

Memo

To: Planning Board
From: Doug Kneupper, City Engineer
CC:
Date: July 13, 2021
Re: Central Park South (Meritage Homes), Master Plan **Revision**

Background: This project will be on approximately 110-acres of undeveloped land that is generally west of Century Blvd., south of the GCWA canal, and across from Lone Trail Village subdivision. The entire tract is currently zoned single-family residential. The project will provide 50' wide lots, which is the City's minimum. The developer is not contemplating any Municipal Utility District creation or annexation for this tract which would require consent from the City. The Planning Board provided their approval of the Master Plan on Sept 16, 2019; and City Commission approved the same Master Plan on October 16, 2019. Section 1 of the subdivision is complete and home construction is underway. Before the developer begins his engineering work for section 2, he is requesting a revision to the approved Master Plan.

Staff Analysis / Recommendation: The requested revision is to eliminate a bridge and roadway crossing of the major drainage channel, Ditch 6. The developer's primary reasons for this request are 1) the somewhat unexpected expense of an open span bridge, and 2) the (in)ability to elevate the bridge and roadway above the 100-year water level in the channel. In explaining 1); the developer's engineer initially considered using pipes or box culverts for the channel crossing. Later, in a letter from GCDD 2, the Drainage District clearly states that pipes or box culverts cannot be used in the channel and that an open span bridge, not impacting the channel flow at all, was the only way to have a roadway crossing the channel. For 2) above; when considering that an open span bridge would have a vertical cross-section about 5 feet in height, then providing enough earthen fill to elevate the road at both ends of the bridge; this became problematic for designing the lot layout for section 2, and the final section, Phase 4 (both ends of the bridge).

Approving this request would eliminate some roadway connectivity between sections of Central Park South. To somewhat compensate for this; the developer has committed to installing a pedestrian bridge over the channel and providing a connection for the subdivision residents. Another item to consider is that there is a planned subdivision to the west of Central Park South that when built would connect to a road in Central Park South and provide connectivity to FM 2004.