



**Marion County
Board of County Commissioners**

Office of the County Engineer

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August 17, 2025

MARION COUNTY GROWTH SERVICES DEPARTMENT
KEN WEYRAUCH
2710 E SILVER SPRINGS BLVD
OCALA, FL 34470

SUBJECT: STAFF REVIEW COMMENTS LETTER
PROJECT NAME: PICCADILLY SQUARE
PROJECT #2025010062
APPLICATION: COMP PLAN LARGE SCALE MAP AMENDMENT #32936

Dear Ken:

Below are the reviewers' comments for the above referenced project. This project has been scheduled for review by staff on Thursday, August 17, 2025.

DEPARTMENT: ENGDRN - STORMWATER REVIEW
REVIEW ITEM: Comp Plan Large Scale Map Amendment
STATUS OF REVIEW: INFO

REMARKS: Stormwater is not opposed to the large-scale comprehensive plan amendment. The applicant proposes to change the future land use of parcels 47667-003-01, 47667-004-00, & 47667-005-02 from rural to medium residential. Stormwater has no objections. Please ensure LDC 6.13 is met with the Improvement Plans.

DEPARTMENT: 911 - 911 MANAGEMENT
REVIEW ITEM: Comp Plan Large Scale Map Amendment
STATUS OF REVIEW: INFO
REMARKS: N/A

DEPARTMENT: DOH - ENVIRONMENTAL HEALTH
REVIEW ITEM: Additional Health comments
STATUS OF REVIEW: INFO
REMARKS: Central Sewer/ Central Water

DEPARTMENT: FRMSH - FIRE MARSHAL REVIEW
REVIEW ITEM: Comp Plan Large Scale Map Amendment
STATUS OF REVIEW: INFO
REMARKS: Approved

DEPARTMENT: LSCAPE - LANDSCAPE DESIGN AND IRRIGATION
REVIEW ITEM: Comp Plan Large Scale Map Amendment
STATUS OF REVIEW: INFO

REMARKS: no comments

DEPARTMENT: UTIL - MARION COUNTY UTILITIES

REVIEW ITEM: Comp Plan Large Scale Map Amendment

STATUS OF REVIEW: INFO

REMARKS: Parcel(s) 47667-004-00, 47667-005-02, 47667-003-01, 47667-006-00 are within the Marion County Utility service area and will be served by MCU water and sewer, as stated on page three (3) of the CPA application packet. Marion County Utilities will reserve comment until a future Improvement Plan is submitted. No concept plan was included with the current submittal.

DEPARTMENT: ZONE - ZONING DEPARTMENT

REVIEW ITEM: Comp Plan Large Scale Map Amendment

STATUS OF REVIEW: INFO

REMARKS: The review will be conducted at the time of the reporting process.

DEPARTMENT: LUCURR - LAND USE CURRENT REVIEW

REVIEW ITEM: Correct FLUM Requested

STATUS OF REVIEW: INFO

REMARKS: The review will be conducted at the time of the reporting process.

DEPARTMENT: LUCURR - LAND USE CURRENT REVIEW

REVIEW ITEM: Comp Plan Large Scale Map Amendment

STATUS OF REVIEW: INFO

REMARKS: The review will be conducted at the time of the reporting process.

DEPARTMENT: ENGTRF - TRAFFIC REVIEW

REVIEW ITEM: Comp Plan Large Scale Map Amendment

STATUS OF REVIEW: INFO

REMARKS: **SEE ATTACHED COMMENTS**

If you have any questions, please feel free to contact the Development Review Team at (352) 671-8682 or DevelopmentReview@marionfl.org.

Sincerely,

Development Review Team

From: [Zeigler, Christopher](#)
To: [Rison, Christopher](#)
Subject: Piccadilly Comments
Date: Sunday, August 17, 2025 2:52:43 PM

6/26/25 RECOMMEND DENIAL – The proposed development is outside of the urban growth boundary. A traffic methodology was approved on 4/28/2025 (AR 32409). The traffic study has not yet been submitted. The methodology does not provide enough information to determine what roadway and intersection improvements are needed to support site development. The traffic study will include a signal warrant analysis for CR 42 at SE 73rd Ave. Based on the approved methodology, the development of 300 single-family homes will generate 2,672 daily trips, 195 AM peak hour trips, and 272 PM peak hour trips. Approximately half of these trips will use SE 73rd Ave to enter and exit the site. SE 73rd Ave is a major local road with 10 ft lane widths and 50 ft of right-of-way. It currently operates at or near LOS A with 89% of capacity available. After accounting for future traffic from the approved Utopia and Heritage Oaks developments, SE 73rd Ave will operate at LOS D with 22% of capacity available in 2028. If this development for 300 single-family homes is approved, SE 73rd Ave will operate at LOS D with 14% of capacity available in 2028.

The proposed development will also increase congestion along CR 42, especially at the intersection with US 301. CR 42 currently operates at LOS C with 37% of capacity available. After accounting for future traffic from the approved Utopia, Heritage Oaks, 9494 Summerfield, and Sunset Hills developments, CR 42 will operate at LOS C with 12% of capacity available in 2028. If this development for 300 single-family homes is approved, CR 42 will operate at LOS C with 7% of capacity available in 2028. The westbound left turn lane on CR 42 at US 301 currently fails with existing traffic. This failure condition will be exacerbated when the updated LOS takes affect for this roadway segment. A second westbound left turn lane is needed to address this existing deficiency.

Project is expected to have a 7.47% impact on SE 147th PI that is already trending at an annual growth rate of 6.96% which is expected to shift the 2028 Daily V/MSV from 0.66 to at least 0.71.

Additionally, this development will place traffic onto SE 147th Place including at the intersections of SE 147th Place at SE 73rd Avenue and SE 147th Place at SE 80th Avenue. SE 147th Place is a narrow roadway with limited right-of-way and fair to poor pavement condition. The intersection of SE 147th Place with SE 73rd Avenue is located in a tight curve with limited visibility.

Traffic recommends the following 5 conditions if this development is approved:

- 1) Right-of-way dedication along SE 73rd Ave to achieve 120 ft total right-of-way.
- 2) Right-of-way dedication along CR 42 to achieve 120 ft total right-of-way.
- 3) Installation of a northbound left turn lane on SE 73rd Ave at the entrance to the development.
- 4) Proportionate share contribution for design and construction of a traffic signal on CR 42 at SE 73rd Ave.
- 5) Proportionate share contribution for design and construction of a second westbound left turn lane on CR 42 at US 301.
- 6) Tracts A-D shall access through the subdivisions internal roadways and not have separate access unless otherwise approved through the Development Review process.
- 7) Agreement with the church to allow access to CR 42 must be provided prior to improvement plan approval. If agreement cannot be obtained, then a revised PUD shall be submitted providing for another secondary access.

Christopher Zeigler

Traffic Operations Manager

Office of the County Engineer

Main: 352-671-8686

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From: [Zeigler, Christopher](#)
To: [Rison, Christopher](#)
Cc: [Straub, Tracy](#); [Cohoon, Steven](#); [Varadin, Chuck](#); [Weyrauch, Kenneth](#); [Odom, Kenneth](#); [Scott, Dane](#)
Subject: Piccadilly and Coventry PUD (AKA Michael Couture Estate)
Date: Sunday, August 24, 2025 2:21:55 PM

Chris,

I wanted to update you on the traffic impact analysis for the above referenced projects. I believe there is a land use and PUD application for both of these developments. Our current comments say one hasn't been submitted. A traffic impact analysis was submitted recently under Enclave Housing CR 42 which includes both related developments. I haven't done a full in depth review, but if the submitted traffic study is accepted at face value, these developments will have the following impacts.

The study area included the following road segments:

- CR 42 from US 301 to SE 77th Avenue
- CR 42 from SE 77th Avenue to US 441
- SE 147th Place from US 301 to US 441
- US 301 from SE 147th Place to US 441
- US 301 from the County Line to CR 42
- US 301 from CR 42 to SE 147th Place
- SE 73rd Avenue from CR 42 to SE 147th Place
- US 441 from the County Line to CR 42
- US 441 from SE 147th Place to SE 92nd Loop

And the following intersections:

- CR 42 at US 301
- CR 42 at SE 73rd Avenue
- CR 42 at US 441
- US 301 at SE 147th Street
- SE 147th Street at SE 73rd Avenue
- CR 42 at the proposed right-in/right-out access
- SW 73rd Avenue at the access driveways
- CR 42 at St Mark Evangelist Driveway
- CR 42 at Buena Vista Blvd
- CR 42 at SE 86th Belle Meade Circle
- CR 42 at SE 89th Sweetwater Terrace

The study shows the following segments and intersections **fail** under **existing** conditions:

- US 301 from CR 42 to SE 147 Street

US 441 at CR 42

- US 301 at SE 147th Street (note: the existing condition was evaluated as non-signalized. This intersection is currently signalized)

The following intersections operate acceptably overall but **fail in at least one direction** under **existing** conditions:

- US 301 at CR 42 (eastbound and westbound)

The following segments and intersections will **fail** under **background conditions** which takes into account annual growth and committed trips:

- US 301 from CR 42 to SE 147th Street
- US 441 from the County Line to CR 42
- US 441 from SE 147th Place to SE 92nd Loop
- US 301 at CR 42
- SE 73rd Avenue at CR 42
- US 441 at CR 42

The following intersections will operate acceptably overall but **fail in at least one direction** under the **background** conditions:

- US 301 at SE 147th Street (northbound) (note: the background condition was analyzed as a signal as the new signal is operational. We received frequent complaints initially regarding the northbound direction.)

The following improvements are needed to address these existing and background deficiencies:

- Add lanes on US 301 from CR 42 to SE 147th Street
- Add lanes on US 441 from the County Line to CR 42
- Add lanes on US 441 from SE 147th Place to SE 92nd Loop
- Construct exclusive northbound right turn lane at US 301 and SE 147th Street
- Construct an exclusive eastbound right turn lane at US 301 and CR 42
- Construction a dual westbound and southbound right turn lane at US 301 and CR 42
- Construct a traffic signal at CR 42 and SE 73rd Avenue
- Construct an exclusive westbound right turn lane at CR 42 and SE 73rd Avenue
- Construction an exclusive southbound left turn lane at CR 42 and SE 73rd Avenue
- Construct dual eastbound and westbound left turn lane at US 441 and CR 42

None of the improvements list above are included the County's 5-year TIP or FDOT's 5-year Work Program. As determined by Mr. Minter, F.S. 163.3180 prohibits the County from denying a development for existing transportation deficiencies if the development has the Land Use and Zoning in place or from requiring a proportionate

fair share of the improvements to correct those deficiencies if the needed improvements provide sufficient capacity for the development. They may choose to provide additional funds to speed up an improvement, but we can't require it once the Land Use and Zoning is in place.

All roadway segments and intersections will operate within adopted Level of Service standards in the full buildout condition if the above improvements are made.

Based on the results of the provided Traffic Study, Traffic reaffirms our recommendation of denial on the Land Use applications due to the significant Level of Service deficiencies that exist in the current and background conditions for which these developments will have no responsibility for correcting if the Land Use and Zoning is approved.

Thanks,

Christopher Zeigler

Traffic Operations Manager

Office of the County Engineer

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