wetland system that traverses the site, at this time, there are no known environmental considerations on the site.

The site is located in Flood Zones A and X. Since these Flood Zones do not require that habitable buildings be elevated, this site will not be required to elevate the townhouses.

IV. SITE PLAN DISCUSSION

As mentioned above there is a wetland system that bifurcates the site that begins in the southwest corner of the property, continues diagonally through the site to the northeast, and then continues off-site connecting with the FDOT pond located at the southwest corner of SR 50 and Emerson Road. Based on the wetland survey, the size of the wetlands are a total of 1.64 acres and the project will include the appropriate wetland buffers, consistent with SWFWMD regulations.

There are two access points proposed for the development: one entrance on Emerson Road on the east side of the site, and one entrance on Oxley Road on the west side of the site. Both access points will be treed boulevard entrances in compliance with Hernando County regulations. There is no access proposed to State Road 50/ Cortez Boulevard for the development. The Applicant proposes to connect the two sections of the property with an internal road that crosses the wetlands in the southwest section of the site. Therefore, the project will comply with the County's policy requiring two access points for a residential development with more than 50 residential units.

The project entrance on Oxley Road will be located in close proximity to and approximately 250 feet south of State Road 50 to minimize project traffic on Oxley Road. It should be noted that this proposed entrance is north of the northernmost home's driveway on Oxley Road and therefore, the project traffic will turn into the townhouse neighborhood before this residential driveway and will not need to travel past the existing homes to enter and exit the townhouse development.

Sidewalks

The development will be constructed with sidewalks on all of the project's interior roads. The internal road that connects the two portions of the site will also have a sidewalk to provide pedestrian access between the two sections of the site. The Developer has also agreed to construct a sidewalk on the west side of Emerson Road from the townhouse project entrance to the driveway entrance to Moton Elementary School to provide a safe and convenient pedestrian walkway for students who live in the community.

Guest Parking

Although not required by Hernando County regulations, the development proposes additional on-street parking to be available for guests and located conveniently throughout the East and West Parcels. The final number of spaces and specific location of the guest parking spaces will be determined during engineering design and submitted to the County for review.

Compatibility, Setbacks & Buffers

The site is located at the intersection of two major roads: State Road 50 and Emerson Road, and also has frontage on Oxley Road, a third local road. The site's shape and dimensions are suitable for a townhouse development with appropriate community amenities. The site is also well insulated from any surrounding properties and is not expected to create negative impacts to the surrounding properties based on the following proposed setbacks and buffers. It should be noted that all of the proposed setbacks and buffers are shown on the Master Plan and are described in this section. Additionally, the required and provided building setbacks are described in **Table 2** below. There will be a 25' buffer from all wetlands as required by SWFWMD, and as illustrated on the Master Plan.

North: The north boundary of the development is State Road 50, a State- maintained arterial currently constructed as a four-lane divided roadway. Along the north property boundary, the project proposes a 125' building setback from the property line to the townhouse buildings and a 45' buffer. Both the proposed building setback and buffer meet and exceed the County's requirements.

South: To the south of the site is a public school, Moton Elementary School. The activities on the school property in the proximity of the new townhouses are employee parking and a stormwater pond. Further south on the school property, there are sports courts and open play fields. Along the project's southern boundary, the Master Plan proposes a 45' building setback from the property line to the townhouse buildings and a 15' buffer, in compliance with the County's requirements.

East: Emerson Road is adjacent to the eastern property line of the site and to the southeast of the site is a private school, Hernando Christian Academy. There will be one entrance to the development from Emerson Road which will be a treed boulevard entrance with open space/ landscaping on both sides of the entrance. To the north and south of the open space at the project entrance along the balance of Emerson Road, a buffer of 35' is proposed. The project proposes to comply with the required 35' building setback along Emerson Road.

Portions of the East and West Parcels border the FDOT stormwater pond, and therefore, limited buffering is needed in these areas. Within the East Parcel and along the three internal property lines adjacent to the off-site pond, a 5' buffer is proposed. Specifically, this 5' buffer is proposed within the East Parcel along both north boundaries and also along the east boundary.

Within the West Parcel and on its east boundary adjacent to the FDOT stormwater pond, the proposed buffer is 15' for the upland portion of that boundary. A significant portion of this boundary is occupied by wetlands and the required 25' wetland buffer will be observed in this area.

West: Oxley Road is adjacent to the western boundary of the site. The approved Cone & Graham townhouse project is located at the immediate southwest corner of Oxley Road and SR 50 and west of this proposed Rezoning site. Single family homes are developed to the south of the approved Cone & Graham townhouse development on the west side of Oxley Road.

The project proposes to minimize the traffic impacts on Oxley Road by locating only one access point on this road and locating it in close proximity to State Road 50. It should be noted that this proposed entrance is north of the northernmost home's driveway on Oxley Road and therefore, the project traffic will turn into the development before this residential driveway and will not need to travel past the existing homes to enter and exit the townhouse development.

The proposed external setbacks and buffers are proposed to minimize impacts of the proposed development with surrounding land uses. The West boundary is the only property boundary that is in proximity to existing residential uses. Therefore, the project has proposed a large setback of 45' on the West boundary along Oxley Road and a 20' buffer along this roadway. Further, there is only one entrance to the development on Oxley Road and this entrance will also be developed as a treed entrance. All of these site features are designed to form an appropriate buffer between these two residential uses.

Table 2
Maple Crossing
Summary of External Project Setbacks

Property Boundary	Required Setback	Provided Setback
North	125' along State Road 50 20' along FDOT Parcel	125' along State Road 50 30' along FDOT Parcel
South	20'	45'
East	20' in West Parcel 35' in East Parcel along Emerson Road'	30' in West Parcel adjacent to FDOT Pond 35' in East Parcel along Emerson Road
West	35' along Oxley Road	45' along Oxley Road

The dimensional requirements for the townhouse units are shown on the Master Plan and also in **Table 3** below.

Table 3
Maple Crossing
Summary of Townhouse Dimensional Standards

Standard	Amount
Lot Size	3,080 sq. ft. *
Lot Width	28'
Lot Depth	110'
Setbacks	Front: 20' * Rear: See External Project Setbacks Side: N.A.
Building Coverage	35% (As calculated for the overall project site)

* Deviation requested and described in **Section II**.

Cultural Resources Assessment Survey

A Cultural Resource Assessment Survey was conducted by a well-qualified firm, Archaeological Consultants, Inc., for the Maple Crossing site. The Survey is included in this resubmittal.

The Survey included both background research and field work on the site to determine and locate any cultural resources within the site boundary. The results of the Survey indicate that there are no previously recorded historic resources or archaeological sites within the project boundary and no new resources were identified as a result of the field work. Additionally, there are no archaeological sites or historic resources on the site that are listed, determined eligible, or appear to be potentially eligible for listing in the National Register of Historic Places, and therefore, the project will not affect historic properties.

V. IMPACTS TO PUBLIC FACILITIES

Transportation

The Applicant has submitted a Traffic Assessment along with this Rezoning Application to confirm that the project will not reduce the Level of Service on the road network and to identify the improvements appropriate for the project. The Land Development Traffic Assessment was prepared by W.E. Oliver, P.E., LLC dated July 12, 2024 and attached as **Submittal Document G**.

The results of the Traffic Assessment are summarized on Page 11 of the report and as follows:

1. The Level of Service Analysis for Year 2030 “indicates good conditions” that meet the County’s adopted standards.
2. An east-to-south bound right turn lane on State Road 50 at Oxley Road is recommended.
3. Improvement of Oxley Road from State Road 50 south to West Parcel entrance is recommended to improve this section of Oxley Road to the County standards.

For more details, please refer to the full Traffic Assessment contained in this submittal.

Stormwater Management/ Drainage

The new development will be required to treat its stormwater on the site in accordance with the regulations of Hernando County and SWFWMD. The Master Plan shows the conceptual location of the stormwater management ponds that will serve the project.

Water and Sewer Utilities

See analysis in **Section VI** below.

Neighborhood Parks

The proposed development will meet and exceed the County's requirement for neighborhood parks by providing parks in locations convenient to residents of both Parcels. The final sizes and locations of the neighborhood parks will be determined during final engineering design and submitted to the County for review.

Public School Facilities

The project will be subject to and will comply with the County's Concurrency Evaluation and the Educational Facilities Impact Fees for each townhouse.

Summary

Based on the analysis in this **Section V**, adequate public facilities will be available to serve the project.

VI. WATER & SEWER SERVICES

Although the proposed development is located within the jurisdiction of Hernando County, it is located within the utility service area for the City of Brooksville. The City of Brooksville is evaluating their sewer capacity and taking steps to expand capacity through a potential agreement with Hernando County and with a major expansion to the sewer treatment plant. The Applicant is aware of this ongoing capacity evaluation and will coordinate with the City of Brooksville to obtain sewer service. Central water service will also be provided through the City of Brooksville and there are no capacity issues relating to that service.

March 11, 2025

Mr. Scott K. Stannard, P.E., Vice-President
Goodwyn Mills Cawood, LLC
21764 State Rd 54
Lutz, FL 33549

RECEIVED

MAR 26 2025

HERNANDO COUNTY DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
ZONING DIVISION

Subject: Comparison of Maple Crossing Trips with Prior Approval

Dear Mr. Stannard,

In response to question raised by the Hernando County Board of Commissioners regarding the number of trip-ends generated by the current proposal versus the site's previous approval, I provide the following.

The proposal currently under consideration has been changed slightly from that discussed in the January 28th public hearing – the number of proposed dwellings has been reduced from 245 units to 215 units. The associated traffic generation is estimated as 1,588 daily, 106 a.m. peak hour, and 125 p.m. peak hour trip-ends, as denoted in the traffic-generation estimate outlined in green in Attachment A.

Information regarding the previous approval was gathered from a site development plan prepared by Hamilton Engineering, dated March 14, 2008 (Attachment B). This site plan identifies four "parcels". Parcels 1 and 2 are approved for 180 multi-family units. Parcel 3 may be developed with 42 multi-family units or 24,000 s.f. of Assisted Living, Nursing Home, or Office-Professional uses. Parcel 4 may be developed with 36,000 s.f. of Assisted Living, Nursing Home, or Office-Professional uses. Thus, several options of trip-end generation are additionally provided in the Attachment A table.

The least intense previous approval scenario would be to maximize the Assisted Living Facility use on parcels 3 and 4, and develop 180 multi-family units on parcels 1 and 2. This scenario is outlined in blue in Attachment A. This previous approval scenario is estimated to generate 1,481 daily, 101 a.m. peak hour, and 127 p.m. peak hour trip-ends. The proposed development plan's trip-ends are comparable to this scenario.

The most intense previous approval scenario would be to develop parcels 3 and 4 with 60,000 s.f. of medical/dental offices, with 180 multi-family units on parcels 1 and 2, and is outlined in red in Attachment A. This previous approval scenario is estimated to generate 3,699 daily, 231 a.m. peak hour, and 387 p.m. peak hour trip-ends. This level of development would generate more than twice the trip-ends as the currently-proposed development plan.

Mr. Scott K. Stannard

March 11, 2025

Page 2 of 2

Based on this information, the proposed development plan generates comparable or less trips, not more trips, than the previous approval would permit. Should you have any questions regarding these observations, please contact me.

Very Truly Yours,

W.E. Oliver, P.E., LLC

A handwritten signature in black ink that reads "Wm E Oliver". The signature is written in a cursive, flowing style.

William E. Oliver, P.E.

President

Attachments: Graphics

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Attachment A
Traffic Generation Estimates

Land Use	ITE Code	Qty	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Trip Rate	Trip-Ends	Trip Rate	Total	In	Out	Trip Rate	Total	In	Out
Proposed Use:												
Single-Family Attached	215	215 d.u.	7.39	1,588	0.49	106	33	73	0.58	125	71	54
Prior Approved Uses:												
Multi-Family Low-Rise (1-3 story)	220	222 d.u.	6.75	1,498	0.41	92	22	70	0.52	116	73	43
Assisted Living	254	36 ksf	4.19	151	0.38	14	10	3	0.48	17	6	12
			Totals:	1,649		105				133		
Multi-Family Low-Rise (1-3 story)	220	222 d.u.	6.75	1,498	0.41	92	22	70	0.52	116	73	43
Nursing Home	620	36 ksf	6.8	243	0.35	13	10	3	0.57	20	8	12
			Totals:	1,741		104				136		
Multi-Family Low-Rise (1-3 story)	220	222 d.u.	6.75	1,498	0.41	92	22	70	0.52	116	73	43
Office-Urban/Suburban, >10ksf	710	36 ksf	13.3	477	1.93	70	61	8	1.98	71	12	59
			Totals:	1,975		161				187		
Multi-Family Low-Rise (1-3 story)	220	222 d.u.	6.75	1,498	0.41	92	22	70	0.52	116	73	43
Medical/Dental Office	720	36 ksf	39.97	1,439	2.67	96	76	20	4.79	172	52	121
			Totals:	2,937		188				288		
Multi-Family Low-Rise (1-3 story)	220	180 d.u.	6.83	1,229	0.44	79	19	60	0.54	98	62	36
Assisted Living	254	60 ksf	4.19	251	0.38	23	17	6	0.48	29	9	20
			Totals:	1,481		101				127		
Multi-Family Low-Rise (1-3 story)	220	180 d.u.	6.83	1,229	0.44	79	19	60	0.54	98	62	36
Nursing Home	620	60 ksf	6.3	376	0.33	20	15	5	0.55	33	13	19
			Totals:	1,605		98				131		
Multi-Family Low-Rise (1-3 story)	220	180 d.u.	6.83	1,229	0.44	79	19	60	0.54	98	62	36
Office-Urban/Suburban, >10ksf	710	60 ksf	12.4	744	1.80	108	95	13	1.81	109	18	90
			Totals:	1,973		187				207		
Multi-Family Low-Rise (1-3 story)	220	180 d.u.	6.83	1,229	0.44	79	19	60	0.54	98	62	36
Medical/Dental Office	720	60 ksf	41.17	2,470	2.54	152	120	32	4.82	289	87	202
			Totals:	3,699		231				387		
Multi-Family Low-Rise (1-3 story)	220	180 d.u.	6.83	1,229	0.44	79	19	60	0.54	98	62	36
Assisted Living	254	36 ksf	4.19	151	0.38	14	10	3	0.48	17	6	12
Office-Urban/Suburban, >10ksf	710	24 ksf	14.0	335	2.04	49	43	6	2.12	51	9	42
			Totals:	1,715		141				166		
Multi-Family Low-Rise (1-3 story)	220	180 d.u.	6.83	1,229	0.44	79	19	60	0.54	98	62	36
Assisted Living	254	36 ksf	4.19	151	0.38	14	10	3	0.48	17	6	12
Medical/Dental Office	720	24 ksf	38.47	923	2.78	67	53	14	4.75	114	34	80
			Totals:	2,303		159				229		

Source: Institute of Transportation Engineers, Trip Generation 11th Edition, 2022.

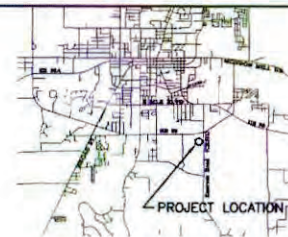
C:\WEO-PE\Projects\137.02-GMC-Emerson Oaks\3. Analysis\TrpGen.xlsx

LAND USE - 6.00 AC. SITE		
LAND USE	AREA	INTENSITY
MULTIFAMILY	2.32 AC.	84 UNITS
RECREATION/OPEN SPACE	1.24 AC.	
WETLANDS	1.77 AC.	
TOTAL	5.33 AC.	84 MULTIFAMILY UNITS

LAND USE - 0.13 AC. SITE		
LAND USE	AREA	INTENSITY
RIGHT OF WAY	0.02 AC.	
MULTIFAMILY	0.08 AC.	84 UNITS
RECREATION/OPEN SPACE	1.35 AC.	
WETLANDS	1.12 AC.	
TOTAL	2.57 AC.	84 MULTIFAMILY UNITS

PARKING TABLE	
6.00 AC. SITE	
PARKING REQUIRED	1.5 SPACES/1 BR & 2 BR 1,500 UNITS = 172 SPACES 5 PER 1000 SF X 1400 SF = 8 SPACES
PARKING PROVIDED	130 SPACES (INCL. H/C) 8 H/C SPACES
0.13 AC. SITE	
PARKING REQUIRED	1.5 SPACES/1 BR & 2 BR 2.0 SPACES/300 1,500 UNITS = 84 SPACES 2.0/40 UNITS = 80 SPACES 5 PER 1000 SF X 1400 SF = 8
PARKING PROVIDED	172 SPACES (INCL. H/C) 14 H/C SPACES

Requested Modification to Approved Uses for PDP#026-422-19-0000-0100-0030						
Phase	Parcel	Area	Approved Uses	Density	Units per Acre	Intensity
1.00	1.00	9.13	Multifamily	10.5	96.00	n/a
2.00	2.00	5.00	Multifamily	16.8	84.00	n/a
3.00	3.00	2.80	Multifamily or OP & ALF/Nursing Home	15.0	42	24,000
	4.00	6.52	OP use plus ALF/Nursing Home	n/a	n/a	36,000
Totals		23.45		9.5	222	60,000
Land						0.15
Water						0.00
Other						0.00



LOCATION MAP

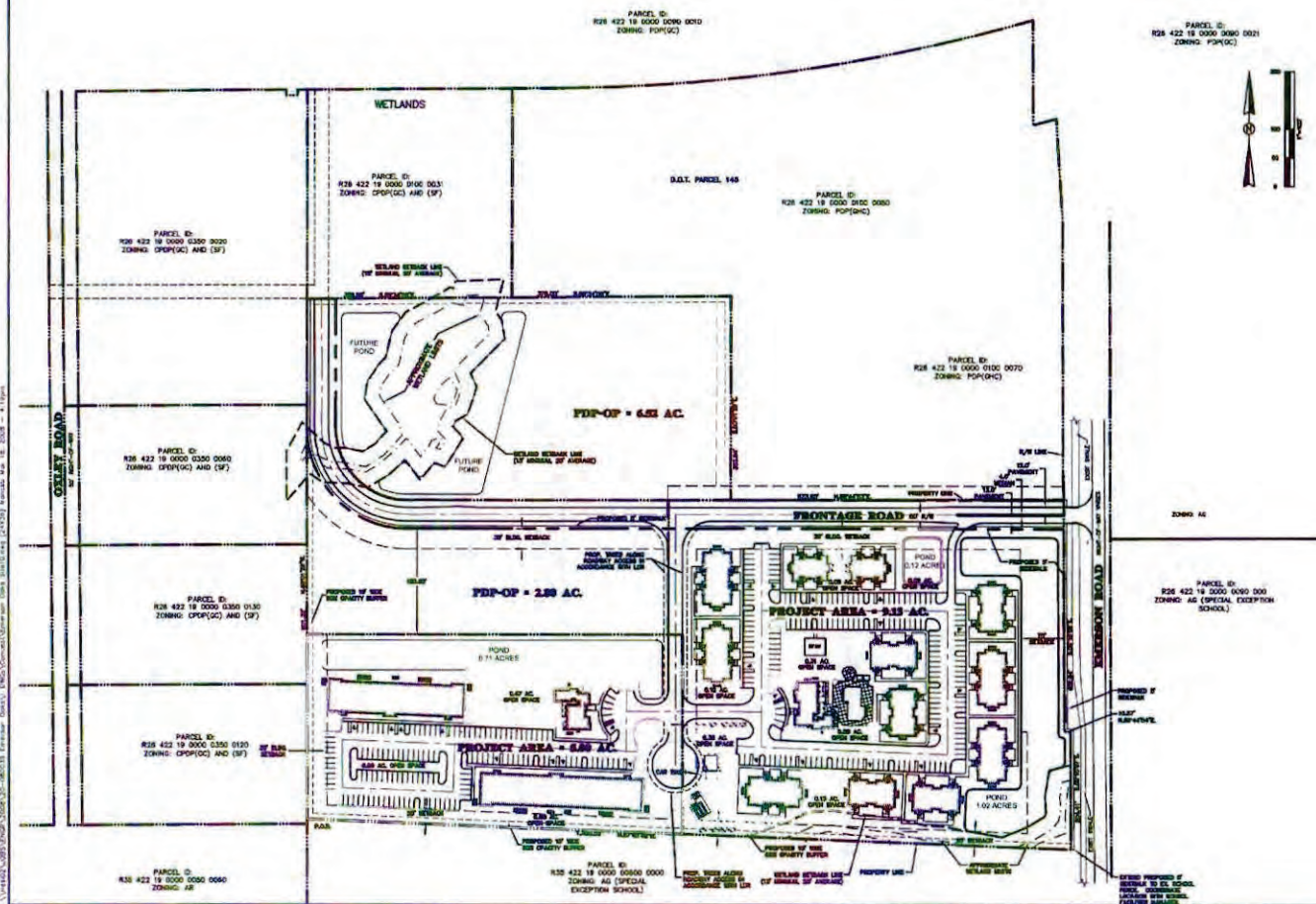
HAMILTON
ENGINEERING & SURVEYING, INC.
TEL: 407-766-1111
FAX: 407-766-1112
11800 N. W. 11th Ave., Suite 100
Miami, FL 33150

APPROVED MASTER PLAN
BCC HEARING DATE: 4/19/00
COMMENTS:
See PD 91
for specific
conditions
VERIFIED BY: (signature)

SITE DATA
APPLICANT: THE HANNA GROUP OF FLORIDA, INC.
100 VILLAGE BOULEVARD, SUITE 300
WEST PALM BEACH, FLORIDA 33409
PARCEL AREA = APPROX 23.45 ± ACRES
LOCATED IN SECTION 28, TOWNSHIP 22S, RANGE 19E,
HERNANDO COUNTY, FLORIDA
CURRENT ZONING: POP (M)
FUTURE LAND USE MAP DESIGNATION: COMMERCIAL
FLOOD INSURANCE MAP (FIRM)
COMMUNITY PANEL NO. 1120110 0190 8 EFFECTIVE
APRIL 17, 1994, ZONE "C"
PERMETER BUILDING SETBACKS:
NORTH PROPERTY LINE: 30'
EAST PROPERTY LINE: 75'
WEST PROPERTY LINE: 30'
SOUTH PROPERTY LINE: 25'
FRONTAGE ROAD: 30'

- NOTES:**
- THIS DRAWING IS A PLANNING DOCUMENT AND IS NOT TO BE CONSIDERED A FINAL DESIGN OR CONSTRUCTION RECORDS.
 - DRAINAGE FINAL CONFIGURATION FUNCTION AND EASEMENT TYPE AND LOCATION SHALL BE DETERMINED WITH FINAL DESIGN AND SHOWN ON CONSTRUCTION PLANS AND FINAL PLAN.

Received
MAY 13 2000
Hernando County
Planning Department



MASTER PLAN

EMERSON OAKS
EMERSON ROAD
HERNANDO COUNTY

Attachment B

NO.	DATE	REVISION
1		
2		
3		
4		
5		
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