

CHAPTER IV

WILD HERON WAY CORRIDOR MANAGEMENT

LAKE POWELL RESIDENTIAL GOLF
COMMUNITY DEVELOPMENT DISTRICT (CDD)
BAY COUNTY, FLORIDA
REVISION NOVEMBER 2003

OVERVIEW

Wild Heron Way is a CDD roadway that serves as an entry statement to the Wild Heron development and provides safe and efficient conveyance of vehicles from US Highway 98 to Wild Heron, including additional future development along its routing. Due to Wild Heron Way's (WHW) dual purpose, corridor management must meet a higher standard than general-purpose public roadways.

Wild Heron Way from US Highway 98 northward to the entrance of Wild Heron is classified as a special purpose "minor arterial" based on current and anticipated growth and traffic volume. It is the intent of the CDD to establish and apply corridor management measures to assure that reasonable and safe connection points and uses are evaluated and implemented without adverse impacts to current and future users.

All proposed connections, construction or uses of the Wild Heron Way ROW requires application to the CDD. Following evaluation of the application, the CDD Engineer shall make a recommendation to the CDD Board of Supervisors (BOS) regarding the proposed activities. The CDD BOS will approve, approve with conditions, deny or return for additional evaluation all applications submitted to the BOS by the CDD Engineer. A pre-application meeting between the applicant and the CDD Engineer is strongly recommended.

The applicant/permittee shall assume all responsibilities, liabilities, and costs associated with their proposed access connection and/or use.

A drawing exhibit is attached identifying the Wild Heron corridor and its treatment zones.

- **Treatment Zone 1** shall have a minimum Level-Of-Service "C" (LOS "C")
- **Treatment Zones 2, 3 & 4** shall have a minimum Level-Of-Service "B" (LOS "B")
 - With respect to Zones 1,2,3 and 4 should an applicant request an access connection(s), where the level-of-service is below the minimum specified, roadway improvements (i.e., turn lanes, signalization, etc.) and additional or alternate ingress/egress routings may be required to upgrade the LOS. The Board of Supervisors shall have the sole authority to determine whether an application meets the minimum level-of-service test. All traffic evaluations must take into account build-out of anticipated development conditions at Wild Heron, Zone 3, and Zone 4.

VEHICULAR ACCESS MANAGEMENT

Vehicular access connections will be limited to the following:

- **Zone 1** – This zone includes all improvements south of FDOT ROW and all CDD improvements along Wild Heron Way (100' ROW) to Bridge R1. It is anticipated that a traffic signal will be required at U.S. 98 as traffic volume increases. All access connections proposed within this zone **shall not** rely solely upon Wild Heron Way for ingress/egress, therefore connections proposed to Wild Heron Way within this zone shall also provide for additional ingress/egress routings.
- **Zone 2** – This zone includes Bridge R1 and approximately 850 linear feet of Wild Heron Way (60' ROW). Due to the horizontal curvature of Wild Heron Way within this zone, any proposed access connections must address safety (line-of-sight, clear zone, etc.) concerns as well as the LOS requirements.
- **Zone 3** – This zone consists of approximately 1,900 linear feet of Wild Heron Way (60' ROW) fronting the Gainous parcels. Based on the single-family dwelling development plan provided by the Gainous', there are four existing driveway connections to serve the Gainous properties on the north and seven on the south side of Wild Heron Way. No additional access connections are allowed for the single-family development, however, should the density change, reduction of access connections may be required to achieve **LOS "B"**. No additional access connections are allowed.
- **Zone 4** – This zone consists of approximately 3,000 linear feet of Wild Heron Way (100' ROW). Alternate locations or revisions shall require CDD review and approval. This zone includes two - 20 foot wide natural vegetative buffers along the outboard sides of the 100' ROW.

All connections shall meet line-of-sight, visibility triangle, and clear zone safety standards. Signalization, turn lanes, etc., shall be based upon FDOT warrant standards except as deemed a safety improvement by the CDD. Review and evaluation of proposed connections shall consider FDOT, Bay County, and other reference material as well as CDD concerns and conditions.

Inter-governmental coordination (CDD, FDOT, Bay County, PCB, etc.) and approval of any non-CDD agencies are required **prior to** CDD approval. A **Notice of Intent to Issue (NOI)** may be authorized by the BOS with final approval contingent on meeting all conditions as presented to the CDD and all other regulatory approvals/permits issued.

RIGHT-OF-WAY USE

All proposed utilities shall be underground with no vertical obstructions within the roadway clear zone. Construction details for directional boring and jack and bore are attached. Location, alignments, and spacing of underground utilities should be coordinated with the CDD Engineer with the goal of placing all additional utilities along the outboard limits of the ROW. It should be noted that the water, sewer, electric, gas and IT utilities within zones 1 – 4 are not the property of the CDD and therefore coordination and authorizations must be obtained from the utility providers prior to CDD approval. With the exception of cased

crossings, all utilities must be located outboard of existing or proposed pavement along Wild Heron Way.

Any proposed signage, hardscape or landscaping, within the Wild Heron ROW shall meet minimum clear zone and line of sight requirements. All applications shall also be reviewed by the Wild Heron Architectural Review Board and receive their comments prior to being submitted to the CDD BOS for final determination.

Stormwater runoff generated within or proposed to enter the Wild Heron ROW shall be attenuated based on a 100-year critical storm event and one-inch (1") retention (modified rational method). Prior to stormwater entering WHW, it shall be treated to meet FDEP OFW criteria.

O & M ASSESSMENTS

The Applicant, its successors and assigns, shall make regular contributions to the operations, maintenance, repair and replacement of the roadway (the "Roadway Contributions"), in such amounts as the CDD may set annually in the exercise of its reasonable discretion.

The amount of the Roadway Contributions will be based on the judgment of the CDD considering the total impact of vehicles over the life of the roadway, considering the anticipated level of development of the relevant parcel (which may be modified based upon actual traffic contribution to Wild Heron Way). For simplicity, the CDD may base its determination of impact for commercial uses using standard ITE trip generation data for the specific use and its equivalent axle loading (EAL), and may treat all dwelling units as having identical impacts.

The applicant may assign its obligation to make Roadway Contributions to a homeowners association or similar entity, provided that the association has the authority to assess all landowners within the relevant area, and recorded covenants provide that the association has an obligation to make the Roadway Assessment. Such provision shall name the CDD as an intended third-party beneficiary.

In addition to the regular Roadway Contributions, the applicant must agree to pay a special contribution associated with construction impacts set at the discretion of the CDD.
Fees

The applicant is responsible for all **fees and rates** associated with their proposed connection and uses. Access Management application fee is \$4,500 and a ROW Use application fee is \$3,000, and are not refundable. All traffic studies that may be required by the CDD shall be undertaken by a CDD-selected consultant and paid for by the applicant.