

Florida Department of Transportation  
PROJECT REEVALUATION

**I. GENERAL INFORMATION** (originally approved document)

- a. Reevaluation Phase: Design Change
- b. Document Type and Date of Approval: EA/FONSI approved January 25, 1993  
(please see attached signed EA/FONSI cover page and study corridor Figure 1-2).
- c. Project Numbers: 14504-1601 RS-7810(4) 7125920  
State Project Federal Aid Work Program No.
- d. Project Local Name, Location, and Limits: SR 54 (now SR 56) in Pasco County, Florida. From Cypress Creek to the Zephyrhills East Bypass, a distance of approximately 14 miles.
- e. Segments of Highway Being Advanced: SR 56 from Meadow Pointe Boulevard to US 301, a distance of approximately 6.0 miles. Please see the attached segment location map, Figure 2.
- f. Name of Analyst: Rick Adair

**II. CONCLUSION AND RECOMMENDATION**

The above environmental document has been reevaluated as required by 23 CFR 771 or the Project Development and Environment (PD&E) Manual of the Florida Department of Transportation (FDOT), and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly affect the quality of the human environment. Therefore, the original Administrative Action remains valid.

It is recommended that the project identified herein be advanced to the next phase of project development.

REVIEWER SIGNATURE BLOCK

[Signature]  
District Representative

19 April 07  
Date

**III. FHWA CONCURRENCE BLOCK**

[Signature]  
FHWA Urban Transportation Engineer

April 16, 2007  
Date

it-it Fax Note	7671	Date	3/29/07	# of pages	20
Dep't	MARVIN WILLIAMS	From	Rick Adair	Co	D7 FACT
ne #	FHWA	Phone #			
#	850-942-9308	Fax #			

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**IV. CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE**

	YES/NO	COMMENTS
<b>A. SOCIAL IMPACTS:</b>		
1. Land Use Changes	( ) (X)	
2. Community Cohesion	( ) (X)	
3. Relocation Potential	( ) (X)	
4. Churches & Schools	( ) (X)	
5. Title VI Considerations	( ) (X)	
6. Controversy Potential	( ) (X)	
7. Utilities and Railroads	( ) (X)	
<b>B. CULTURAL IMPACTS:</b>		
1. Section 4(f) Lands	( ) (X)	
2. Historic Sites/Districts	( ) (X)	
3. Archaeological Sites	( ) (X)	
4. Recreation Areas	( ) (X)	
5. Pedestrian/Bicycle Facilities	( ) (X)	
<b>C. NATURAL ENVIRONMENT:</b>		
1. Wetlands	(X) ( )	<u>See Attachment A</u>
2. Aquatic Preserves	( ) (X)	
3. Water Quality	( ) (X)	
4. Outstanding Florida Waters	( ) (X)	
5. Wild and Scenic Rivers	( ) (X)	
6. Floodplains	( ) (X)	
7. Coastal Zone Consistency	( ) (X)	
8. Coastal Barrier Islands	( ) (X)	
9. Wildlife and Habitat	( ) (X)	
10. Farmland	( ) (X)	
11. Visual/Aesthetic	( ) (X)	
<b>D. PHYSICAL IMPACTS:</b>		
1. Noise	(X) ( )	<u>See Attachment A</u>
2. Air	( ) (X)	
3. Construction	( ) (X)	
4. Contamination	( ) (X)	
5. Navigation	( ) (X)	

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**CORRIDOR PROJECTS STATUS UPDATE**

Since the approval of the Environmental Assessment/Finding of No Significant Impact (EA/FONSI) for this project, the project has been subdivided into the following four segments:

1. Financial Project ID Number: 7147617  
Federal Aid Project Number: ACXA-7810-(19)  
Project Limits: SR 56 from CR 54 to CR/SR 581.  
Current Status: This segment has been completed.
  
2. Financial Project ID Number: 408074 1  
Federal Aid Project Number: N/A  
Project Limits: SR 56 from CR/SR 581 to Meadow Pointe Boulevard.  
Current Status: This segment is currently under design.
  
3. Financial Project ID Number: 408074 1  
Federal Aid Project Number: N/A  
Project Limits: SR 56 from Meadow Pointe Boulevard to CR 579.  
Current Status: **This segment is the subject of this Design Change Reevaluation.**
  
4. Financial Project ID Number: TBD  
Federal Aid Project Number: TBD  
Project Limits: SR 56 from CR 579 to US 301.  
Current Status: **This segment is the subject of this Design Change Reevaluation.** Design of this segment is currently not scheduled in the Five-Year Work Program.

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**V. EVALUATION OF MAJOR DESIGN CHANGES** (e.g., Typical Section Changes, Alignment Shifts, Right of Way (ROW) Changes, Bridge to Box Culvert, and Drainage Requirements).

The current proposed design for the segment of SR 56 from Meadow Pointe Boulevard to US 301 includes an alignment shift to the south from just east of Meadow Pointe Boulevard to the intersection of US 301. A map of the study area is provided (see Figure 2). The proposed shift in alignment compared to the previously approved concept is shown in Figure 3. This planned alignment shift does not have any involvement with any adjacent public parks. This clarification is being made as previous coordination with the FHWA indicated that the planned shift of the original SR 56 alignment would encroach into a Pasco County Park. As noted on the attached Pasco County correspondence that included their Land Use Map (Figure 4), there are no Pasco County designated public park properties within the vicinity of the planned realignment.

Another design change includes the addition of a frontage road system along SR 56. The frontage road system has been proposed in two stages. A reverse or rear frontage road system is to be provided outside of SR 56's 250 foot right-of-way by Pasco County. This is considered to be Phase I of the project's implementation. In the event that the reverse frontage system provided by Pasco County does not adequately meet the traffic demand for the SR 56 corridor, the FDOT will process, for Federal Highway Administration (FHWA) approval, another design change reevaluation. This reevaluation would indicate that a two-way frontage road system within SR 56's 250 foot right-of-way is to be constructed. This is considered to be Phase II of the project's implementation. The frontage road will be a two-lane, two-way typical section with 12-foot travel lanes, six-foot inside shoulder separated from mainline with a concrete barrier wall. Please see the proposed typical sections for SR 56 presented in Figure 5.

The current typical section is the same as the original typical section, including a four-lane, expandable to six-lane, rural typical section with 12-foot travel lanes, 10-foot inside and outside shoulders, 54-foot outside border areas with ditches, and a 50-foot to 74-foot grassed median in a 250-foot right-of-way.

The original PD&E Study did not include a detailed stormwater management plan. The design proposes the use of twelve pond sites that have been identified with the aid of the developers along the SR 56 corridor and their respective proposed DRIs. The proposed pond sites are identified in Figure 3. Right-of-way for the proposed ponds will be acquired according to federal and state regulations. All of the proposed pond sites are sufficient in size to handle the stormwater management requirements for this segment of SR 56.

**VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE**

Mitigation Status

Wetland impacts which will result from the construction of this project will be mitigated on site.

Commitment Compliance

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In order to minimize the impacts of this project on human environment, the Department is committed to the following measures:

1. The Wiregrass Ranch is a privately owned and operated cattle ranch and a single family residence. The property outside the residential area is used as open grazing land for cattle. Within the study limits, there are no feed lots or structures on the property. Impacts to Wiregrass Ranch would be limited to restricted access to property bisected by the proposed improvements. The property owner will be contacted during the final design to determine if cattle crossings should be provided.

*Status: The Wiregrass Ranch is no longer a privately owned and operated cattle ranch and single family residence. This area is now part of the proposed Wiregrass Ranch Development of Regional Impact (DRI). Therefore, the above commitment is no longer applicable to the proposed project.*

2. Since noise abatement measures were found feasible, FDOT and Pasco County will consider construction of feasible noise abatement measures at the noise-impacted locations identified in the analysis contingent upon the following conditions: (1) Detailed noise analyses during the final design process; (2) Cost-effectiveness analysis based on final design; (3) Community input regarding types and locations; (4) Preferences regarding compatibility with adjacent land uses, particularly as addressed by officials having jurisdiction over such land uses; and (5) Safety and engineering aspects as related to the roadway user and the adjacent property owner.

It is likely that the noise-abatement measures for the identified noise-impacted areas will be constructed if found to be feasible based on the contingencies listed above. If, upon evaluation during the final design phase of the contingency conditions listed above, it is determined that noise abatement is not feasible for a given location(s), such determination(s) will be made prior to granting approval of the reevaluation for construction advertisement. Commitments regarding the exact abatement measure locations, heights, and type (or approved alternatives) will be made before the construction advertisement is approved.

In accordance with Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section (FHPM 7-7-3), Procedures for Abatement of Highway Traffic Noise, copies of the noise study will be sent to Pasco County Department of Planning and local officials. The Noise Study Report provides generalized future noise levels for both developed and undeveloped lands and properties in the immediate vicinity of the project. It also provides information that may be useful to local communities to project future land development from becoming incompatible with anticipated noise levels.

*Status: In this project segment during the original PD&E study there were four identified noise sensitive sites. The sites are as follows: Fox Ridge, representing one residence, Timber Lake Estates with a total of 10 residences, two residences located off of Anata Drive and one residence located at the southern end of South Allen Road. These sites were*

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*determined to have projected noise levels that approach or exceed the FHWA Noise Abatement Criteria or warrant abatement considerations based on projected noise level increases.*

*A reevaluation traffic noise analysis was performed following FDOT procedures (PD&E Manual, Chapter 17, (October 6, 2003) in August 2006. These procedures comply with 23 Code of Federal Regulations (CFR) Part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise). Future traffic noise levels were predicted using the FHWA's computer model for the prediction and analysis of highway traffic noise - the Traffic Noise Model (TNM - Version 2.5).*

*Based on a review of aerials and roadway plans, no noise sensitive sites are currently located within the area adjacent to the roadway that would be affected by SR 56 traffic noise.*

*Based on the results of the analysis, without shielding (i.e., from a building or group of buildings), a level of 66 dBA would extend approximately 200 feet north of the interim 4-lane SR 56 roadway and approximately 170 feet south of the frontage road. With the ultimate 6-lane roadway, a level of 66 dBA would extend approximately 200 feet from either frontage road (north or south) immediately adjacent to SR 52.*

*It was determined that as a result of the design changes, noise levels in all four of the noise sensitive sites will no longer approach or exceed FHWA's Noise Abatement Criteria, nor will there be any increase in noise levels to these residences.*

3. The development of alternatives was coordinated with the environmental staff of federal, state, and regional agencies to minimize wetland impacts. Individual meetings were held with staff from the Army Corp of Engineers, the Florida Department of Environmental Protection, and the Southwest Florida Water Management District on January 23, 25, and February 7, 1989. A Permit Coordination Report which describes the wetlands impacted by the proposed alternatives and the possible mitigation measures to minimize impacts was prepared and sent to 11 review agencies in September 1989 for their review and comment. All comments received from agencies were included in the development of the final alternative and were considered when selecting Alternative 1D.

The proposed alternative, Alternative 1D, will have approximately 56 acres of unavoidable wetland involvement. FDOT is committed to consider reasonable levels of wetland compensation to ameliorate the impacts of the proposed project and will obtain necessary regulatory permits during the design phase of the project. All reasonable measures, including FDOT Best Management Practices, will be used to reduce any impact to these wetlands. Short term and construction impacts will be minimized by strict adherence to the provisions in Section 104 of the FDOT *Standard Specifications for Road and Bridge Construction*.

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Status: *A Wetland Technical Memorandum was completed for these segments of SR 56 in August 2006 to identify potential wetland impacts resulting from the realignment of the proposed project. The memorandum identified approximately 25.16 acres of wetland impacts resulting from the proposed roadway. The original alignment within this segment identified approximately 19.46 acres of wetland impacts. Therefore there is an increase of approximately 5.70 acres of wetland impacts as compared to the original alignment.*

*Wetlands within the project corridor are primarily wet prairie (FLUCFCS 643) or shallow freshwater marsh (641) with occasional cypress domes and strands (621) and one stream and lake swamp (bottomland forest) (615). Currently, the majority of the project corridor for these segments of SR 56 can be considered improved pasture, with frequent mowing of the wet prairies and freshwater marshes and constant disturbance from cattle.*

*Wetland impacts were also assessed for the proposed pond sites associated with the new alignment. Of the 12 proposed pond locations, only six ponds impact wetlands. Wetland impacts within the proposed pond sites are minimal (0.85 acres). No forested wetlands will be impacted by construction of the proposed ponds.*

*Mitigation for the current design project-related wetland impact will be mitigated in accordance with Chapter 373.417 F.S. (formerly SB 1986), which allows the Department to transfer funds to the FDEP based on wetland impact acreage. The FDEP will administer the funds that will be used by the Southwest Florida Water Management District (SWFWMD) in implementing appropriate wetland preservation, enhancement, or creation projects.*

*The project is compliant with Executive Order 11990, protection of wetlands. Based upon the above considerations, it is determined that there is no practicable alternative to construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.*

4. The Department is developing a stormwater treatment system for the project in accordance with Chapter 17-25, FAC. The Department will continue the coordination effort during subsequent project development stages to ensure compliance with Chapter 17-25, FAC.

Status: *No change in status from the previously approved EA/FONSI completed for this project.*

5. WSPRO (H4-7) will be used during design to estimate the water surface elevations and all cross drains will include an evaluation of the one foot backwater structure. The WSPRO computer program, published by the FHWA, is a water-surface profile computation model used to establish water-surface elevations in waterways.

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Status: *No change in status from the previously approved EA/FONSI completed for this project.*

6. Impacts to the gopher tortoise populations are unavoidable, since the occurrence of wetlands adjacent to colony sites precludes any shifting of alignments. However, these impacts are not considered substantial for any site or for the total project. Gopher tortoises are common in upland areas of the region and the loss of gopher tortoise habitat due to the project would be insignificant on a regional scale. Coordination with the Florida Game and Freshwater Fish Commission (FGFWFC) will continue throughout final design stages of the project. Relocations of any affected tortoises may be recommended. This relocation should take place immediately prior to the clearing of areas for roadway construction.

The eastern indigo snake may occur in wetlands and upland habitats along the project corridor, although the prevalence of open rangeland and residential areas within the region probably restricts utilization of habitat by this species. To minimize impacts to individual indigo snakes during construction, a special provision will be included in the contract to advise the contractor of the potential presence of this species and its protected status (See Attachment B). If an indigo snake is sighted during construction, the contractor will be required to cease any operations(s) that might cause harm to the snake. If the snake does not move away from the construction area, FGFWFC will be contacted to capture and relocate it to other suitable habitat.

Appropriate coordination with FGFWFC and Fish and Wildlife Service (FWS) will be maintained throughout final design and construction phases to ensure that disturbance of listed species is minimized or avoided.

Status: *A Threatened and Endangered Species Technical Memorandum was completed for these segments of SR 56 in August 2006 which included literature reviews and field reviews for the new alignment, as well as coordination with the Florida Natural Areas Inventory (FNAI).*

*During the field review gopher tortoise were documented along the project corridor and Florida sandhill cranes were observed foraging in the study area. Habitat was determined to be insufficient for the red cockaded woodpecker. The eastern indigo snake and Sherman's fox squirrel are likely to utilize portions of the study area, although none were observed. No critical habitat for endangered species is located along the project corridor.*

*Additional surveys to locate gopher tortoise burrows along the project corridor will occur prior to construction and coordination with the Florida Fish and Wildlife Conservation Commission (FWWCC) will continue through the final design stages of the project. The appropriate permits will be obtained prior to construction to mitigate any direct and indirect impacts to gopher tortoises.*



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7. Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Since SR 54 will be constructed as a new facility, maintenance of traffic will only be significant at major connecting roadways along this facility.  
Signs will be used as appropriate to provide notice of road closure and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related activities which could excessively inconvenience the community so that motorists, residents and business persons can plan travel routes in advance. A sign providing the name, address, and telephone of a FDOT contact person will be displayed on site to assist the public in obtaining immediate answers to questions and logging complaints about project activity.

*Status: No change in status from the previously approved EA/FONSI completed for this project. However, it is no longer FDOT's policy to display a sign providing the name, address and telephone number of a FDOT contact person on site.*

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**VII. PERMITS STATUS**

No permit applications have been submitted for these project segments of SR 56.

The permits that will be required for these projects include:

US Army Corps of Engineers – Individual Permit  
Florida Department of Environmental Protection – Stormwater Discharge from Large  
and Small Construction Activities (replaces NPDES)  
Southwest Florida Water Management District – Environmental Resource Permit  
(ERP)

**ATTACHMENT A**  
**(Reevaluation)**  
**SR 56 from Meadow Pointe Boulevard to US 301**

**C. Natural Environment**

Wetland Impacts in the Approved EA/FONSI:

The approved EA/FONSI stated that for these segments of the original SR 56 project there were approximately 19.46 acres of unavoidable wetland involvement. The FDOT is committed to consider reasonable levels of wetland compensation to ameliorate the impacts of the proposed project and will obtain necessary regulatory permits during the design phase of the project. All reasonable measures, including FDOT Best Management Practices, will be used to reduce any impact to these wetlands. Short term and construction impacts will be minimized by strict adherence to the provisions in Section 104 of the FDOT *Standard Specifications for Road and Bridge Construction*.

Status:

*A Wetland Technical Memorandum was completed for these segments of SR 56 in August 2006 to identify potential wetland impacts resulting from the realignment of the proposed project. The memorandum identified approximately 25.16 acres of wetland impacts resulting from the proposed roadway. The original alignment within this segment identified approximately 19.46 acres of wetland impacts. Therefore there is an increase of approximately 5.70 acres of wetland impacts as compared to the original alignment.*

*Wetlands within the project corridor are primarily wet prairie (FLUCFCS 643) or shallow freshwater marsh (641) with occasional cypress domes and strands (621) and one stream and lake swamp (bottomland forest) (615). Currently, the majority of the project corridor for these segments of SR 56 can be considered improved pasture, with frequent mowing of the wet prairies and freshwater marshes and constant disturbance from cattle.*

*Wetland impacts were also assessed for the proposed pond sites associated with the new alignment. Of the 12 proposed pond locations, only six ponds impact wetlands. Wetland impacts within the proposed pond sites are minimal (0.85 acres). No forested wetlands will be impacted by construction of the proposed ponds. During final design, these ponds may be adjusted to eliminate any of these wetland impacts.*

*Mitigation for the current design project-related wetland impact will be mitigated in accordance with Chapter 373.417 F.S. (formerly SB 1986), which allows the FDOT to transfer funds to the FDEP based on wetland impact acreage. The FDEP will administer the funds that will be used by the SWFWMD in implementing appropriate wetland preservation, enhancement, or creation projects.*

*The project is compliant with Executive Order 11990, protection of wetlands. Based upon the above considerations, it is determined that there is no practicable alternative to construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.*

**D. Physical Impacts**

Noise Impacts in the Approved EA/FONSI:

**ATTACHMENT A**  
**(Reevaluation)**  
**SR 56 from Meadow Pointe Boulevard to US 301**

The approved EA/FONSI included a detailed noise study for the proposed project. Along these segments of the proposed SR 56 project, four noise sensitive sites were identified. The sites are as follows: Fox Ridge, representing one residence, Timber Lake Estates with a total of 10 residences, two residences located off of Anata Drive and one residence located at the southern end of South Allen Road. These sites were determined to have projected noise levels that approach or exceed the FHWA Noise Abatement Criteria or warrant abatement considerations based on projected noise level increases.

Status:

*A reevaluation traffic noise analysis was performed following FDOT procedures (PD&E Manual, Chapter 17, October 6, 2003) in August 2006. These procedures comply with 23 Code of Federal Regulations (CFR) Part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise). Future traffic noise levels were predicted using the FHWA's computer model for the prediction and analysis of highway traffic noise - the Traffic Noise Model (TNM - Version 2.5).*

*Based on a review of aerials and roadway plans, no noise sensitive sites are currently located within the area adjacent to the roadway that would be affected by SR 56 traffic noise.*

*Based on the results of the analysis, without shielding (i.e., from a building or group of buildings), a level of 66 dBA would extend approximately 200 feet north of the interim 4-lane SR 56 roadway and approximately 170 feet south of the frontage road. With the ultimate 6-lane roadway, a level of 66 dBA would extend approximately 200 feet from either frontage road (north or south).*

*It was determined that as a result of the design changes, noise levels in all four of the noise sensitive sites will no longer approach or exceed FHWA's Noise Abatement Criteria, nor will there be any increase in noise levels to these residences.*

*Finally, a noise barrier analysis was performed to determine if a barrier could reduce the predicted traffic noise at the affected residences located within the Williamsburg subdivision which is south of the SR 56 alignment between CR/SR 581 and Meadow Point Drive. Because the cost of a noise barrier would exceed the cost reasonable guidelines (the lowest estimate was \$38,808 per site), regardless of height and/or length, the analysis indicates that a barrier is not a feasible or cost reasonable noise abatement measure at this location.*

Federal Highway Administration  
Region Four

ADMINISTRATIVE ACTION  
FINDING OF NO SIGNIFICANT IMPACT

U.S. Department of Transportation  
Federal Highway Administration  
and  
Florida Department of Transportation  
in Cooperation with  
Pasco County

State Project No. 14504-1601  
Federal Project No. RS-7810(4)  
Work Program No. 7125920

SR 54 from Cypress Creek to Zephyrhills East Bypass/Chancey Road, Pasco County, Florida

This project considers the construction of a new 6-lane divided rural roadway for SR 54 in southern Pasco County, Florida. Project limits are from Cypress Creek located 1/4 mile west of I-75 to the Zephyrhills East Bypass/Chancey Road intersection on the east, a distance of approximately 14 miles. The project includes the construction of a new full diamond interchange for I-75 located 2 1/2 miles south of the existing I-75/SR 54A interchange.

Submitted Pursuant to 42 U.S.C. 4332(2)(c)

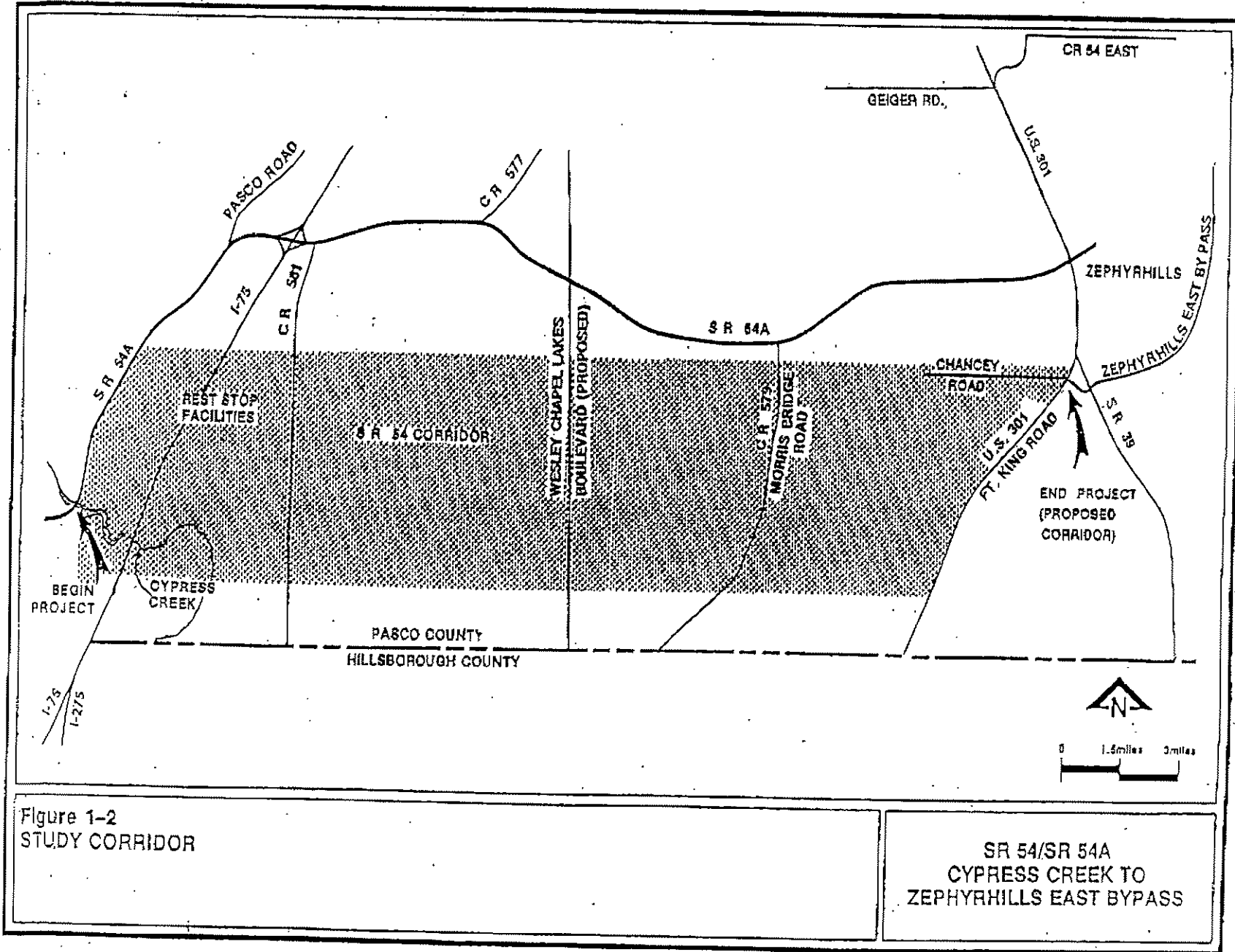
January 25, 1993  
Date

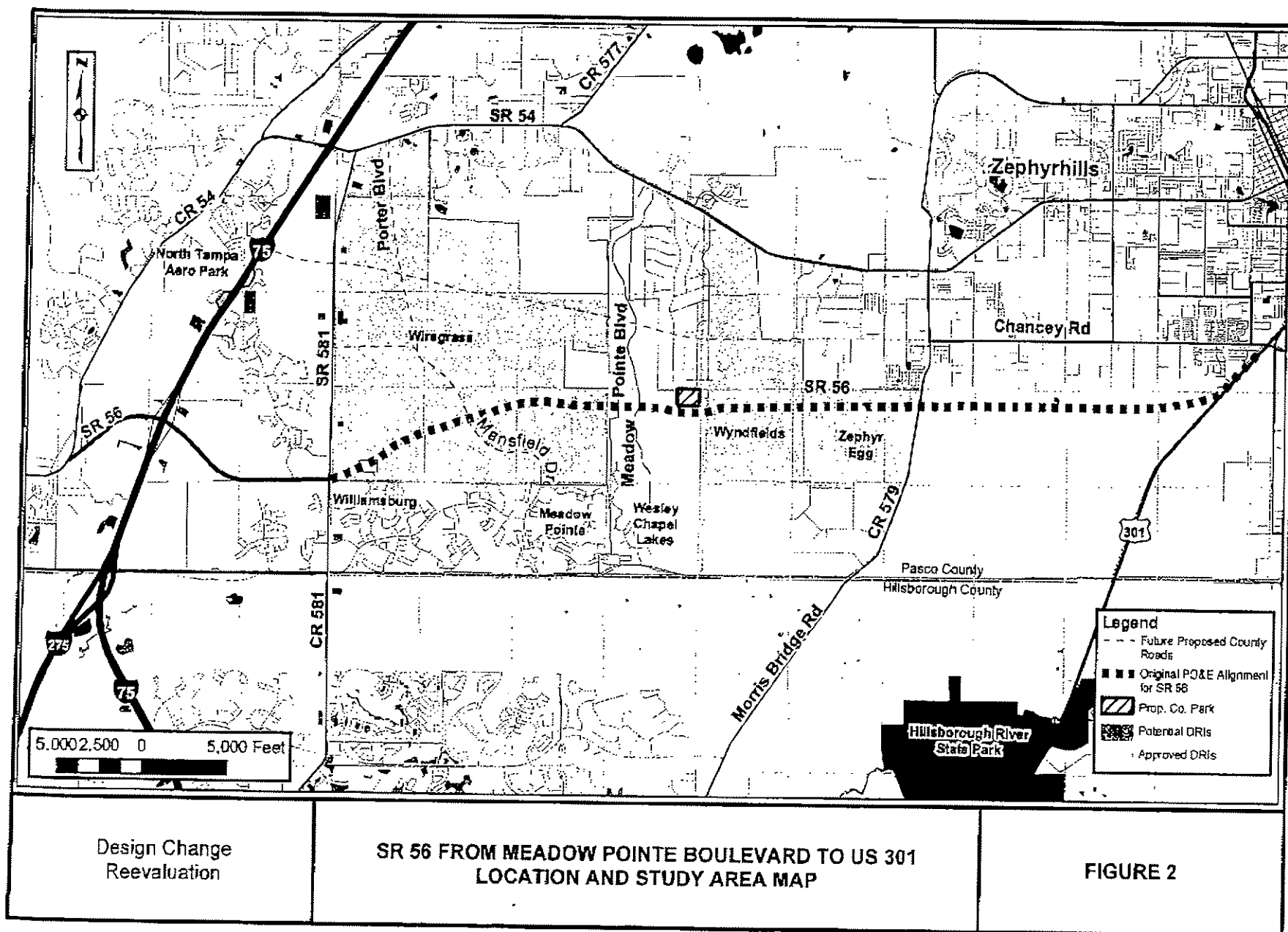
Melissa L. Ridemond  
for Division Administrator  
Federal Highway Administration

FHWA has determined that this project will not have any significant impact on the human environment. This Finding Of No Significant Impact is based on the attached Environmental Assessment which has been independently evaluated by FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

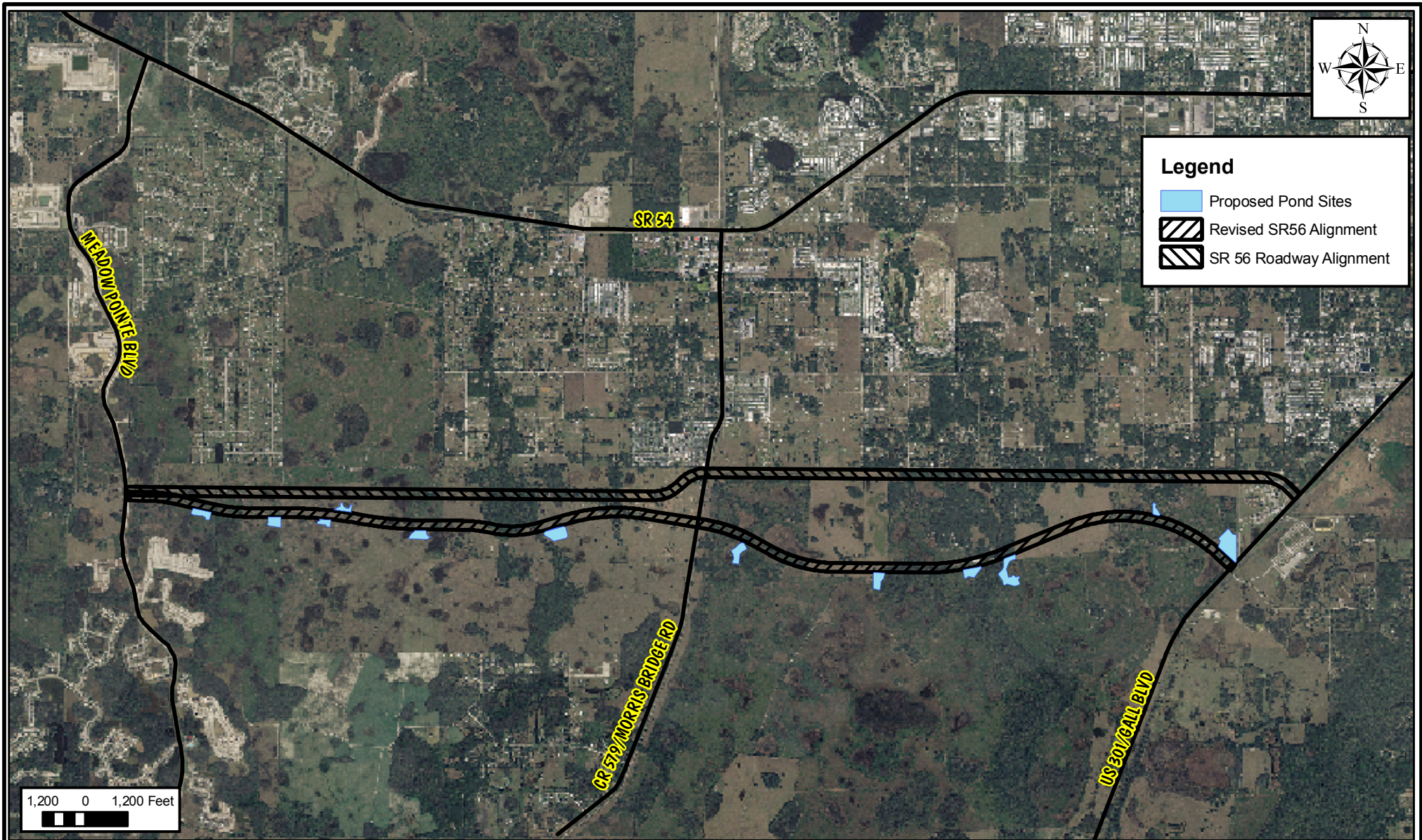
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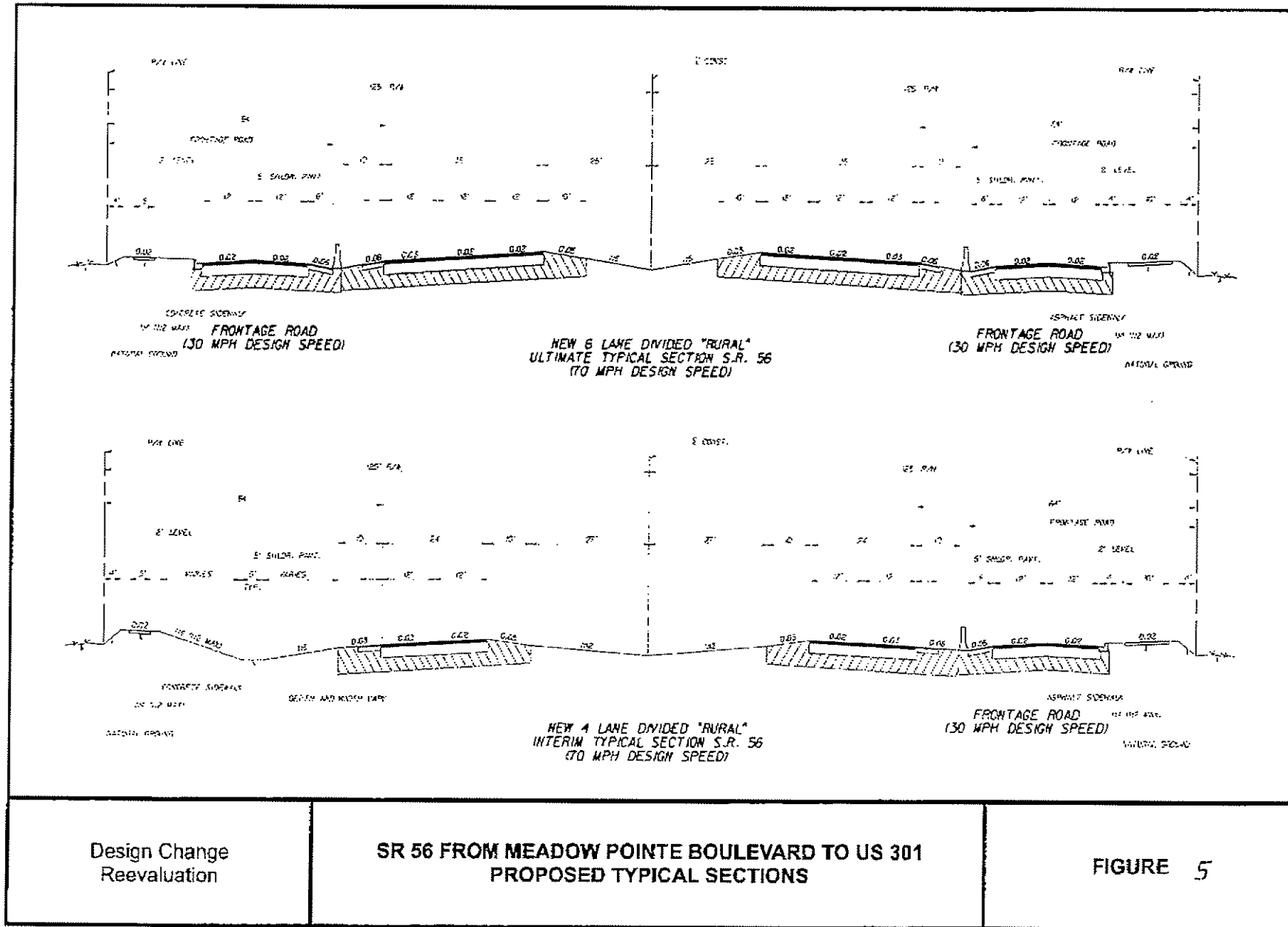
Design Change  
Reevaluation

**SR 56 FROM MEADOW POINTE BOULEVARD TO US 301  
ORIGINAL SR 56 ALIGNMENT COMPARED TO REVISED  
SR 56 ALIGNMENT AND POND SITES**

**FIGURE 3**









## PASCO COUNTY, FLORIDA

DADE CITY (352) 521-4274  
NEW PORT RICHEY (727) 847-8140  
FAX (727) 847-8084

DEVELOPMENT SERVICES BRANCH  
WEST PASCO GOVERNMENT CENTER  
7530 LITTLE ROAD, SUITE 320  
NEW PORT RICHEY, FL 34654-5598

March 13, 2007

Mr. Rick Adair  
Florida Dept. of Transportation  
District Seven, M/S 7-500  
11201 N. McKinley Drive  
Tampa, FL 33612-6456

RE: S.R. 56 Design Change Re-Evaluation

Dear Mr. Adair:

As a result of the submittal of the Design Change Re-Evaluation for S.R. 56 (from S.R. 581 to U.S. 301) to the Federal Highway Administration, there were questions raised regarding the alignment of the future S.R. 56 and County property along the corridor. The information provided herein should address the questions relative to the long-range plan for Pasco County along this segment of S.R. 56.

The Pasco County Comprehensive Plan currently in effect is intended to guide growth and development to the Year 2025. The adopted Future Land Use Map (FLUM) designations (or classifications) for the subject area are RES-3 (Residential - 3 du/ga), RES-9 (Residential - 9 du/ga), and ROR (Retail/Office/Residential). The intent of the RES-3 (Residential - 3 du/ga) Future Land Use (FLU) Classification is to recognize those areas suited for single-family detached residential development at a maximum of 6.0 dwelling units/developable, residential acre. The range of potential uses include residential uses, agriculture and agriculturally related uses, recreation facilities, and neighborhood-scale public and semipublic uses, such as central utility systems. The RES-9 (Residential - 9 du/ga) FLU Classification recognizes those areas suited for single-family and multifamily residential development having a maximum of 9.0 dwelling units/developable, residential acre. The range of potential uses for this land use classification include the same uses as the RES-6 (Residential - 6 du/ga) FLU Classification, in addition to multifamily uses; i.e. duplexes, multifamily units, condominiums, and townhouses. The ROR (Retail/Office/Residential) FLU Classification allows a mix of uses, to include residential, retail, and office.

Please see the enclosed FLUM, Sheet No. 22. Pasco County has not designated any public-park properties within the S.R. 56 alignment as demonstrated by the attached FLUM.

If you have any additional questions, or require additional information, please contact me.

Sincerely,



Bipin Parikh, P.E.  
Assistant County Administrator  
(Development Services)

BP/DJB/ltr/hadair

Enclosure

cc: Frederick J. Buckman, CPRP, Parks and Recreation Director  
Samuel P. Steffey II, Growth Management Administrator  
Deborah J. Bolduc, AICP, Project Manager