TIMING AND PHASING METHODOLOGY

Meeting Date: 4/2/25
Draft Submitted: 4/2/25
Final Approved:

Project Name: Mitras Property
T&P Number: T&P-2025-00032
SSRRA Number: SSRRA-2025-00084
Zoning Action: Rezone to R-4

Timing & Phasing Analysis

1) Exemption Status:
   a. The property is currently zoned AR.
   b. The Developer proposes to rezone the property to R-4 with a deed restriction to 85 Single Family Homes.
   c. The applicant has elected not to have the County complete this analysis. As a result, all hearing dates have been waived.

2) Site Parameters:
   a. *Description of Land Uses* – Developer proposes to rezone the property to R-4 with a deed restriction to 85 Single Family Homes.
   b. *Buildout Schedule and Phasing* – The buildout year for the project is to be 2028.
   c. *Interim Uses Generating Traffic* – N/A

3) Study Area:
   a. The study area will include SR 52 from Shady Hills Road to US 41. In addition the following intersections will be analyzed:
      - SR 52 and Shady Hills Road
      - US 41 and SR 52

4) Traffic Counts:
   a. Traffic counts shall be conducted within one (1) year from the date of the methodology meeting and shall occur during the PM peak hour (4:00 to 6:00)

5) Trip Generation:
   a. For the purpose of the analysis, the trip generation will be based on the Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition, 2021.

6) Background Growth Procedure:
   a. The background traffic to be utilized in the analysis will be calculated as follows:
      i. PM peak hour turning movement counts will be conducted at the intersections within the study network.
      ii. The existing counts will be adjusted to peak season based on the FDOT Seasonal Adjustment Factors.
      iii. The peak season volumes will be adjusted to the build out year based on a 2% per year growth rate.

7) Distribution and Assignment:
   a. The distribution of the project traffic will be based on the percentages shown in Figure 1.

8) Analysis:
   a. FDOT Generalized Capacities, Artplan and/or SYNCHRO will be used to complete the Timing & Phasing portion of the analysis.
   b. Existing G/C ratios will be based on the Pasco County/DOT timing sheets.
   c. The improvements required to meet the adopted level of service identified in the comprehensive plan for the purpose of CIP development for each roadway within the study network will be identified for informational purposes only.

The current version of Transportation Analysis Guidelines will be based for parameters not specifically mentioned here.

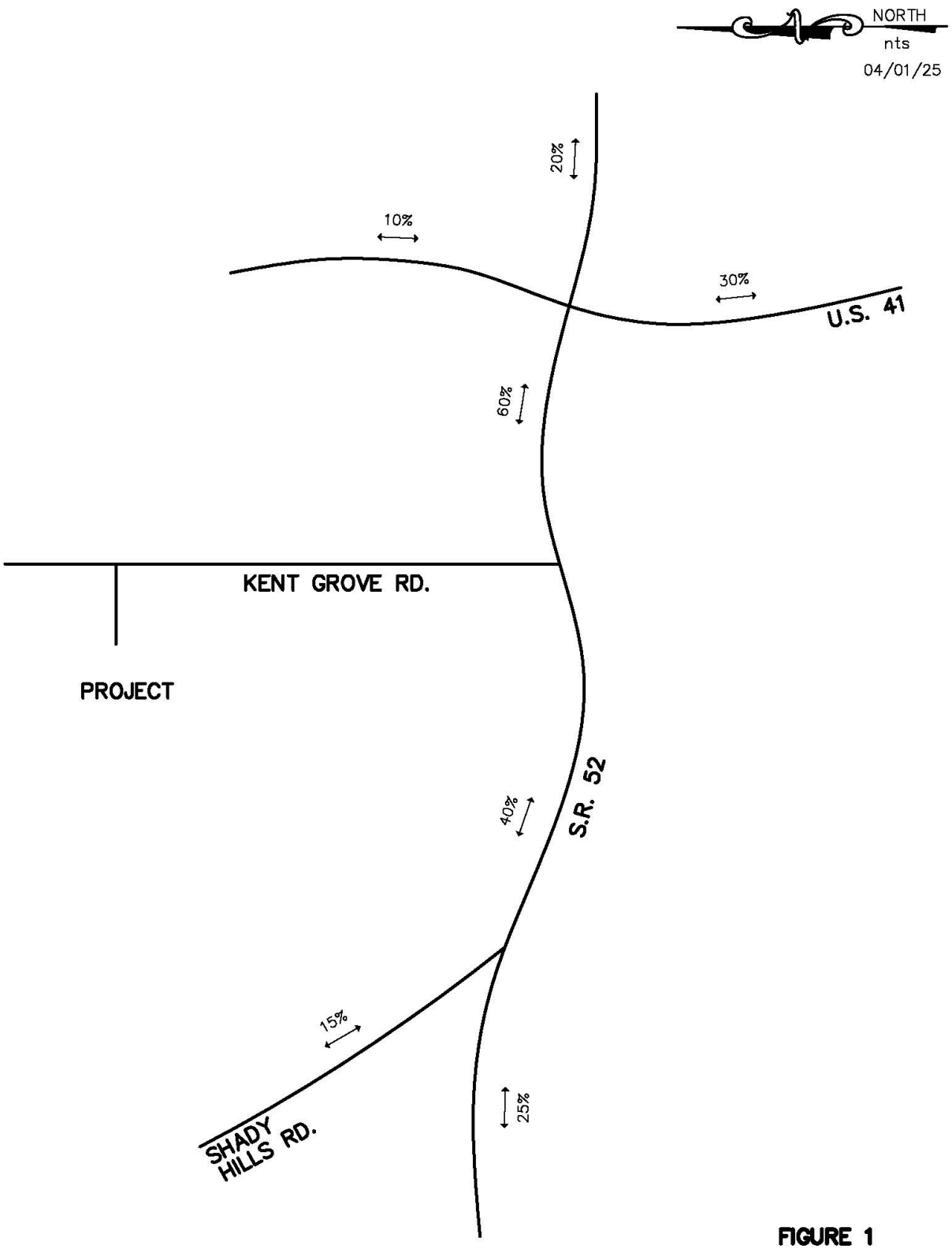


FIGURE 1
PROJECT TRAFFIC DISTRIBUTION