Planning & Zoning Board Meeting

February 23, 2023 at 6:00 PM

Howey-in the-Hills Town Hall
101 N. Palm Ave.,
Howey-in-the-Hills, FL 34737

Join Zoom
Meeting: https://us06web.zoom.us/j/84797753484?pwd=Sm1pUUM2SEI4MzBzMDJsRHN0YmFldz09
Meeting ID: 847 9775 3484 | **Passcode:** 580937

CALL TO ORDER
ROLL CALL

CONSENT AGENDA
Routine items are placed on the Consent Agenda to expedite the meeting. If Town Council/Staff wish to discuss any item, the procedure is as follows: (1) Pull the item(s) from the Consent Agenda; (2) Vote on the remaining item(s); and (3) Discuss each pulled item and vote.

1. Consideration and Approval of the January 26, 2023, Planning and Zoning Board Meeting minutes.

PUBLIC HEARING

2. Consideration and Recommendation: **Ordinance 2023-006 - Comp. Plan Amend. Cedar Creek FLU**

3. Consideration and Recommendation: **Ordinance 2023-007 - Rezoning for Cedar Creek proposed development**

4. Consideration and Recommendation: **Cedar Creek Preliminary Subdivision Plan**

OLD BUSINESS

NEW BUSINESS

5. Discussion: **Design Guidelines**

PUBLIC COMMENTS
Any person wishing to address the Planning and Zoning Board and who is not on the agenda is asked to speak their name and address. Three (3) minutes is allocated per speaker.

ADJOURNMENT

To Comply with Title II of the Americans with Disabilities Act (ADA):

Qualified individuals may get assistance through the Florida Relay Service by dialing 7-1-1. Florida Relay is a service provided to residents in the State of Florida who are Deaf, Hard of Hearing, Deaf/Blind, or Speech Disabled that connects them to standard (voice) telephone users. They utilize a wide array of technologies, such as Text Telephone (TTYs) and ASCII, Voice Carry-Over (VCO), Speech to Speech (STS), Relay Conference Captioning (RCC), CapTel, Voice, Hearing Carry-Over (HCO), Video Assisted Speech to Speech (VA-STS) and Enhanced Speech to Speech.

NOTICE: ONE OR MORE COUNCILORS MAY BE PRESENT TO HEAR OR PARTICIPATE IN DISCUSSION REGARDING MATTERS WHICH MAY COME BEFORE TOWN COUNCIL FOR ACTION.

Howey Town Hall is inviting you to a scheduled Zoom meeting.
Topic: **Planning & Zoning Board Meeting**
Time: **Feb 23, 2023 06:00 PM Eastern Time** (US and Canada)
Join Zoom Meeting
https://us06web.zoom.us/j/84797753484?pwd=Sm1pUUM2SEI4MzBzMDJsRHN0YmFldz09
Meeting ID: 847 9775 3484
Passcode: 580937

Dial by your location
+1 646 558 8656 US (New York)
+1 720 707 2699 US (Denver)
+1 346 248 7799 US (Houston)
Meeting ID: 847 9775 3484
Passcode: 580937
Find your local number: https://us06web.zoom.us/u/kmh64VwVH

Please Note: In accordance with F.S. 286.0105: Any person who desires to appeal any decision or recommendation at this meeting will need a record of the proceedings, and that for such purposes may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is based. The Town of Howey-in-the-Hills does not prepare or provide this verbatim record. Note: In accordance with the F.S. 286.26: Persons with disabilities needing assistance to participate in any of these proceedings should contact Town Hall, 101 N. Palm Avenue, Howey-in-the-Hills, FL 34737, (352) 324-2290 at least 48 business hours in advance of the meeting.

Planning & Zoning Board Meeting

January 26, 2023 at 6:00 PM

Howey-in the-Hills Town Hall
101 N. Palm Ave.,
Howey-in-the-Hills, FL 34737

MINUTES

CALL TO ORDER
ROLL CALL

BOARD MEMBERS PRESENT
Board Member Alan Hayes (via Zoom) | Board Member Richard Mulvany (via Zoom) | Board Member Ellen Yarckin | Board Member Shawn Johnson | Vice-Chair Ron Francis III | Chair Tina St. Clair

BOARD MEMBERS ABSENT
Board Member Frances Wagler (Arrived at 9:07 PM)

STAFF MEMBERS PRESENT
Sean O'Keefe, Town Manager | John Brock, Town Clerk | Tom Harowski, Town Planner | Jack Pavlik, Building Services Clerk

CONSENT AGENDA
Routine items are placed on the Consent Agenda to expedite the meeting. If Town Council/Staff wish to discuss any item, the procedure is as follows: (1) Pull the item(s) from the Consent Agenda; (2) Vote on the remaining item(s); and (3) Discuss each pulled item and vote.

1. Consideration and Approval of the December 22, 2022, Planning and Zoning Board Meeting minutes.

Motion made by Vice-Chair Francis III to approve the Consent Agenda; seconded by Board Member Johnson. Motion was approved unanimously by voice vote.

Voting
Yea: Board Member Hayes, Board Member Mulvany, Board Member Yarckin, Board Member Johnson, Vice-Chair Francis III, Chair St. Clair
Nay: None

PUBLIC HEARING

None

OLD BUSINESS

DRAFT

None

NEW BUSINESS

2. Consideration and Approval: **Elevation Review for Single Family Residence - Corner of W. Cypress Ave. and N. Dixie Dr. (*Alternate Key 3560612*)**

   Tina St. Clair, Board Chairperson, asked Tom Harowski, Town Planner, to introduce and explain this item. Mr. Harowski explained that the submitted plans met the zoning requirements for the project and Mr. Harowski recommended adding more freeform to the main rectangular landscaping bed. Ryan Goderis, owner of the parcel, stated that he would add more freeform to the landscaping bed in question.

   Tina St. Clair, Board Chairperson, opened Public Comment. Seeing no public comment, Tina St. Clair, Board Chairperson, closed Public Comment.

   Board Member Frances Wagler arrived.

   Motion made by Board Member Johnson to approve; seconded by Vice-Chair Francis III. Motion was approved unanimously by voice vote.

   Voting
   Yea: Board Member Hayes, Board Member Mulvany, Board Member Yarckin, Board Member Johnson, Board Member Wagler, Vice-Chair Francis III, Chair St. Clair
   Nay: None

3. Presentation: **Sunshine Laws, Ethics, Public Record Laws Training**

   Town Clerk, John Brock, presented the training on Sunshine Law, Ethics, and Public Records Laws to the Planning and Zoning Board.

4. Presentation: **The Town Code of Core Values for Civility and Ethics**

   Town Clerk, John Brock, presented the Town Code of Core Values for Civility and Ethics to the Planning and Zoning Board. Town Manager, Sean O'Keefe, gave a short presentation on the responsibilities of serving on the Planning and Zoning Board and how that board is different from other Town boards.

5. Consideration and Recommendation: **Capital Improvement Plan (CIP)**

   Tina St. Clair, Board Chairperson, asked Town Manager, Sean O'Keefe, to introduce and explain this item. Mr. O'Keefe presented the proposed CIP 5-year schedule of projects.

   Town Planner, Tom Harowski, stated that there was a change that should be made to the five Fair Share items listed under table 20A. Mr. Harowski explained that those five Fair Share items should be increased by approximately 45%.

   Motion made by Vice-Chair Francis III to recommend the proposed CIP with Tom Harowski's updates to the Fair Share projects in Table 20A; seconded by Board Member Johnson. Motion approved unanimously by roll-call vote.

   Voting
   Yea: Board Member Hayes, Board Member Mulvany, Board Member Yarckin, Board Member Johnson, Board Member Wagler, Vice-Chair Francis III, Chair St. Clair
   Nay: None

DRAFT

6. Discussion: **Design Guidelines**

Tina St. Clair, Board Chairperson, asked Tom Harowski, Town Planner, to introduce and explain this item. Mr. Harowski explained that he was still working on this item and would be presenting something to the Board in the future.

PUBLIC COMMENTS

Any person wishing to address the Planning and Zoning Board and who is not on the agenda is asked to speak their name and address. Three (3) minutes is allocated per speaker.

None

BOARD COMMENTS:

Board Member Alan Hayes asked about the status of the Sara Maude Mason Nature Preserve and the ability to apply for FEMA money to repair it after Hurricane Ian's storm damage.

Board Member Frances Wagler asked about the bump-outs on Lakeshore Boulevard, saying that there are too many trees in them.

ADJOURNMENT

There being no further business to discuss, a motion was made by Board Member Mulvany to adjourn the meeting; Board Member Johnson seconded the motion. Motion was approved unanimously by voice vote.

The Meeting adjourned at 8:13 p.m. | **Attendees: 16**

_____

Tina St. Clair Chairperson

ATTEST:

_____

John Brock, Town Clerk

DRAFT

TMH CONSULTING, INC.
Community Planning Services

TMHConsulting@cfl.rr.com
97 N. Saint Andrews Dr.
Ormond Beach, FL 32174
PH: 386.316.8426

MEMORANDUM

TO: Howey-in-the-Hills Planning Board
CC: J. Brock, Town Clerk
FROM: Thomas Harowski, AICP, Planning Consultant
SUBJECT: Comprehensive Plan Future Land Use Map Amendment
Zoning Map Amendment
DATE: February 8, 2023

The subject property is an approximately 160-acre group of four parcels located to the west of the Mission Inn golf course property and north of Number Two Road (location map attached). The property is owned by Blue Sky Capital LLC and the project is currently using Cedar Creek as the project name. The Town has previously dealt with parcel under the name Daryl Carter Trust, and the property may be identified in some of the Town reports under the previous name. The Planning Board has previously dealt with the parcel in recommending annexation of the subject property. To complete the package of amendments that accompany annexation, the Town needs to adopt an amendment to the future land use map and provide a zoning designation consistent with the future land use plan.

As a follow-up to annexation, the applicant is seeking an amendment to the future land use map to designate approximately 80 acres of the property as medium density residential. About 60-acres is proposed as conservation and another 20+ acres designated as Public/Utility. The accompanying map shows the distribution of the proposed land uses with the medium density residential located on the eastern two-thirds of the property. Conservation areas based on surface waters and wetlands are interspersed with the medium density residential land use and in the western one-third of the property. The Public/Utility designation is applied in upland areas in the western 40-acres of the property. A portion of the Public/Utility area is being devoted to stormwater retention for the proposed development and the balance of the Public/Utility area is being reserved for the potential development of a wastewater treatment facility.

The applicant is NOT seeking a planned unit development classification, but has requested the Town's MDR-2 Single-Family Residential zoning be applied. Should the Town approve the application, MDR-2 will be applied to the medium density residential area, Conservation will be applied to the areas designated for conservation and preservation, and the balance of the tract will be zoned Public (PUB). The applicant has submitted a concept development plan which shows how the proposed project complies

with the requested zoning designations. The concept plan will be discussed in more detail below.

The annexation of the subject property is contingent upon approval of the requested comprehensive plan amendment and zoning pattern. Should either the land use designation or zoning not be approved by the Town, the parcel will remain in unincorporated Lake County and continue with the county land use and zoning designations.

Comprehensive Plan Future Land Use Map Amendment Review

The review of the requested amendment of the future land use map will examine the consistency with the Town's comprehensive plan goals, objectives and policies; the issue of potential urban sprawl; and the issue of the ability to provide public services to the proposed project.

The current land use designations under the County comprehensive plan are Rural Transition for all of the parcel except for the western 40 acres which is designated as rural and the small area along the old rail line which is designated as Urban Low Density. The County rural protection area boundary runs along the eastern line of the western 40 acres. The area included within the rural protection area is proposed as conservation and low intensity public use and is therefore consistent with the rural protection area objectives. The rural transition land use allows development up to one unit per acre and the rural land use allows development at one unit per five acres. The applicant's calculation of potential residential development under the current Lake County land use is 84.5 units with project proposed at 171 total units. The Town's medium density land use classifiaction would allow up to four units per acre or a maximum of 322 units for the 80.5 acres. Under the Town's comprehensive plan the Conservation and Public/Utility land use classifications have no residential development allowed.

Housing Demand

The applicant has stated that there is a need for additional housing to address a backlog of housing demand and to reduce pressure on housing prices as a reason for expanding the total inventory of approved housing in the Town. In recent months the town has seen three major projects with entitlements of about 1,600 housing units go dormant while three smaller projects (Watermark, Cedar Creek and Whispering Heights) with about 570 units total continue to move through the review process. It may be that economy is moving into a period where smaller, less expensive projects will become more practical for development. It is interesting to note that all three of these projects are also standard single-family development with amenities and lot sizes at the MDR-2 level and larger.

We know that Lake County has been a strong housing market, especially as housing demand extends northward from the Four Corners area through Groveland and now Howey. Demand also remains strong to west in the area served by Leesburg. For

the housing projects located within the Town and its nearby exetnded area, the issue of demand may be more one of timing for projects rather than total demand.

Urban Sprawl

One of the questions that need to be examined whenever the urban development envelope is expanded is whether the proposed project will create or contribute to urban sprawl. The question was raised with the applicant as part of the Development Review Committee consideration of the proposed project. The applicant responded with a detailed analysis of the urban sprawl criteria, and a copy of this assessment is attached. The following conclusions can be drawn from the analysis:

- From a land use perspective, the proposed project can be viewed as an extension of the developed and proposed housing areas within the Mission Inn planned unit development .

- The previous conclusion is supported by the concentration of the housing area within the eastern portion of the project area.

- The location of wetlands and reservation of a significant area of upland for Public/Utility use creates a step-down of development intensity from the Mission Inn PUD through the residential portion of the proposed project to the existing wetland and agricultural area to the west.

- The proposed plan supports the Lake County rural protection corridor concept.

- The project site is a little remote for effective utility service with water and sewer and careful consideration will need to be given to these issues. Typically the urban sprawl concern with water and sewer utilties is the inificient use of existing water and sewer services while extending services to outlying areas. The Town's situation is a little different in that the water and sewer systems have little available capacity anywhere in the system. While plans are underway to upgrade the services, the opportunity exists to extend these services in any direction where a logical extension of the urban area is proposed.

- The traffic analysis identified the need to make some signal improvements within the current network, and eventually Number Two Road will need improvement, but the applicants will be required to contribute the fair share portion of their project demand to the overall system upgrades.

Concurrency Analysis

The preceeding comments highlight some of the concurrency issues. Sewer service needs a system expansion to support the project and there is one avenue to do this through the community development district service provider. The Town has adequate water treatment capacity from the central plant, but line extensions to the project site need to be addressed. Traffic will raise some issues that will need to be

addressed through the fair share contribution process, and the applicant will need to make improvements to Number Two Road through the dedication of additional right-of-way and the provision of turn lanes at the project entrance.

The school district conducted an analysis of school capacity to serve the project. This review was done in February of 2022 for a 313 unit project. School capacity was available but marginal at that time. The project is much smaller now which will reduce anticipated student generation, but the school assessment will need to be updated. The assessment done at this point for general planning purposes is not a commitment or reservation of capacity, but rather a planning tool for the school and Town to use in assessing overall demand going forward. No commitment of capacity will occur until the project receives a final subdivision plan approval, and at that time the project will need to provide any mitigation that may be required at that point.

Other Commentary

An enviromental survey was consucted for the site including surveys for gopher tortoise, sand skink, scrub jay and eagles. No sand skinks or scrub jays were found on the site. One eagle nest was identified to the northwest but is sufficiently removed that the buffer areas do not intrude onto the subject proprty. Gopher tortoise were identified and will need to be addressed through properly permitted actions at the time of development.

Zoning Proposal

The zoning program is straight forward given that the applicant is asking for standard zoning classifications. A zoning assignment of MDR-2, Medium Density Residential applied to the development area is consistent with the Medium Density Residential Land Use classification. The areas identified as being wetlands or otheriwse designated as non-development areas should be designated as Conservation. The area proposed for potemtial utility development should be zoned as Public.

- The MDR-2 zoned area will allow for development of the proposed single-famiy housing along with the roads, planned amenity center and some of the storm water management faciities.

- The Conservation zoned areas allow no development by right, but would permit low intensity recreation and site security uses as conditional uses. The conditional use designation requires the Town Council to approve each allowable use.

- The Public use designated area lies in the upland areas of the western portion of the tract. The Public zone is used for government buildings and essential utilities. In this project the essential utilities will include some storm water management areas and the potential location for a wastewater treatment facility to serve the project and potentially other development is the future.

Concept Plan Review

The applicants have submitted a concept development plan that is keyed to the requested MDR-2 zoning and the Medium Density Residential land use classification. The concept plan is being evaluated for compliance with the zoning requirements and other requirements of the land development code and comprehensive plan. The salient elements of the plan include:

- Single-family residential lots (171) meeting the minimum lot size of 75 feet by 120 feet.

- The residential density is 2.14 units per acre as a net density (residential area only) and 1.07 units per acre gross density (total project area).

- The project includes a centrally located amenity center along with four additional satellite amenity locations.

- Site access is from Number Two Road and because of the shape of the parcel only one exterior connection is possible.

- The road network does provide alterate access to sub-neighborhoods within the proejct, and the primary access has been designed to meet the requirements of Section 8.03.05 A,. The project provides for a potential emergency access connection to the east if future development in that area permits a future connection.

- Areas where existing conditions and soils are prohibitive for development have been designated as conservation areas. The design will be required to include the minimum wetlands buffers per code and will require complaince with the building setback requirements from wetland areas.

- Stormwater facilities have been located adjacent to conservation areas where appropriate in the design to further distance residential development from the wetland areas.

- Public land uses have been allocated to the western 40 acres of the site and concentrated on the upland portions of thewesern 40 acres. The Public area will include some stormwater retention area and provides the opportunity for placement of a sewage treatement plant on the site if other options cannot be provided.

- The design excludes residential development from the county's rural protection area and the design provides for a transition from more urban uses to agricultural uses.

In part the uses allocated to the site and the locations for development activity are directed by the Town's policies on development adjacent to wetlands. The Town's comprehensive plan policies prohibit the altering of wetlands to create additional area for strucutres. As applied to this project proposal, no wetland areas may be filled to create residential building pads. The comprehensive plan and land development regulations also require a minimum 25-foot buffer from wetlands and a minimum 50-foot setback from a wetland to a structure. The application of these policies requires the plan to identify wetland areas and provide for the protection of these areas as conservation sites. The conservation areas as shown represent the best available data on wetlands, but prior to development a formal wetland determination will be conducted and the residential portion of the property adjusted as necessary.

Preliminary Subdivision Plan

Once the annexation, land use amendment and zoning program are complete, the applicant will present a preliminary subdivision plan for review. A preliminary subdivision plan was advertised, but the plan as submitted lacks some of the required elements. Most of the items are technical such as title block information, a complete legend and an added legal description (one is included in the overall submittal), but the preliminary subdivision plan also requires a tree survey which is not currently avalable. The applicant will need to resubmit the preliminary subdivision plan at a later date once the tree survay data becomes available.

Recommendation

The applicant has presented a land use and zoning pattern that seems reasonable for the intended project. Application of the Town's standards for wetland protection and the future land uses as proposed will effectively limit the number of units that can be constructed under the MDR-2 zoning regardless of the maximum allowable density under Medium Density Land Use.

The next most logical option is to assign a lower density land use such as low density single family residential which has a maximum development level of two units per acre. The concern with the low density residential land use is that the MDR-2 is not consistent with that designation. The only allowable zoning under the Low Density Residential is Single-Family (SFR) or planned unit development. The SFR zoning requires a minimum one-half acre lot with 100 feet by 150 feet lot dimensions. Other than agricultural zoning, the Town does not have a land use or zoning category that approximates the current County designations.

The proposed plan is a reasonable allocation of uses to the site and protective of wetlands on the site and Lake County the rural protection area. Actual development density approximates the maximum density allowed for Low Density Residential, but the allocation of Medium Density Residential and MDR-2 zoning is needed to support the proposed lot sizes. A total of 171 units is proposed by the concept plan, and the limitations of the lot size required by MDR-2 zoning and the available residential area suggests that the total number of units will not increase significantly. Final engineering

may create the opportunity for an additional couple of units, but it just as likely that the total unit count will decrease following formal wetlands determinations and more detailed engineering. If the Planning Board wishes to support the annexation of the project areas as previously recommended, the proposed comprehensive plan designation and proposed zoning is a reasonable choice.

CEDAR CREEK - CONCEPTUAL PLAN

Legend

- Wetlands - 59.94 Acres
- 50' Wetland Buffer
- Stormwater - 17.93 Acres (18%)
- Open Space - 49.57 Acres (49%) - Includes SW & Buffers
- 75' x 120' Single Family Homes - 171
- Community Amenities

ACREAGE & DENSITY
Gross Acreage: ± 161.04 Acres
Net Acreage: ± 101.1 Acres
Proposed Units: 171 (1.69 du/ac)

0' 100' 200' 400' 800'

N

CONTACT INFO:
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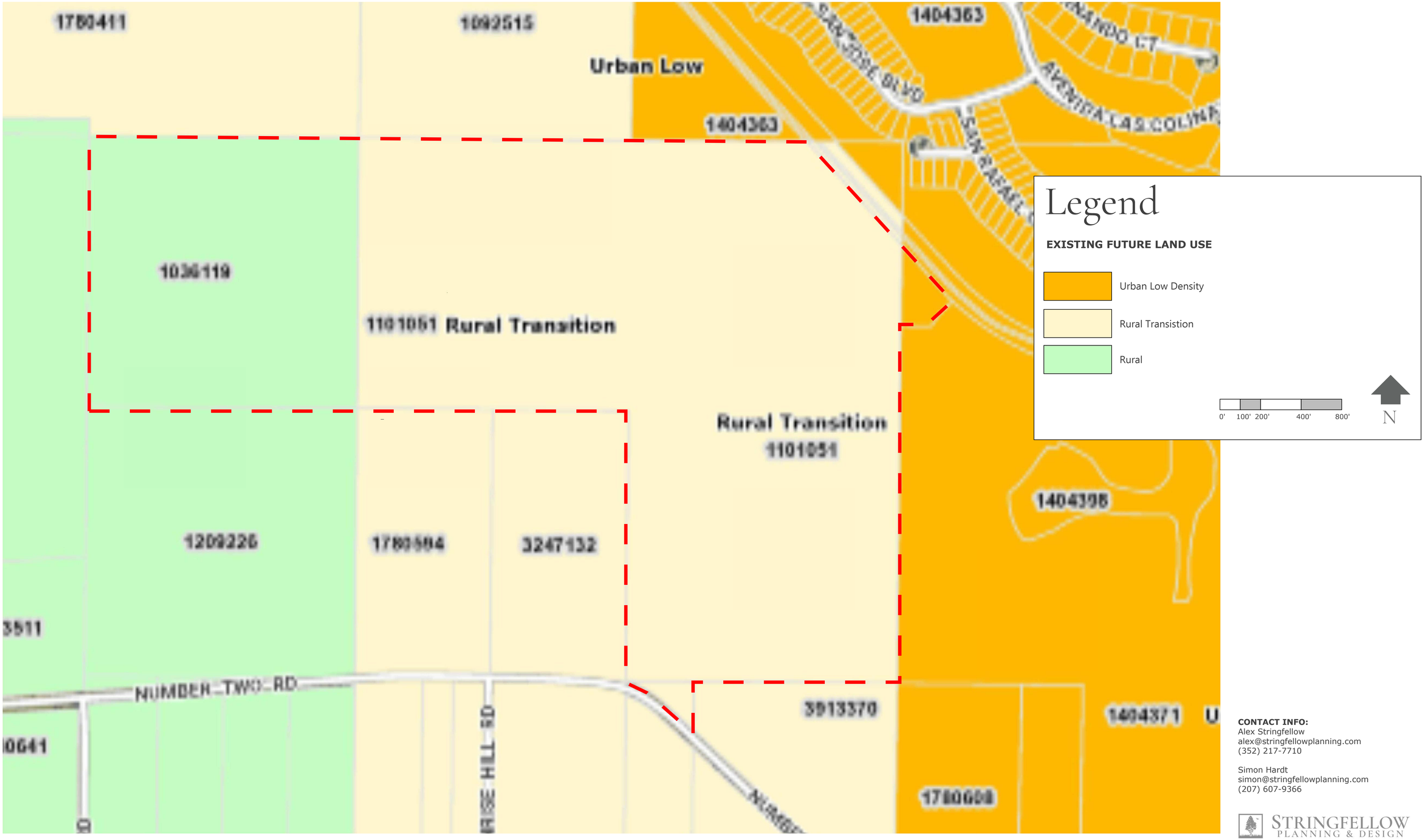
alex@stringfellowplanning.com
(352) 217-7710

Simon Hardt
simon@stringfellowplanning.com
(207) 607-9366

STRINGFELLOW PLANNING & DESIGN

CEDAR CREEK - EXISTING FUTURE LAND USE MAP



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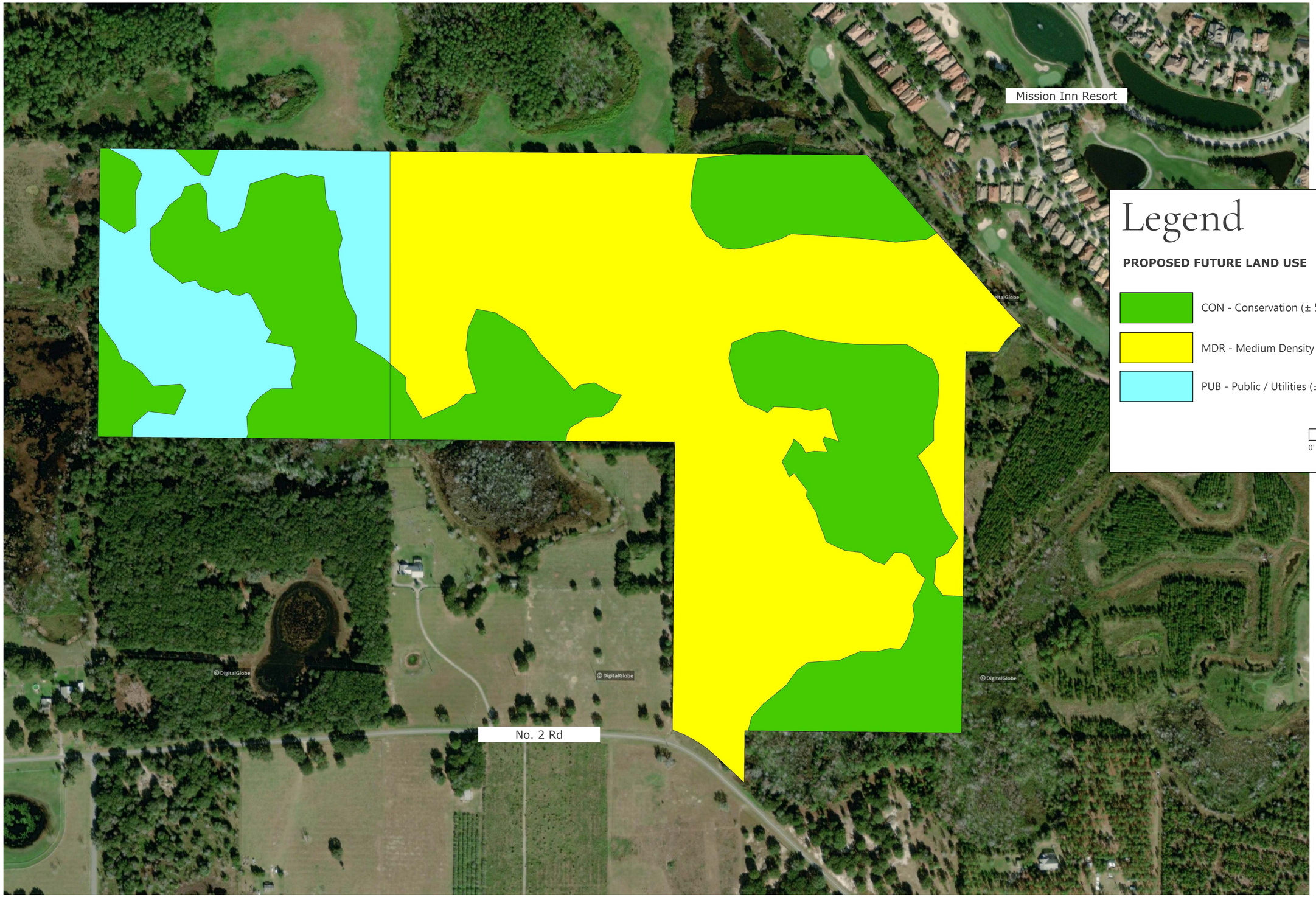
STRINGFELLOW PLANNING & DESIGN

CEDAR CREEK - PROPOSED FUTURE LAND USE



Legend

PROPOSED FUTURE LAND USE

- CON - Conservation (± 59.94 Acres)
- MDR - Medium Density Residential (± 80.38 Acres)
- PUB - Public / Utilities (± 20.66 Acres)

0' 100' 200' 400' 800'

N

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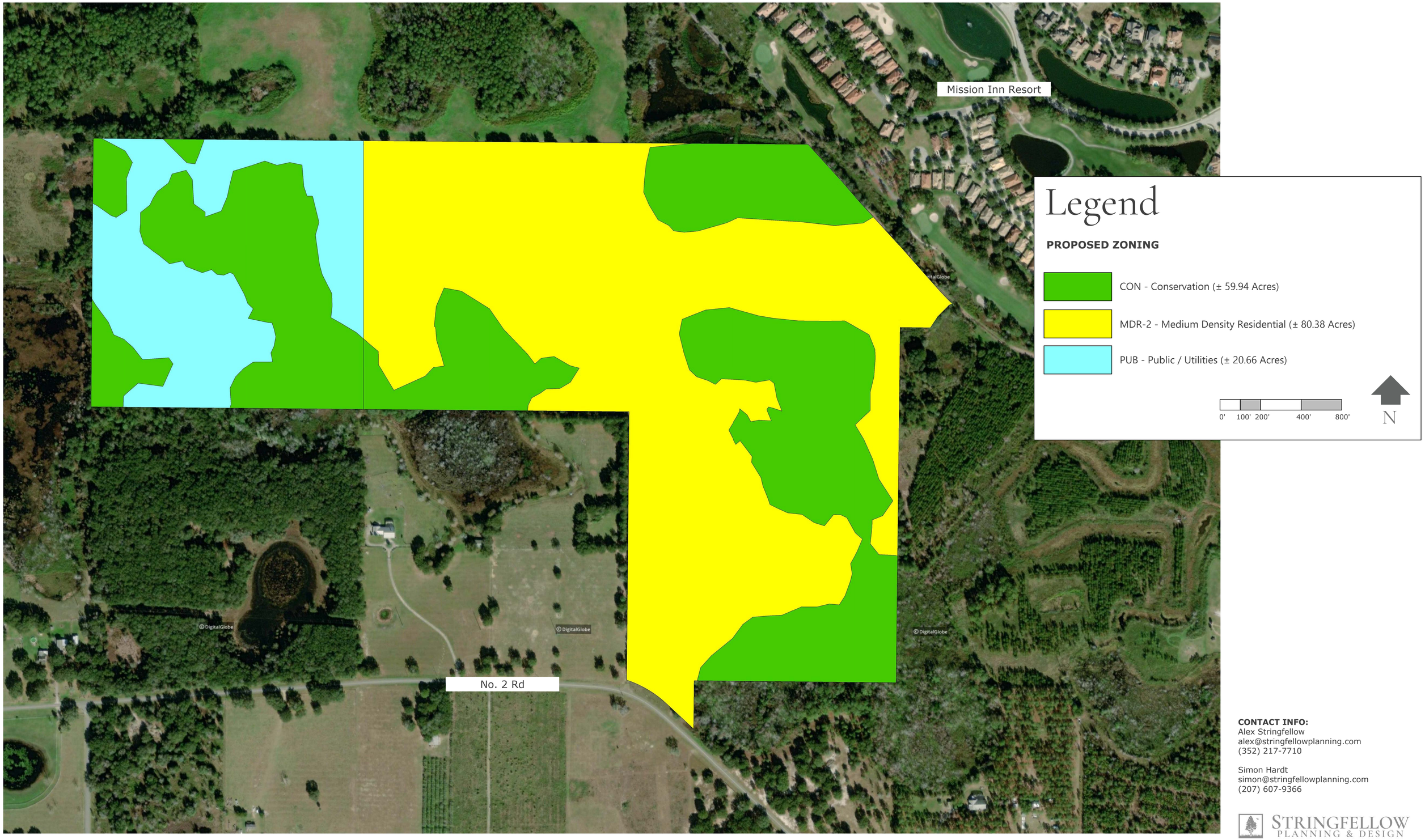
CEDAR CREEK - PROPOSED ZONING



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STRINGFELLOW
PLANNING & DESIGN

ORDINANCE NO. 2023-006

AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO LAND USE; PROVIDING FINDINGS OF THE TOWN COUNCIL; AMENDING THE FUTURE LAND USE MAP DESIGNATION OF THE TOWN'S COMPREHENSIVE PLAN FOR FOUR PARCELS OF LAND TOTALING APPROXIMATELY 160 ACRES AND LOCATED GENERALLY NORTH OF NUMBER TWO ROAD AND EAST OF BLOOMFIELD AVENUE, ALL AS LEGALLY DESCRIBED IN ATTACHMENT A TO THE ORDINANCE, FROM LAKE COUNTY DESIGNATIONS OF "RURAL" AND "RURAL TRANSITION" TO TOWN DESIGNATIONS OF "MEDIUM DENSITY RESIDENTIAL," "PUBLIC/UTILITY," AND "CONSERVATION;" PROVIDING FOR CONFLICTS, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA:

Section 1. Findings. The Town Council of the Town of Howey-in-the-Hills, Florida hereby finds and declares the following:

a) The four land parcels described in **Attachment A** to this ordinance (collectively, the **"Property"**) are all in common ownership.

b) Under Ordinance 2022-013 the Property was annexed into the Town limits pursuant to the authority of Chapter 171 of Florida Statutes and that certain Interlocal Service Boundary Agreement("**ISBA**") among Lake County, Florida, the Town, and certain other municipalities in central Lake County and dated February 15, 2013.

c) Current zoning of the Property is Lake County / Agriculture. The current future-land-use designation is Lake County "Rural" and "Rural Transition."

d) The owner of the Property has applied for a change in the Future Land Use Map designation for the Property from Lake County "Rural" and "Rural Transition" to Town designations of "Medium Density Residential," "Public/Utility," and "Conservation"; and

e) The Town Council has determined that the proposed amendment from the existing Lake County future-land-use designations to designations of Town "Medium Density Residential," "Public/Utility," and "Conservation" is consistent with the Town's Comprehensive Plan, is compatible with nearby existing land uses, and promotes the public health, safety, and welfare of the Town's residents and property owners.

Section 2. Approval of Amendment to Future Land Use Map. The Future Land Use

Map in the Town's Comprehensive Plan is amended hereby to change the land-use designation for the Property from Lake County "Rural" and "Rural Transition" to Town designations of "Medium Density Residential," "Public/Utility," and "Conservation" as shown in **Attachment B** to this ordinance.

Section 3. Severability. If any portion of this ordinance is declared by a court of competent jurisdiction to be void, unconstitutional, or unenforceable, the remaining portions of this ordinance shall remain in full effect. To that end, this ordinance is declared to be severable.

Section 4. Conflicts. In the event of a conflict between this ordinance and one or more existing ordinances, this ordinance shall supersede the existing ordinances to the extent of the conflict and shall govern.

Section 5. Codification. The amendments enacted by this ordinance to the Future Land Use Map of the Town's Comprehensive Plan shall be codified and made part of the Town's Comprehensive Plan and Land Development Code, but not the Town's Code of Ordinances.

Section 6. Effective Date. This ordinance takes effect upon the later of:

a) The effective date of Ordinance 2022-013, annexing the Property into the boundaries of the Town; or
b) The 31st day following the date of enactment of this Ordinance 2023-006, if no challenge is timely filed under state law governing local comprehensive plans; or
c) If this amendment is timely challenged, then upon the Department of Economic Opportunity or the Administration Commission entering a final order declaring effectively that the amendment to the Future Land Use Map approved under this ordinance is in compliance with state law.

[Signatures on the following page]

ORDAINED and ENACTED this ____day of _____, 2023 by the Town Council of the Town of Howey-in-the-Hills, Florida:

Town of Howey-in-the-Hills, Florida
By: its Town Council

By: _____
Martha MacFarlane, Mayor

ATTEST:

_____
John Brock
Town Clerk

APPROVED AS TO FORM AND LEGALITY
(for use and reliance of the Town only)

_____
Thomas J. Wilkes
Town Attorney

Transmittal of proposed amendment approved on _____, 2023.
Planning and Zoning Board meeting held on _____, 2023.
Public hearing and adoption of proposed amendment held on_____, 2023.

ATTACHMENT A

LEGAL DESCRIPTIONS OF THE "PROPERTY"

1. Parcel ID No.'s: **27-20-25-0002-000-00200**
28-20-25-0001-000-00100
27-20-25-0003-000-03100
27-20-25-0001-000-03300

2. Alternate Key No.'s: **1101051**
1036119
3852069
3887680

3. LEGAL DESCRIPTIONS:

PARCEL 1:
THAT PORTION OF THE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2737, PAGES 1678 THROUGH 1680, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND LYING IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTH 1/4 SECTION CORNER OF SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA; THENCE ON A BEARING RELATED TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, AND ALONG THE EAST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 27, RUN S00'27'46"W A DISTANCE OF 506.08 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 975, PAGE 1473, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AS FIELD MONUMENTED, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE ALONG SAID SOUTHWESTERLY LINE RUN THE FOLLOWING THREE COURSES; S 41'36'25"E A DISTANCE OF 89.22 FEET. S41'38'46"E A DISTANCE OF 180.32 FEET, TO A POINT ON A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 1406.26 FEET TO WHICH A RADIAL LINE BEARS S48'23'43"W; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04'21'46" AN ARC DISTANCE OF 107.08 FEET, TO A POINT ON THE NORTHWESTERLY LINE OF THE LANDS DESCRIBED AS ENVIRONMENTAL EASEMENT NO. 22, AS FOUND ON PAGE 1463 OF OFFICIAL RECORDS BOOK 1121, PAGES 1441 THROUGH 1478, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG SAID NORTHWESTERLY LINE RUN THE FOLLOWING THREE (3) COURSES; S68'35'23"W A DISTANCE OF 16.30 FEET, S44'30'53"W A DISTANCE OF 80.19 FEET, S33'10'29"W A DISTANCE OF 65.77 FEET; THENCE DEPARTING SAID NORTHWESTERLY LINE RUN N89'29'24"W A DISTANCE OF 148.97 FEET TO A POINT ON THE WEST LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF AFORESAID SECTION 27; THENCE ALONG SAID WEST LINE RUN N00'27'46"E A DISTANCE OF 395.61 FEET TO THE POINT OF BEGINNING.

Plus:

PARCEL 2:
A PARCEL OF LAND SITUATE IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA, BEING THAT PART OF THE WEST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 27 LYING NORTHERLY OF NUMBER TWO ROAD (PUBLIC ROAD), BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID WEST 1/4; THENCE SOUTH 89'40'19" EAST ALONG THE NORTH LINE OF SAID SOUTHWEST 1/4 332.52 FEET; THENCE SOUTH 00·05'49" WEST ALONG THE EAST LINE OF SAID WEST 1/4 243.34 FEET; THENCE NORTHWESTERLY ALONG THE NORTHERLY MAINTAINED RIGHT OF WAY LINE OF NUMBER TWO ROAD (PUBLIC ROADWAY) 410 FEET MORE OR LESS; THENCE NORTH 00'05'49" EAST ALONG THE WEST LINE OF SAID NORTHEAST 1/4 10.09 FEET TO THE POINT OF BEGINNING.

Plus:

PARCEL 3:
THE NORTH 1/2 OF THE NORTHWEST 1/4; LESS AND EXCEPT ANY PORTION THEREOF LYING NORTHEASTERLY OF THE SOUTHWESTERLY BOUNDARY OF THOSE LANDS DESCRIBED AS TRACT 3, AS RECORDED IN OFFICIAL RECORDS BOOK 1076, PAGE 0802, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; SAID SOUTHWESTERLY BOUNDARY ALSO BEING THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD; TOGETHER WITH THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, ALL IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA.

Plus:

PARCEL 4:
THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA.

ATTACHMENT B

FUTURE LAND USE DESIGNATION
for the
"PROPERTY"

/40286/5#49474284 v1

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Govt Public Notices

received this notice directly (for example, people in apartments, nursing homes, schools and businesses). You can do this by posting this notice in a public place or distributing copies by hand or mail.
This notice is being sent to you by the Clermont Water Systems. Water System IDs # 3354779 and #3350215

8444386 2/13/2023

CITY OF CLERMONT
EVALUATION & APPRAISAL REPORT
ORDINANCE NO. 2023-001

The adoption of the proposed ordinance will be heard by the City Council on Tuesday, February 28, 2023 at 6:30 PM.

ORDINANCE NO. 2023-001
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLERMONT, LAKE COUNTY, FLORIDA, ADOPTING THE EVALUATION AND APPRAISAL REPORT PERTAINING TO THE COMPREHENSIVE PLAN FOR THE CITY OF CLERMONT, FLORIDA, PURSUANT TO THE LOCAL GOVERNMENT COMPREHENSIVE PLANNING ACT, CHAPTER 163, PART II, FLORIDA STATUTES BY ADOPTING THE EVALUATION AND APPRAISAL REPORT; SETTING FORTH THE AUTHORITY FOR ADOPTION OF THE EVALUATION AND APPRAISAL REPORT; SETTING FORTH THE PURPOSE AND INTENT OF THE COMPREHENSIVE PLAN AMENDMENT; ESTABLISHING THE LEGAL STATUS OF THE COMPREHENSIVE PLAN AMENDMENT; PROVIDING FOR CONFLICT, SEVERABILITY, THE ADMINISTRATIVE CORRECTION OF SCRIVENERS ERROR, PUBLICATION AND AN EFFECTIVE DATE.

All meetings will be held in Clermont City Hall, 1st floor Council Chambers, located at 685 West Montrose Street. All interested parties will be given an opportunity to express their views on this matter.
This ordinance is available for public inspection in the Development Services Office, 685 W. Montrose Street, Monday through Friday between the hours of 8:00 AM and 5:00 PM.
Please be advised that, under State law, if you should decide to appeal a decision made with respect to this matter, you will need a record of the proceedings, and may need to ensure that a verbatim record is made. Persons with disabilities who need assistance should contact the City Clerk's office, (352) 241-7330, at least 48 hours prior to the public hearings.

Tracy Ackroyd Howe, MMC
City Clerk
Daily Commercial
February 13, 2023

2/13/23

NOTICE OF PUBLIC HEARING
TOWN OF HOWEY-IN-THE-HILLS, FLORIDA
Ordinance No. 2023-006
AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO LAND USE; PROVIDING FINDINGS OF THE TOWN COUNCIL; AMENDING THE FUTURE LAND

Govt Public Notices

USE MAP DESIGNATION OF THE TOWN'S COMPREHENSIVE PLAN FOR FOUR PARCELS OF LAND TOTALING APPROXIMATELY 160 ACRES AND LOCATED GENERALLY NORTH OF NUMBER TWO ROAD AND EAST OF BLOOMFIELD AVENUE, ALL AS LEGALLY DESCRIBED IN ATTACHMENT A TO THE ORDINANCE, FROM LAKE COUNTY LAND-USE DESIGNATIONS OF "RURAL" AND "RURAL TRANSITION" TO TOWN DESIGNATIONS OF "MEDIUM DENSITY RESIDENTIAL," "PUBLIC / UTILITIES," AND "CONSERVATION;" PROVIDING FOR CONFLICTS, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.
The Planning and Zoning Board for the Town of Howey-in-the-Hills will hold a public hearing for Ordinance 2023-006 on February 23, 2023, at 06:00 P.M. (or as soon thereafter as the matter may be considered). All public hearings will be held in the Town Hall at 101 North Palm Avenue, Howey-in-the-Hills, Florida. No final action regarding the proposed Ordinance will be made at this public hearing. Following the public hearing, the Planning and Zoning Board shall provide a recommendation on the Ordinance to the Town Council. The Town Council will take final action on the requests.
Ordinance 2023-006 is available in the Town Clerks Office. 101 N. Palm Ave., Howey-in-the-Hills, FL 34737 for inspection during normal business hours of Mon-Thurs 8 a.m. – 5 p.m. In compliance with the Americans with Disabilities Act (ADA) anyone who needs a special accommodation for this meeting should contact the Town Clerk at least 48 hours before the meeting.
Persons are advised that if they decide to appeal any decision made at this meeting, they will need a record of the proceeding, and for such purposes, they may need to ensure that a verbatim record of the proceeding is made which includes testimony and evidence upon which the appeal is based per Section 286.0105 of the Florida Statutes.
John Brock, Town Clerk
Town of Howey-in-the-Hills
Publish Date - February 13, 2023

8440095 2/13/2023

NOTICE OF PUBLIC HEARING
TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

Ordinance No. 2023-007

AN ORDINANCE OF THE TOWN OF HOWEY IN THE HILLS, FLORIDA, PERTAINING TO LAND USE; PROVIDING FINDINGS OF THE TOWN COUNCIL; AMENDING THE TOWN'S OFFICIAL ZONING MAP TO REZONE FOUR PARCELS OF LAND TOTALING APPROXIMATELY 160 ACRES AND LOCATED GENERALLY NORTH OF NUMBER TWO ROAD AND EAST OF BLOOMFIELD AVENUE, AS MORE PARTICULARLY DESCRIBED IN ATTACHMENT A TO THE ORDINANCE, FROM LAKE COUNTY "AGRICULTURE" ZONING TO TOWN "MEDIUM DENSITY RESIDENTIAL 2" ZONING; PROVIDING FOR SEVERABILITY, CONFLICTS, CODIFICATION, AND AN EFFEC-

Govt Public Notices

TIVE DATE.
The Planning and Zoning Board for the Town of Howey-in-the-Hills will hold a public hearing for Ordinance 2023-007 on February 23, 2023, at 06:00 P.M. (or as soon thereafter as the matter may be considered). All public hearings will be held in the Town Hall at 101 North Palm Avenue, Howey-in-the-Hills, Florida. No final action regarding the proposed Ordinance will be made at this public hearing. Following the public hearing, the Planning and Zoning Board shall provide a recommendation on the Ordinance to the Town Council. The Town Council will take final action on the requests.
All parties in interest and persons for or against the proposed ordinance shall have an opportunity to be heard at said public hearings. Copies of Ordinance 2023-007 and its related materials are available in the Town Clerks Office. 101 N. Palm Ave., Howey-in-the-Hills, FL 34737 for inspection during normal business hours of Mon-Thurs 8 a.m. – 5 p.m. In compliance with the Americans with Disabilities Act (ADA) anyone who needs a special accommodation for this meeting should contact the Town Clerk at least 48 hours before the meeting.
Persons are advised that if they decide to appeal any decision made at this meeting, they will need a record of the proceeding, and for such purposes, they may need to ensure that a verbatim record of the proceeding is made which includes testimony and evidence upon which the appeal is based per Section 286.0105 of the Florida Statutes.

John Brock, Town Clerk
Town of Howey-in-the-Hills
8439808 Feb. 13, 2023

NOTICE OF PUBLIC HEARINGS
FOR PRELIMINARY
SUBDIVISION PLAN APPROVAL

The Planning and Zoning Board for the Town of Howey-in-the-Hills will hold a public hearing on February 23, 2023 at 6:00 p.m., (or as soon thereafter as the matter may be considered), at Town Hall at 101 North Palm Avenue, Howey-in-the-Hills, Florida 34737.

The Town of Howey-in-the-Hills Planning and Zoning Board will consider an application from Tim Loucks on behalf of Blue Sky Capital Group LLC for a Preliminary Subdivision Plan approval on approximately 160 +- acres. The subdivision would be located on parcels identified with Alternate Keys # 3852069, 1101051, 3887680, and 1036119. The proposed subdivision is located generally North of Number Two Road and East of Bloomfield Avenue.

No final action regarding the proposed application will be made at this public hearing before the Planning and Zoning Board. Following the public hearing, the Planning and Zoning Board shall provide a recommendation on the applications and proposed amendment to the Town Council. The Town Council will take final action on the request.

Copies of the applications and related public records may be viewed at the Town Clerk's Office, 101 North Palm Avenue, Howey-in-

Govt Public Notices

the-Hills, Florida 34737, for inspection during normal business hours of Mon-Thurs 8:00 a.m. - 5:00 p.m. Persons with disabilities needing assistance to participate in this proceeding should contact the Town Clerk at least 48 hours before the meeting. One or more of the subject public hearings may be held remotely and interested parties should contact the Town Clerk for information on participation.

Persons are advised that if they decide to appeal any decision made at this meeting, they will need a record of the proceeding, and for such purposes, they may need to ensure that a verbatim record of the proceeding is made which includes the testimony and evidence upon which the appeal is based, per Section 286.0105 F.S.

John Brock, Town Clerk
Town of Howey-in-the-Hills
Publish Date – February 13, 2023

#8442799 2/13/23

Public Notices

IN THE CIRCUIT COURT OF THE FIFTH JUDICIAL CIRCUIT OF FLORIDA IN AND FOR LAKE COUNTY
GENERAL JURISDICTION DIVISION
CASE NO. 2022-CA-001943
U.S. BANK TRUST NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY, BUT SOLELY AS TRUSTEE OF LSF10 MASTER PARTICIPATION TRUST,
Plaintiff,
vs.
CORI L JENKINS, et al.,
Defendant.

NOTICE OF ACTION
To: UNKNOWN TENANT IN POSSESSION 1
225 INDIANA ST
LEESBURG, FL 34748
UNKNOWN TENANT IN POSSESSION 2
225 INDIANA ST
LEESBURG, FL 34748
LAST KNOWN ADDRESS STATED, CURRENT RESIDENCE UNKNOWN
YOU ARE HEREBY NOTIFIED that an action to foreclose covering the following real and personal property described as follows, to-wit:
BEGINNING 448 FEET SOUTH OF THE SOUTHEAST CORNER OF LOT 3, BLOCK 64, IN THE CITY OF LEESBURG, ACCORDING TO OFFICIAL MAP OF THE SAID CITY, RUN THENCE WEST 152 FEET, THENCE SOUTH 60 FEET, THENCE EAST 152 FEET, THENCE NORTH 60 FEET TO POINT OF BEGINNING. ALSO DESCRIBED AS LOT 9, BLOCK D, JOHN K. MCWILLMAN SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 5, PAGE 34, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.
has been filed against you and you are required to a copy of your written defenses, if any, to it on Nicholas J. Vanhook, McCalla Raymer Leibert Pierce, LLC, 225 East Robinson Street, Suite 155, Orlando, FL 32801 and file the original with the Clerk of the above-styled Court on or before or 30 days

Public Notices

from the first publication, otherwise a Judgment may be entered against you for the relief demanded in the Complaint.
WITNESS my hand and seal of said Court on the 3 day of February, 2023.

Gary J. Cooney
CLERK OF THE CIRCUIT COURT
As Clerk of the Court
BY: /s/; Deputy Clerk

8440680 2/13, 2/20/2023

IN THE CIRCUIT COURT OF THE FIFTH JUDICIAL CIRCUIT OF FLORIDA IN AND FOR LAKE COUNTY
GENERAL JURISDICTION DIVISION
CASE NO. 2022-CA-001943
U.S. BANK TRUST NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY, BUT SOLELY AS TRUSTEE OF LSF10 MASTER PARTICIPATION TRUST,
Plaintiff,
vs.
CORI L JENKINS, et al.,
Defendant.

NOTICE OF ACTION
To: UNKNOWN SPOUSE OF CORI L JENKNS
225 INDIANA ST
LEESBURG, FL 34748
LAST KNOWN ADDRESS STATED, CURRENT RESIDENCE UNKNOWN
YOU ARE HEREBY NOTIFIED that an action to foreclose Mortgage covering the following real and personal property described as follows, to-wit:
BEGINNING 448 FEET SOUTH OF THE SOUTHEAST CORNER OF LOT 3, BLOCK 64, IN THE CITY OF LEESBURG, ACCORDING TO THE OFFICIAL MAP OF THE SAID CITY, RUN THENCE WEST 152 FEET, THENCE SOUTH 60 FEET, THENCE EAST 152 FEET, THENCE NORTH 60 FEET TO THE POINT OF BEGINNING. ALSO DESCRIBED AS LOT 9, BLOCK D, JOHN K. MCWILLMAN SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 5, PAGE 34, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.
has been filed against you and you are required to file a copy of your written defenses, if any, to it on Nicholas J Vanhook, Esq., McCalla Raymer Leibert Pierce, LLC, 225 East Robinson Street, Suite 155, Orlando, FL 32801 and file the original with the Clerk of the above-styled Court on or before or 30 days from the first publication, otherwise a Judgment may be entered against you for the relief demanded in the Complaint.
WITNESS my hand and seal of said Court on the 3 day of February, 2023

Gary J. Cooney
CLERK OF THE CIRCUIT COURT
As Clerk of the Court
BY: /s/ Deputy Clerk

x 2/13, 2/20/2023

IN THE CIRCUIT COURT
OF THE FIFTH JUDICIAL
CIRCUIT IN AND FOR
LAKE COUNTY, FLORIDA
CASE NO. 2020 CP 2181

IN RE: ESTATE OF
MARIA HOLMES,
Deceased

NOTICE OF UNCLAIMED FUNDS
TO: UNKNOWN HEIRS OF MARIA

Public Notices

HOLMES AND ALL OTHERS WHO MAY CLAIM AN INTEREST IN THE ABOVE ESTATE
YOU ARE HEREBY NOTIFIED that you may be an interested person in the Estate of MARIA HOLMES, who died on APRIL 16, 2020 and whose curator is GINETTE M. SINK. An order authorizing a deposit of funds to the registry of the court has been entered by this Court. Funds in the amount of $15,059.25 have been received by the Clerk of Circuit Court for deposit into the registry of the court, to be disposed of as directed by Section 733.816, Florida Statutes. Those funds remaining after any valid claim is ordered by this Court to be paid will be deposited with the Chief Financial Officer of the State of Florida after six months have expired from the first publication of this notice.
Any claims to the above referenced funds should be filed with Gary Cooney, Clerk of Circuit Court, 550 W. Main Street, P.O. Box 7800, Tavares, FL 32778 on or before six months have expired from the first publication of this notice.
Dated at Tavares, Lake County, Clerk, Florida this 8th day of February, 2023.
GARY COONEY
CLERK OF CIRCUIT COURT
By: /s/ Charlene Olsen
Deputy Clerk
8440354 2/13, 3/13/2023

Public Sale

NOTICE OF PUBLIC SALE
The following personal property of DORIS MAXINE HADLEY, if deceased any unknown heirs or assigns, PAUL DUANE HADLEY, if deceased any unknown heirs or assigns, and KIM DUANE HADLEY, will, on February 20, 2023, at 10:00 a.m., at 43 Ohara Street, Lot #43, Leesburg, Lake County, Florida 34788; be sold for cash to satisfy storage fees in accordance with Florida Statutes, Section 715.109:

1973 CHAM MOBILE HOME,
VIN: 0439516856D,
TITLE NO.: 0006057229
and all other personal property located therein

PREPARED BY:
J. Matthew Bobo
Lutz, Bobo & Telfair, P.A.
2 North Tamiami Trail, Suite 500
Sarasota, Florida 34236
8412922 2/6, 2/13/2023

NOTICE OF PUBLIC SALE:
J-D TOWING AND ROADSIDE SERVICE, INC gives notice that on 02/26/2023 at 10:00 AM the following vehicles(s) may be sold by public sale at 1130 E NORTH BLVD to satisfy the lien for the amount owed on each vehicle for any recovery, towing, or storage services charges and administrative fees allowed pursuant to Florida statute 713.78.

1FTEX15H5KKA47537 1989 FORD
NC014004127 1980 HOND
NC014004229 1980 HOND

This notification is published in DAILY COMMERCIAL on 02/13/2023.

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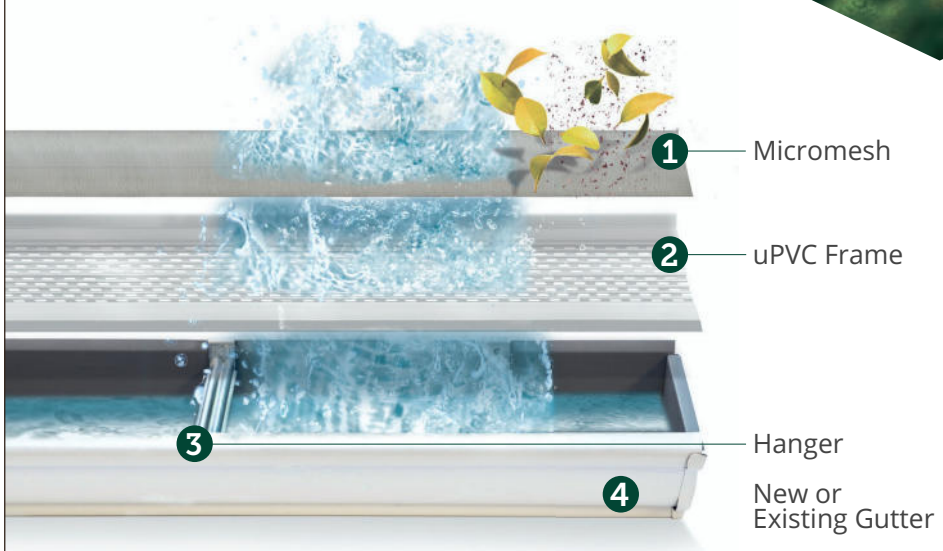

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SELL IT BUY IT FIND IT SELL IT BUY IT FIND IT

TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

GENERAL LAND DEVELOPMENT APPLICATION

101 N. Palm Avenue, Howey-in-the-Hills, Florida 34737
Phone: (352) 324-2290 • Fax: (352) 324-2126

Date Received: Application ID: Received By:

REQUESTED ACTION

- [x] Comp Plan Amendment
- [ ] PUD
- [ ] Conditional Use
- [ ] Land Development Code Text
- [ ] Variance
- [x] Rezoning
- [ ] Subdivision Minor
- [ ] Other
- [ ] Site Plan (check one below)
  - [ ] Preliminary
  - [ ] Final
- [ ] Subdivision (check one below)
  - [ ] Preliminary Subdivision
  - [ ] Final Subdivision
  - [ ] Final Plat

Describe Request: Request to amend the future land use map to MDR and the zoning map to MDR-2 on the subject property.

APPLICANT INFORMATION:

Name: Blue Sky Capital LLC E-Mail: tim@pibland.com

Address: 103 Commerce Street, Suite 160 Lake Mary Fl. 32746 Phone: 407-963-1036 Fax: _____

- [ ] Owner
- [X] Agent for Owner
- [ ] Attorney for Owner

OWNER INFORMATION:

Contact: Tim Loucks

Name: Blue Sky Capital Group LLC E-Mail: tim@pibland.com

Address: 103 Commerce Street, Suite 160 Phone: 407-963-1036

Lake Mary, FL 32746 Fax: _____

PROPERTY INFORMATION:

Address: Number 2 Road

General Location: West and North of Number 2 Road approximately 0.3 miles west of Heald Lane.

Current Zoning: A Current Land Use: Rural Transition

Parcel Size: +/- 161.3 Acres Tax Parcel #:

Legal Description Attached ☒ Yes ☐ No Survey Attached ☒ Yes ☐ No

Pre-Application Meeting Date: _____
(Attach Pre-Application Form)

Application Fee: $_____

Applicant's Signature: _____
(Signature) *(Date)*

_____
(Print)

Owner's Signature: _____ 12/16/2022
(Provide letter of Authorization) *(Signature)* *(Date)*

Sadique Jaffer - Managing Member
(Print)

Applications must be complete to initiate the review process.

TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

PETITION FOR REZONING
CHECKLIST AND REQUIREMENTS

VARIANCE APPLICATION CHECKLIST

- ☐ General Land Development Application
- ☐ Application Fee and Estimated Deposit
- ☐ Description of Requested Zoning Amendment
- ☐ List of property owners within 300 feet
- ☐ One signed and sealed survey of the property (no more than 2 years old).
- ☐ Legal Description
- ☐ Notarized Authorization of Owner (if applicant is other than owner or attorney for owner).

PUBLIC NOTIFICATION (Sec. 4.13.03)

The applicant shall provide written notice to property owners within 300 feet regarding his intention to seek a rezoning. Notice shall be sent by certified mail no later than ten (10) days prior to the scheduled meeting and shall include the date, time and place of the public hearing and a description of the proposed rezoning. A notice letter will be provided to the applicant by the Town.

In addition to written notice Town staff shall also post a notice on the subject property ten days prior to the public hearing and publish a notice of the hearing in a newspaper of general circulation at least ten (10) days prior to the public hearing.

REZONING HEARING PROCESS

The Planning and Zoning Board shall review the application for rezoning at its next available meeting following receipt of a completed application. The Planning and Zoning Board shall make a recommendation to the Town Council as to whether to approve, approve with changes or deny the rezoning. Upon receipt of the recommendation from the Planning and Zoning Board, the Town Council shall schedule a public hearing on the rezoning application and shall approve, approve with changes or deny the rezoning.

REZONING REQUEST

The applicant is seeking a rezoning of the property described in the attached legal description as follows:

Proposed Zoning:
Requested Zoning: MDR - 2
Zoning on Adjacent Parcels: North: A and PUD (County)
East: PUD (County)
South: PUD and R-1 (County)
West: A (County)
Parcel Size:

REZONING REQUIREMENTS

The following items must be completed in sufficient detail to allow the Town to determine if the application complies with the criteria for approving a rezoning. Attach any supplemental information that can assist in understanding the rezoning request.

1. Is the rezoning request consistent with the Town's comprehensive plan? Refer to justification document.
2. Describe any changes in circumstances of conditions affecting the property and the surrounding area that support a change in the current zoning. The applicant believes the provisions of utilities for this site is more feasible than in the recent past, making this property viable for development.
3. Will the proposed rezoning have any negative effects on adjacent properties? The project does not currently have any occupied buildings within close proximity to its property line. Any effects will be minimal.
4. Will the proposed rezoning have any impacts upon natural resources? Wetland impacts are minimized to isolated wetlands only and the applicant is providing ample Open Space.
5. Will the proposed rezoning have any impacts upon adjacent properties? Any impacts will be offset by improvements to infrastructure, as agreed to by the developer and City.
6. Will the rezoning create any impacts on services including schools, transportation, utilities, stormwater management and solid waste disposal? Refer to school concurrency determiniation and traffic study. The remaining services will be adequately provided to all residents of the development.
7. Are there any mistakes in the assignment of the current zoning classification? No.

Blue Sky Capital Group LLC - Sadique Jaffer, Managing Member
Print Applicant Name

Applicant Signature

12/16/2022
Date

In response to the Urban Sprawl policies provided by staff. The applicant has provided responses to these policies as justification for the project.

Urban Sprawl Policy Responses (in blue)

The Town does not and will continue not to promote the approval of development that will contribute to "urban sprawl." An analysis corresponding to measures the Town implements to discourage a proliferation of urban sprawl is featured in this section

1. Promotes, allows or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses in excess of demonstrated need.
    a. The applicant is requesting MDR land use and MDR-2 Zoning which is allowable on a site of this acreage and density. The mixed use requirement is intended for larger scale projects with more units and land area. In contrast to the initial submittal, the applicant has reduced the allowable density by almost 50%.

    The Town has adopted a Planned Unit Development ordinance and Village Mixed Use and Town Center Mixed Use land uses. There has not been any significant development of low intensity single family subdivisions. The Town's Concurrency Management System, subdivision regulations, and zoning regulations discourages this type of development. This type of development is discouraged where adequate public services are available.

2. Promotes, allows or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development. The applicant is not proposing urban development, but transitional, large lot, residential development.

    All new development must prove that it will be served by adequate public facilities prior to the issuance of a development order. The new development must also demonstrate that it will not degrade the level of service beyond the adopted standard. Noted.

3. Promotes, allows or designates urban development in radial, strip, isolated or ribbon patterns generally emanating from existing urban developments. The development provides parallel roadways within the project to allow for access and alternative routes. Stub out streets are not compatible with land uses to the west. The applicant would be willing to provide reasonable street stub-outs where (1) they do not impact wetlands, (2) construction is not physically constrained or (3) where the City would not approve development.

Justification (Comprehensive Plan Policies)

The Town's Village Mixed Use and Town Center Overlay Mixed Use categories preclude strip commercial-type development and isolated single uses. N/A.

4. As a result of premature or poorly planned conversion of rural land to other uses, fails adequately to protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems. Our project protects a significant amount of upland and wetland lands.

   The Town protects and conserves all natural resources by enforcing the requirements of this Comprehensive Plan and the Town's Land Development Regulations. The Town delineates wetlands and other environmentally sensitive lands as Conservation on the Town's Existing and Future Land Use Maps. No buildings are permitted on Conservation lots in Town except for boardwalks, docks, observation decks, and similar facilities as allowed by the Town and all regulatory agencies. Our project protects a significant amount of upland and wetland lands.

5. Fails adequately to protect adjacent agricultural areas and activities, including silviculture, and including active agricultural and silvicultural activities as well as passive agricultural activities and dormant, unique and prime farmlands and soils. Project does not impact surrounding agricultural uses.

6. Fails to maximize use of existing public facilities and services. N/A

   The Town annually updates and adopts a Concurrency Management System Report to ensure that existing public facilities and services have enough capacity to support the population demand. All deficiencies are identified along with capital plans to address those deficiencies. Any deficiencies are incorporated in the Capital Improvements Element. Improvement required by the applicant will be included in this process.

7. Fails to maximize use of future public facilities and services. N/A

   The Town annually updates and adopts a Concurrency Management System Report to ensure that future public facilities and services are adequately signed to address future needs. Applicant is tracking future improvements and coordinating with staff on such items.

8. Allows for land use patterns or timing which disproportionately increase the cost in time, money and energy, of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government. No comment from staff indicates this is an issue.

Justification (Comprehensive Plan Policies)

The Town has concurrency requirements for potable water, sewer, solid waste, drainage, parks and recreation, roads, and public schools. Noted.

9. Fails to provide a clear separation between rural and urban uses. The project is sub-urban and provides a rational transition from the medium density land uses to the east and the agricultural uses to the west. The applicant is also preserving a large portion of the site for conservation purposes, with a limited amount of stormwater ponds.

   The Town feels that the adopted open space, and minimum development intensity and density standards are sufficient to ensure a clear separation between rural and urban uses. Noted.

10. Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities. N/A

    The Town promotes infill development or redevelopment of existing neighborhoods and communities and has created a Town Center Overlay to address infill and redevelopment in the historic Town Center. Noted.

11. Fails to encourage an attractive and functional mix of uses.

    The Town has adopted a Planned Unit Development Ordinance which would permit an attractive and functional mix of uses in appropriate areas of the Town. There are about 855 acres of land designated as Village Mixed Use on the Town's Future Land Use Map and majority of this land is vacant. This project is not within the 855 acres of land designated on the Town's Future Land Use Map.

12. Results in poor accessibility among linked or related land uses. N/A

    Solutions to better manage traffic within the historic downtown area and to discourage additional traffic have been implemented. Uses have also been linked with bicycle paths and sidewalks. The Town requires new subdivisions or developments to address circulation, access control, off-street parking and landscaping of median strips and rights-of-way.

13. Results in the loss of significant amounts of functional open space. The project has ample Open Space.

    The Town requires that levels of service be met for park land and open space. Each new development will include open space and recreational components. Noted.

    The Town shall continue to discourage the approval of any development or redevelopment projects that will promote urban sprawl. Noted, project is a transitional development proposal.

Comprehensive Plan Justification - No. 2 Road

Justification (Comprehensive Plan Policies)

Below are updated numbers on the projects estimated impacts as further justification, given their limited increase from a land use perspective.

Current Land Use Density =
Lake County Rural Transition 1DU/AC * 80.5 Net Acres = 80.5 units
Lake County Rural Land Use 1DU/5AC * 19.5 Net Acres = 4 Units
Allowable Density in Lake County = 84.5 Units
Proposed: 180 Units

Impact to Utilities and Infrastructure. This Land Use change is estimated to increase the maximum allowable residential units from +/- 84.5 to 180, which is an increase of 100 units. Demand assumptions are 300 gallons per day (GPD) for each unit for both potable water and sewer. The anticipated utility demand based on land use for water/sewer is as follows:

Type	Current Demand	Proposed Demand	Change in Demand
Single Family	25,350 GPD	54,000 GPD	28,650 GPD

Student Generation Estimates.
The student generation for these additional units is estimated below:
180 units * .405 (students per home) = 73 students
This change represents an increase of +/- 39 students.

In conclusion, the applicant asserts that the changes requested here-in are consistent with the Comprehensive Plan and further: (1) provide transition from urban to rural lands, (2) make services/ utilities viable in this area and (3) provide an amenitized development for the City. The applicant anticipates to coordinate and continue the public process for the Preliminary Plat at a later date.

Sincerely,

Alex Stringfellow | Principal
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alex@stringfellowplanning.com
StringfellowPlanning.com
STRINGFELLOW PLANNING & DESIGN

Bio-Tech Consulting Inc.
Environmental and Permitting Services

info@bio-techconsulting.com
www.bio-techconsulting.com

July 21, 2022

Bobby Luthra
Blue Sky Capital Group, LLC
103 Commerce St.
Lake Mary, FL 32746

Proj: Number 2 Road - Lake County, Florida
Parcel ID(s): 27-20-25-0002-000-00200, 27-20-25-0002-000-03200, 27-20-25-0003-000-03100, and 28-20-25-0001-000-00100
Sections 27 and 28, Township 20 South, Range 25 East
(BTC File #372-81)

Re: Environmental Assessment Report

Dear Mr. Luthra:

During June and July of 2022, Bio-Tech Consulting, Inc. (BTC) conducted an environmental assessment of the approximately 40.17-acre Number 2 Road; which is composed of four (4) separate parcels. The subject property exists along Number 2 Road on the southern portion of the site and is located west of Little Lake Harris; located within Sections 27 and 28, Township 20 South, Range 25 East, Lake County, Florida (**Figures 1, 2 & 3**). This environmental assessment includes the following elements:

- review of soil types mapped within the site boundaries;
- evaluation of land use types/vegetative communities present;
- field review for occurrence of protected flora and fauna, and
- permitting summary.

SOILS

According to the Soil Survey of Lake County, Florida, prepared by the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), ten (10) soil types exist within the subject site (**Figure 4**). These soil types include the following:

Orlando: Main Office
3025 East South Street
Orlando, FL 32803

Vero Beach Office
4445 N A1A
Suite 221
Vero Beach, FL 32963

Jacksonville Office
1157 Beach Boulevard
Jacksonville Beach, FL 32250

Tampa Office
6011 Benjamin Road
Suite 101 B
Tampa, FL 33634

Key West Office
1107 Key Plaza
Suite 259
Key West, FL 33040

Aquatic & Land
Management Operations
3825 Rouse Road
Orlando, FL 32817

407.894.5969
877.894.5969
407.894.5970 fax

- **Sparr sand, 0 to 5 percent slopes (#1)**
- **Candler sand, 0 to 5 percent slopes (#8)**
- **Arents (#17)**
- **Myakka-Myakka, wet, sands, 0 to 2 percent slopes (#28)**
- **Lochloosa sand (#30)**
- **Oklawaha muck (#32)**
- **Placid sand, frequently ponded, 0 to 2 percent slopes (#38)**
- **Placid and Myakka sands, depressional (#40)**
- **Swamp (#44)**
- **Tavares sand, 0 to 5 percent slopes (#45)**

The following presents a brief description of each of the soil types mapped for the subject property:

Sparr sand, 0 to 5 percent slopes (#1) consists of very deep, somewhat poorly drained, moderately slowly to slowly permeable soils on uplands of the coastal plain. They formed in thick beds of sandy and loamy marine sediments. Somewhat poorly drained; slow to moderately slow permeability in the subsoil. The water table is at depths of 20 to 40 inches for periods of 1 to 4 months. The water table is usually perched on the surface of the loamy layers but the loamy layers can also be saturated.

Candler sand, 0 to 5 percent slopes (#8) is a nearly level to gently sloping, excessively drained soil found on the rolling uplands of Florida's central ridge. The surface layer of this soil type generally consists of dark gray sand about 7 inches thick. The water table for this soil type is at a depth of more than 120 inches. Permeability is very rapid throughout the profile of this soil type.

Arents (#17) are deeply disturbed soils consisting of loamy soil material that has been mixed, reworked and leveled or shaped by earth-moving equipment. These units are mostly 12 to 60 inches thick. The water table for this soil type is at a depth of 30 to 60 inches except in low-lying areas, where it is at a depth of 10 to 30 inches, and in a few dry areas, where it is at a depth of more than 60 inches.

Myakka-Myakka, wet, sands, 0 to 2 percent slopes (#28) is a nearly level, poorly drained hydric soil that has a layer stained by organic material at a depth of less than 30 inches. The water table is normally at a depth of 10-40 inches during extended dry seasons. The surface and subsurface layers and the layer at a depth of 56 to 85 inches have rapid permeability, low water available water capacity, and very low natural fertility.

Lochloosa sand (#30) is a nearly level to gently sloping, somewhat poorly drained soil that has a loamy subsoil. This soil is mainly found on the upland ridge and to a lesser extent on the

flatwoods on knolls and ridges. Typically, the surface layer of this soil type is very dark gray sand about 7 inches thick. The water table for this soil type is at a depth of 40 to 60 inches for about 6 months and is below 60 inches during the rest of the year. Permeability of this soil type is rapid to a depth of about 33 inches and moderate below.

Oklawaha muck (#32) is a nearly level, very deep, very poorly drained fibrous soils found on floodplains, freshwater marshes, and depressions. The surface layer of these soil types generally consists of very dark brown unrubbed and rubbed muck, sapric material about 9 inches thick. The water table for this soil type is normally at the surface, and the soils are covered shallow water except during extended dry periods, when the water table falls to a depth of about 6 inches. Permeability of this soil type is slow. Slopes are less than 2%.

Placid sand, frequently ponded, 0 to 2 percent slopes (#38) is a nearly level, very poorly drained soil in low wet areas on the upland ridge and in the flatwoods. The surface layer of this soil type consists of sand about 18 inches thick. The upper 12 inches is black and the lower 6 inches is very dark gray mottled with very dark grayish brown and dark grayish brown. The water table for this soil type is at the surface for the most of the year. During extended dry periods it is within a depth of 15 inches. Shallow water covers many areas for 4 to 6 months in wet seasons. Permeability of this soil type is rapid throughout.

Placid and Myakka fine sands, depressional (#40) are very poorly drained hydric soils found in depressions mostly on the flatwoods. The surface layer of this soil type generally consists of black fine sand about 18 inches thick. Placid soil is ponded for at least 6 months during most years. Permeability of this soil type is rapid.

Swamp (#44) consists of level, very poorly drained mineral and organic soils that have not been classified because excess water and dense vegetation make a detailed investigation impractical. The Swamp mapping unit coincides with broad drainageways, broad, poorly defined streams, large depressions having no outlets, and large bay heads. The associated soils are flooded with water year round except during prolonged periods of drought. The associated land cover consists of dense wetland forests comprised of wetland hardwoods, cypress, black pines, cabbage palms, shrubs, vines, and grasses. This land cover provides shelter and some browse for cattle and wildlife. Establishing adequate water control and removing the dense vegetation to prepare these soils for cultivated crops or pasture are not feasible.

Tavares sand, 0 to 5 percent slopes (#45) is a nearly level to gently sloping soil, moderately well drained soil. It has a very dark grayish-brown sandy surface layer approximately 7 inches thick. Below this layer are 4 levels of sand beginning at 7 inches, 25 inches, 34 inches, and 61 inches. The water table for this soil type is at a depth of 40 to 60 inches for more than 6 months out of the year and below 60 inches during dry periods. This soil type is rapidly permeable

throughout.

The Florida Association of Environmental Soil Scientists (FAESS) considers the main components and inclusions present within the Myakka-Myakka, wet, sands, 0 to 2 percent slopes (#28), Oklawaha muck (#32), Placid sand, frequently ponded, 0 to 2 percent slopes (#38), Placid and Myakka fine sands, depressional (#40), and Swamp (#44) soil types to be hydric. This information can be found in the Hydric Soils of Florida Handbook, Fourth Edition (March, 2007).

LAND USE TYPES/VEGETATIVE COMMUNITIES

The subject site currently supports six (6) land use types/vegetative communities (Figure 5). These land use types/vegetative communities were identified utilizing the Florida Land Use, Cover and Forms Classification System, Level III (FLUCFCS, FDOT, January 1999). The on-site upland land use type/vegetative community is classified as Improved Pastures (211), Hardwood – Conifer Mixed (434), and Pine Plantation (441). The wetland/surface water land use types/vegetative communities are classified as Reservoirs less than 10 acres (534), Wetland Forested Mixed (630) and Vegetated Non-Forested Wetlands (640). The following provides a brief description of the on-site land use types/vegetative communities:

Uplands:

211 Improved Pastures

The center of the subject site consists of lands that were previously used as pasturelands, which is most consistent with the Improved Pastures (211) FLUCFCS classification. Vegetation observed within this land use type includes bahiagrass (*Paspalum notatum*), dog fennel (*Eupatorium capillifolium*), and scattered cabbage palm (*Sabal palmetto*). Vegetative species identified within the outer edge of this community includes slash pine (*Pinus ellottii*), camphor tree (*Cinnamomum camphora*), laurel oak (*Quercus laurifolia*), winged sumac (*Rhus copallinum*), loblolly bay (*Gordonia lasianthus*), saw palmetto (*Serenoa repens*), fetterbush (*Lyonia lucida*), rusty lyonia (*Lyonia ferruginea*), blackberry (*Rubus* sp.), Ceaserweed (*Urena lobata*), ragweed (*Ambrosia artemisiifolia*), muscadine grapevine (*Vitis rotundifolia*), greenbrier (*Smilax* sp.), and passionflower (*Passiflora incarnata*).

434 Hardwood – Conifer Mixed

The eastern and western portions of the subject site consist of lands which are most consistent with the Hardwood – Conifer Mixed (434) FLUCFCS classification. Vegetation observed within this land use type includes live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), slash pine (*Pinus elliottii*), American beauty berry (*Callicarpa americana*), Caesarweed (*Urena lobata*), greenbrier (*Smilax* spp.), dogfennel (*Eupatorium capillifolium*), ragweed (*Ambrosia artemisiifolia*), rosary pea (*Abrus precatorius*), prickly ashes (*Zanthoxylum* spp.), prickly pear (*Opuntia humifusa*), muscadine grapevine (*Vitis rotundifolia*), Pokeweed (*Phytolacca americana*), partridge pea (*Chamaecrista fasciculate*), and coral bean (*Erythrina herbacea*)

441 Pine Plantations

The eastern and southeastern portions of the subject site consist of an inactive pine plantation which is most consistent with the Pine Plantation (441) FLUCFCS classification. Vegetation observed within this land use type includes slash pine (*Pinus elliottii*), live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), cabbage palm (*Sabal palmetto*), American beauty berry (*Callicarpa americana*), ragweed (*Ambrosia artemisiifolia*), dogfennel (*Eupatorium capillifolium*), partridge pea (*Chamaecrista fasciculate*), muscadine grapevine (*Vitis rotundifolia*), greenbrier (*Smilax* spp.), pokeweed (*Phytolacca americana*), Caesarweed (*Urena lobata*), citrus (*Citrus* sp.), rosary pea (*Abrus precatorius*), bahiagrass (*Paspalum notatum*), rose natalgrass (*Melinis repens*), and lantana (*Lantana camara*).

Wetlands and Surface Waters:

534 Reservoirs less than 10 acres

There is an excavated stormwater pond within the northeastern portion of the site that is most consistent with the Reservoirs less than 10 acres (534) FLUCFCS classification. Vegetation observed within this land use type includes sawgrass (*Cladium mariscoides*), pickerel weed (*Pontederia cordata*), elderberry (*Sambucus nigra*), primrosewillow (*Ludwigia* sp.), Carolina willow (*Salix caroliniana*), blackberry (*Rubus* sp.), bahiagrass (*Paspalum notatum*), rose natalgrass (*Melinis repens*), and lantana (*Lantana camara*).

630 Wetland Forested Mixed

The western portion of the site consists of wetlands which are consistent with the Wetland Forested Mixed (630) FLUCFCS classification. Vegetation observed within this land use type includes water oak (*Quercus nigra*), red maple (*Acer rubrum*), scattered cypress (*Taxodium*

ascendens), swamp bay (*Persea palustris*), loblolly bay (*Gordonia lasianthus*), fetterbush (*Lyonia lucida*), common buttonbush (*Cephalanthus occidentalis*), dahoon holly (*Ilex cassine*), red root (*Lachnanthes caroliniana*), blackberry (*Rubus* sp.), netted chain fern (*Woodwardia areolata*), cinnamon fern (*Osmundastrum cinnamomeum*), greenbrier (*Smilax* sp.), netted chain fern (*Woodwardia areolata*), greenbrier (*Smilax* sp.), muscadine grapevine (*Vitis rotundifolia*).

640 Vegetated Non-Forested Wetlands

There are wetlands within the central, southern, and western portions of the site that are most consistent with the Vegetated Non-Forested Wetlands (640) FLUCFCS classification. Vegetation observed within this land use type includes sawgrass (*Cladium mariscoides*), pickerel weed (*Pontederia cordata*), elderberry (*Sambucus nigra*), primrosewillow (*Ludwigia* sp.), and Carolina willow (*Salix caroliniana*)

PROTECTED SPECIES

Using methodologies outlined in the Florida's Fragile Wildlife (Wood, 2001) and Florida Fish and Wildlife Conservation Commission's (FFWCC) Gopher Tortoise Permitting Guidelines (April 2008 - revised July 2021); a cursory assessment for "listed" floral and faunal species was conducted at the subject property on June 28 and July 7, 2022. This assessment included both direct observations and indirect evidence, such as tracks, burrows, tree markings and birdcalls that indicated the presence of species observed. The assessment focused on species that are "listed" by the FFWCC's Official Lists - Florida's Endangered Species, Threatened Species and Species of Special Concern (revised June 2021) that have the potential to occur in Lake County (See attached Table 1).

One (1) species identified is listed as "commercially exploited" by the FDACS. The harvesting of this species, cinnamon fern (*Osmundastrum cinnamomeum*), for commercial gain is prohibited. The FDACS protection of listed plant species centers around preventing the illegal collection, transport and sale of "listed" plants. The FDACS only issue permits for collection purposes and neither regulates nor prohibits the destruction of state-listed flora species as a result of development activities.

Reptiles and Amphibians
brown anole (*Anolis sagrei*)
green anole (*Anolis caroliniana*)
gopher tortoise (*Gopherus polyphemus*)
six-lined racerunner (*Cnemidophorus sexlineatus sexlineatus*)

Birds

Anhinga (*Anhinga anhinga*)
Belted Kingfisher (*Ceryle alcyon*)
Black Vulture (*Coragyps atratus*)
Blue Jay (*Cyanocitta cristata*)
Great Blue Heron (*Ardea herodias*)
Mourning Dove (*Zenaida macroura*)
Northern Mockingbird (*Mimus polyglottos*)
Northern Cardinal (*Cardinalis cardinalis*)
Red-shouldered Hawk (*Buteo lineatus*)

Mammals
eastern cottontail (*Sylvilagus floridanus*)
eastern gray squirrel (*Sciurus carolinensis*)
coyote (*Canis latrans*)
nine-banded armadillo (*Dasypus novemcinctus*)
racoon (*Procyon lotor*)
Virginia opossum (*Didelphis virginiana*)

One (1) of the above wildlife species, the gopher tortoise (*Gopherus polyphemus*), is identified in the FFWCC's Official Lists - Florida's Endangered Species, Threatened Species and Species of Special Concern (revised June 2021). The following provides a brief description of these and additional wildlife species as they relate to the development of the site.

Gopher Tortoise (Gopherus polyphemus)
State Listed as "Threatened" by FFWCC

Numerous gopher tortoise burrows (*Gopherus polyphemus*) have been identified within the on-site upland areas. Currently the gopher tortoise is classified as a "Category 2 Candidate Species" by the U.S. Fish and Wildlife Service (USFWS), and as of September 2007, is now classified as "Threatened" by FFWCC, and as "Threatened" by FCREPA. The basis of the "Threatened" classification by the FFWCC for the gopher tortoise is due to habitat loss and destruction of burrows. Gopher tortoises are commonly found in areas with well-drained soils associated with xeric pine-oak hammock, scrub, pine flatwoods, pastures and abandoned citrus groves. Several other protected species known to occur in Lake County have a possibility of occurring in this area, as they are gopher tortoise commensal species. However, none of these species were observed during the survey conducted.

The FFWCC provides three (3) options for developers that have gopher tortoises on their property. These options include: 1) avoidance (i.e., 25-foot distance from construction), 2)

preservation of habitat, and 3) off-site relocation. As such, permitting through FFWCC prior to any construction activities will be required.

The subject site was surveyed for the existence of gopher tortoises through the use of pedestrian transects. The survey covered approximately 100% of the suitable habitat present within the subject site boundaries. Thirty (30) active/inactive gopher tortoise burrows were observed and recorded using a handheld GPS (Figure 6a). Based on the tortoise population that exists and the expected development plan for the property, off-site relocation will be required through FFWCC within the areas proposed for development. This number is based on the factored occupation rate of 0.614 (Auffenburg-Franz). Therefore, for the purpose of estimating costs associated with the subject site, as many as nineteen (19) gopher tortoises are estimated to occupy these burrows.

If relocation efforts cannot be completed within 90 days of a formal gopher tortoise survey, FFWCC requires an additional survey to be conducted.

Bald Eagle (Haliaeetus leucocephalus)
State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940)

In August of 2007, the US Fish and Wildlife Service (USFWS) removed the Bald Eagle from the list of federally endangered and threatened species. Additionally, the Bald Eagle was removed from FFWCC's imperiled species list in April of 2008. Although the Bald Eagle is no longer protected under the Endangered Species Act, it is still protected under the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and FFWCC's Bald Eagle rule (Florida Administrative Code 68A-16.002 Bald Eagle *(Haliaeetus leuchocephalus)*.

In May of 2007, the USFWS issued the National Bald Eagle Management Guidelines. In April of 2008, the FFWCC adopted a new Bald Eagle Management Plan that was written to closely follow the federal guidelines. In November of 2017, the FFWCC issued "A Species Action Plan for the Bald Eagle" in response to the sunset of the 2008 Bald Eagle Management Plan. Under the USFWS's management plans, buffer zones are recommended based on the nature and magnitude of the project or activity. The recommended protective buffer zone is 660 feet or less from the nest tree, depending on what activities or structures are already near the nest. As provided within the above referenced Species Action Plan, the USFWS is the regulating body responsible for issuing permits for Bald Eagles. In 2017, the need to obtain a State permit (FFWCC) for the take of Bald Eagles or their nests in Florida was eliminated following revisions to Rule 68A-16.002, F.A.C. A USFWS Bald Eagle "Non-Purposeful Take Permit" is not needed for any activity occurring outside of the 660-foot buffer zone. No activities are permitted within 330 feet of a nest without a USFWS permit.

In addition to the on-site evaluation for listed species, BTC conducted a review of FFWCC's database and Audubon's Eagle Watch program database for recorded Bald Eagle nests within the surrounding 660 feet of the subject site. This review revealed that there are no Bald Eagle nests through the 2020-2021 nesting season, within 660 feet of the project site boundaries (Figure 6b). Thus, no developmental constraints are expected with respect to Bald Eagle nests.

USFWS CONSULTATION AREAS

The U.S. Fish and Wildlife Service has established "consultation areas" for certain listed species (Figure 7). Generally, these consultation areas only become an issue if USFWS consultation is required, which is usually associated with permitting through the U.S. Army Corps of Engineers. The reader should be aware that species presence and need for additional review are often determined to be unnecessary early in the permit review process due to lack of appropriate habitat or other conditions. However, the USFWS makes the final determination.

Consultation areas are typically very regional in size, often spanning multiple counties where the species in question are known to exist. Consultation areas by themselves do not indicate the presence of a listed species. They only indicate an area where there is a potential for a listed species to occur and that additional review might be necessary. Such review might include the need for species-specific surveys using established methodologies that have been approved by the USFWS.

The following paragraphs include a list of the USFWS Consultation Areas associated with the subject property. Also included, is a brief description of the respective species habitat and potential for additional review:

Sand Skink (Neoseps reynoldsi)
Federally Listed as "Threatened" by USFWS

The subject site falls within the Sand Skink Consultation Area for the United States Fish and Wildlife Service (USFWS). The sand skink is listed as "Threatened" by the USFWS. The sand skink exists in areas vegetated with sand pine *(Pinus clausa)* - rosemary *(Ceratiola ericoides)* scrub or a long leaf pine *(Pinus palustris)* - turkey oak *(Quercus laevis)* association. Habitat destruction is the primary threat to this species' survival. Citrus groves, residential, commercial and recreational facilities have depleted the xeric upland habitat of the sand skink. All properties within the limits of this consultation area that are located at elevations greater than 80' and contain suitable (moderate-to-well drained) soils are believed by USFWS to be areas of potential sand skink habitat.

A formal sand skink survey has been completed (2022) for the subject site. While no skinks were observed on the site, a formal report detailing the negative results of this survey will be provided in a separate report. Any impacts to occupied sand skink habitat will require the issuance of an Incidental Take permit through the USFWS and mitigation to off-set the habitat loss.

Florida Scrub-Jay (Aphelocoma coerulescens)
Federally Listed as "Threatened" by USFWS

Currently the Florida Scrub-Jay is listed as threatened by the USFWS. Florida Scrub-jays are largely restricted to scattered, often small and isolated patches of sand pine scrub, xeric oak, scrubby flatwoods, and scrubby coastal stands in peninsular Florida (Woolfenden 1978a, Fitzpatrick et al. 1991). They avoid wetlands and forests, including canopied sand pine stands. Optimal Scrub-jay habitat is dominated by shrubby scrub, live oaks, myrtle oaks, or scrub oaks from 1 to 3 m (3 to 10 ft.) tall, covering 50% to 90 % of the area; bare ground or sparse vegetation less than 15 cm (6 in) tall covering 10% to 50% of the area; and scattered trees with no more than 20% canopy cover (Fitzpatrick et al. 1991).

No Scrub-jays were observed on the subject site during the cursory survey conducted by BTC. As no suitable habitat exists within the limits of the site, it is not anticipated that a formal survey would be required by the USFWS or another agency to determine if any Florida Scrub-Jays utilize any portions of the site.

Everglade Snail Kite (Rostrhamus sociabilis)
Federally Listed as "Endangered" by USFWS

The subject site falls within the USFWS Consultation Area for the Everglade Snail Kite. Currently the Everglade Snail Kite is listed as "Endangered" by the USFWS. Everglade Snail Kites are similar in size to Red-shouldered Hawks. All Everglade Snail Kites have deep red eyes and a white rump patch. Males are slate gray, and females and juveniles vary in amounts of white, light brown, and dark brown, but the females always have white on their chin. Everglade Snail Kites vocalize mainly during courtship and nesting. They may occur in nearly all of the wetlands of central and southern Florida. They regularly occur in lake shallows along the shores and islands of many major lakes, including Lakes Okeechobee, Kissimmee, Tohopekaliga (Toho) and East Toho. They also regularly occur in the expansive marshes of southern Florida such as Water Conservation Areas 1, 2, and 3, Everglades National Park, the upper St. John's River marshes and Grassy Waters Preserve.

No Everglade Snail Kites were observed on the site during the cursory wildlife survey conducted by BTC. As no suitable habitat exists within the limits of the site, it is not anticipated that a

formal survey would be required by the USFWS or another agency to determine if any Everglade Snail Kites utilize any portions of the site.

ENVIRONMENTAL CONSTRAINTS

The onsite wetlands and surface waters on the site are in the process of being delineated by BTC in accordance with local, state and federal guidelines utilizing pink "Bio-Tech Consulting" flagging tape (Figure 8). Once flagging is complete, an updated map will be submitted for review. All wetland/surface water flag locations will need to be approved by the appropriate regulatory agencies during the permitting process. The site resides in the Southern Ocklawaha River drainage basin (Figure 9).

St. Johns River Water Management District (SJRWMD)

There is a SJRWMD Environmental Resource Pemit (ERP), Permit #19298-4, associated with the lake in the northeastern portion of the site. This ERP aproved the excavation and enhancement of the wetland areas within the above mentioned lake associated with the adjoining Mission Inn Resort single-family subdivision on November 10, 2000. This permit expired on November 10, 2005. Since this permit has expired and there are no other ERP's associated with the subject site, a new ERP application will be required through the SJRWMD to authorize construction and operation of a stormwater management system for the site in association with the proposed project and for all wetland/surface water impacts in association with the proposed project. Impacts to the project's wetland and/or other surface water communities would be permittable by SJRWMD as long as the issues of elimination and reduction of wetland impacts have been addressed and as long as the mitigation offered is sufficient to offset the functional losses incurred via the proposed impacts. Coordination with the Division of Historical Resources (DHR) and the FFWCC will be necessary as part of the ERP process.

Florida Department of Environmental Protection (FDEP)

State 404 Program

In December of 2020, the Florida Department of Environmental Protection (FDEP) assumed federal permitting authority for all wetland and surface water resources under Section 404 of the Clean Water Act (CWA). While the ERP and State 404 Programs are joint ERP applications, the State 404 Program is a separate program from the existing ERP Program described above. For those project's whose wetland and surface water resources are associated with tidal waters or traditional navigable waters, under Section 10 of the Rivers and Harbors Act, the US Army Corps of Engineers (USACE) will retain federal permitting authority and a separate Application will need to be submitted to the USACE. These "retained" resources also include wetlands

and/or other surface waters that fall within the 300-foot guide line established from the ordinary high-water mark or mean high tide line of the retained waters.

FDEP currently considers all wetland and/or surface water resources to be federally jurisdictional unless the applicant provides documentation proving otherwise under the current Navigable Waters Protection Rule (NWPR). Impacts to the project's wetland and other surface water communities should be permittable by FDEP as long as the issues of elimination and reduction of wetland impacts have been addressed and as long as the mitigation offered is sufficient to offset the functional losses incurred by the proposed impacts. In addition, regulated activities proposed in waters assumed by the State 404 Program are still required to meet all standards mandated under the CWA Section 404(b)(1) guidelines, this includes alternate site analysis. Coordination with the USFWS will be necessary as part of the Section 404 permitting process through FDEP.

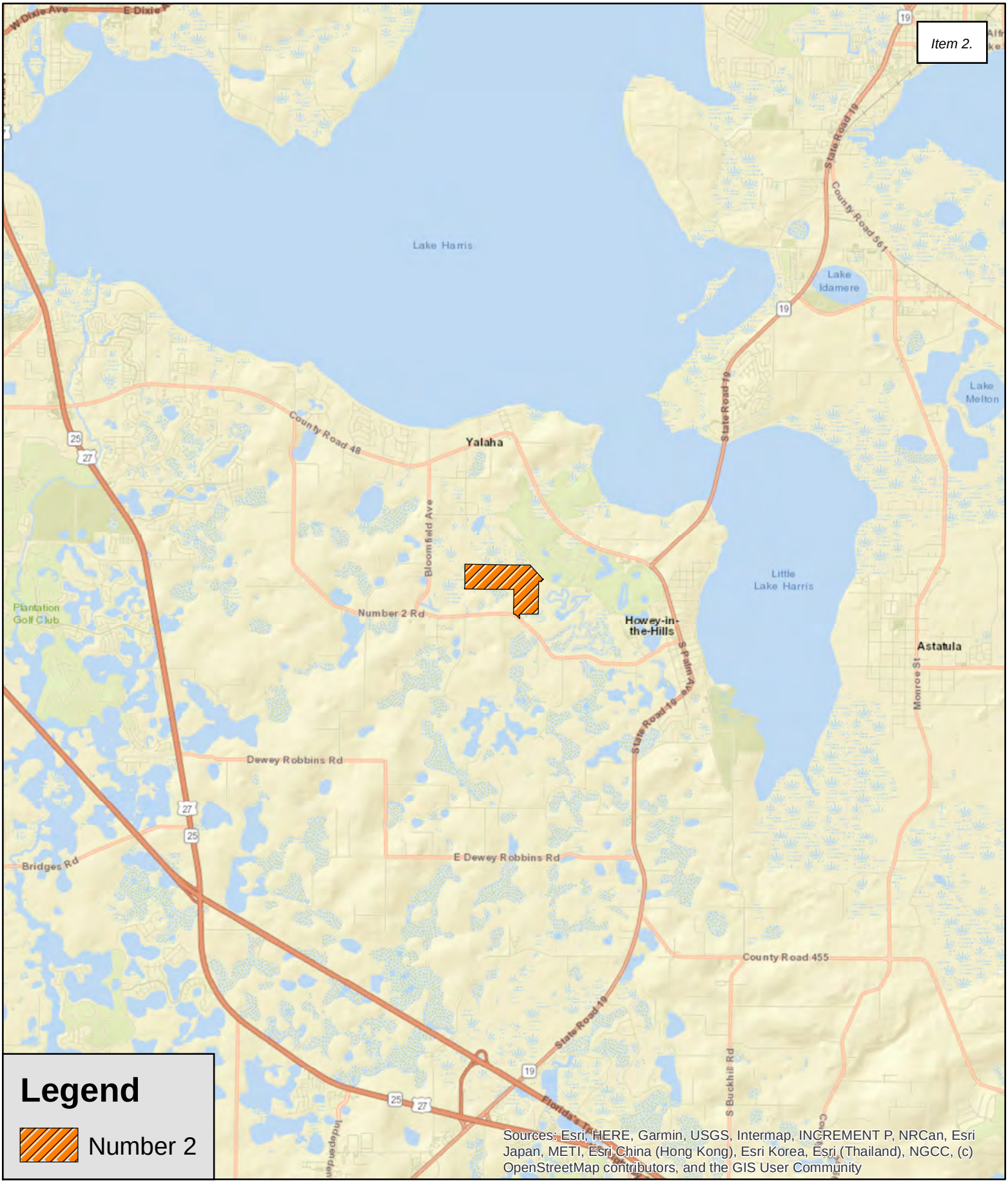
The environmental limitations described in this document are based on observations and technical information available on the date of the on-site evaluation. This report is for general planning purposes only. The limits of any on-site wetlands/surface waters can only be determined and verified through field delineation and/or on-site review by the pertinent regulatory agencies. The wildlife surveys conducted within the subject property boundaries do not preclude the potential for any listed species, as noted on Table 1 (attached), currently or in the future.

Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

Mark Ausley
Director

Attachments



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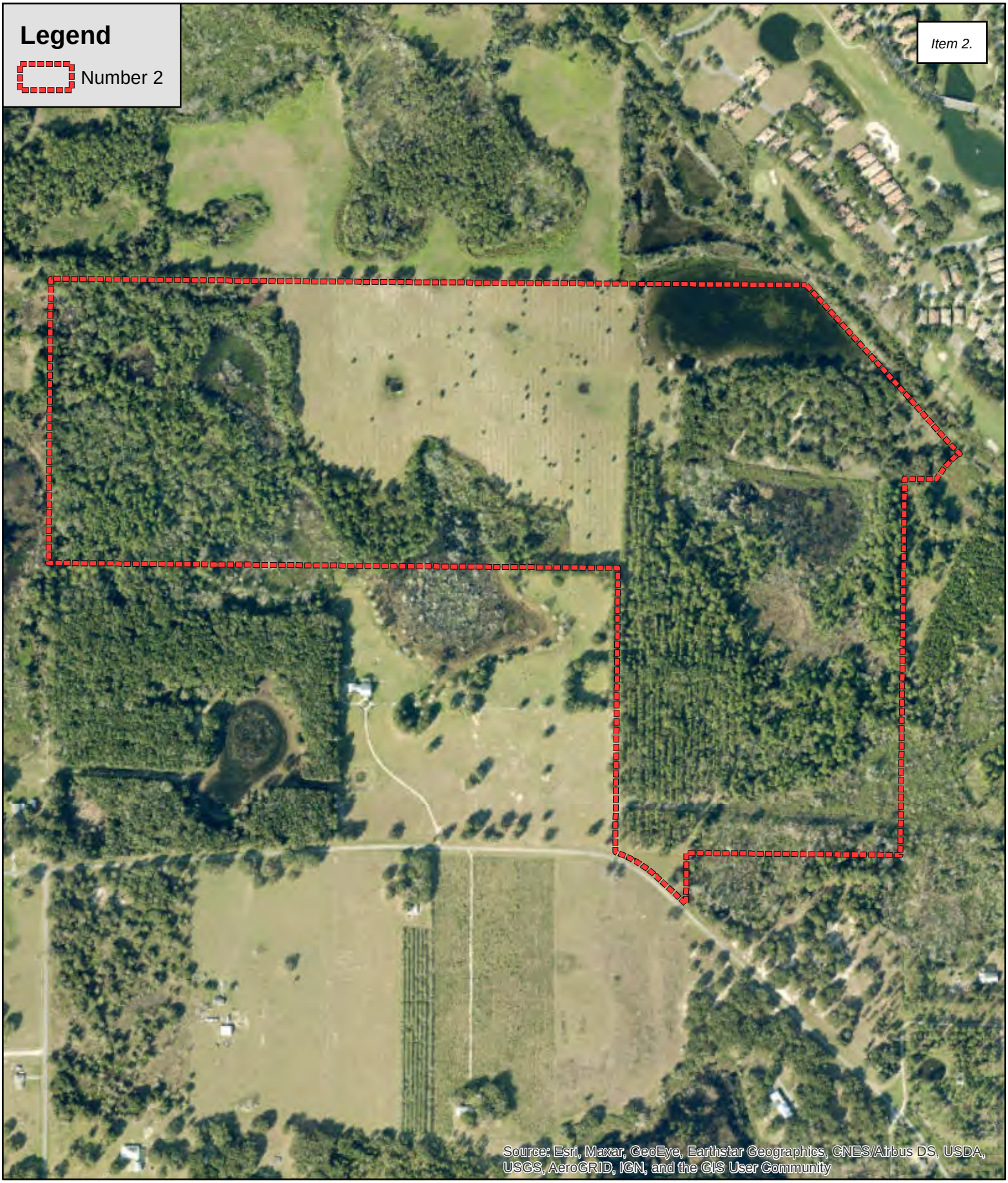
Number 2 Road
Lake County, Florida
Figure 1
Location Map

N
W E
S

1 Miles

Project #: 372-18
Produced By: [illegible]
Date: 6/19/2022



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Number 2 Road
Lake County, Florida
Figure 2
2021 Aerial Photograph

N
W E
S

640
Feet

Project #: 372-18
Produced By: H
Date: 4/2/2022

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Number 2 Road
Lake County, Florida
Figure 3
USGS Topographic Map

N
W E
S

525 Feet

Project #: 372-18
Produced By: [illegible]
Date: 7/15/2022

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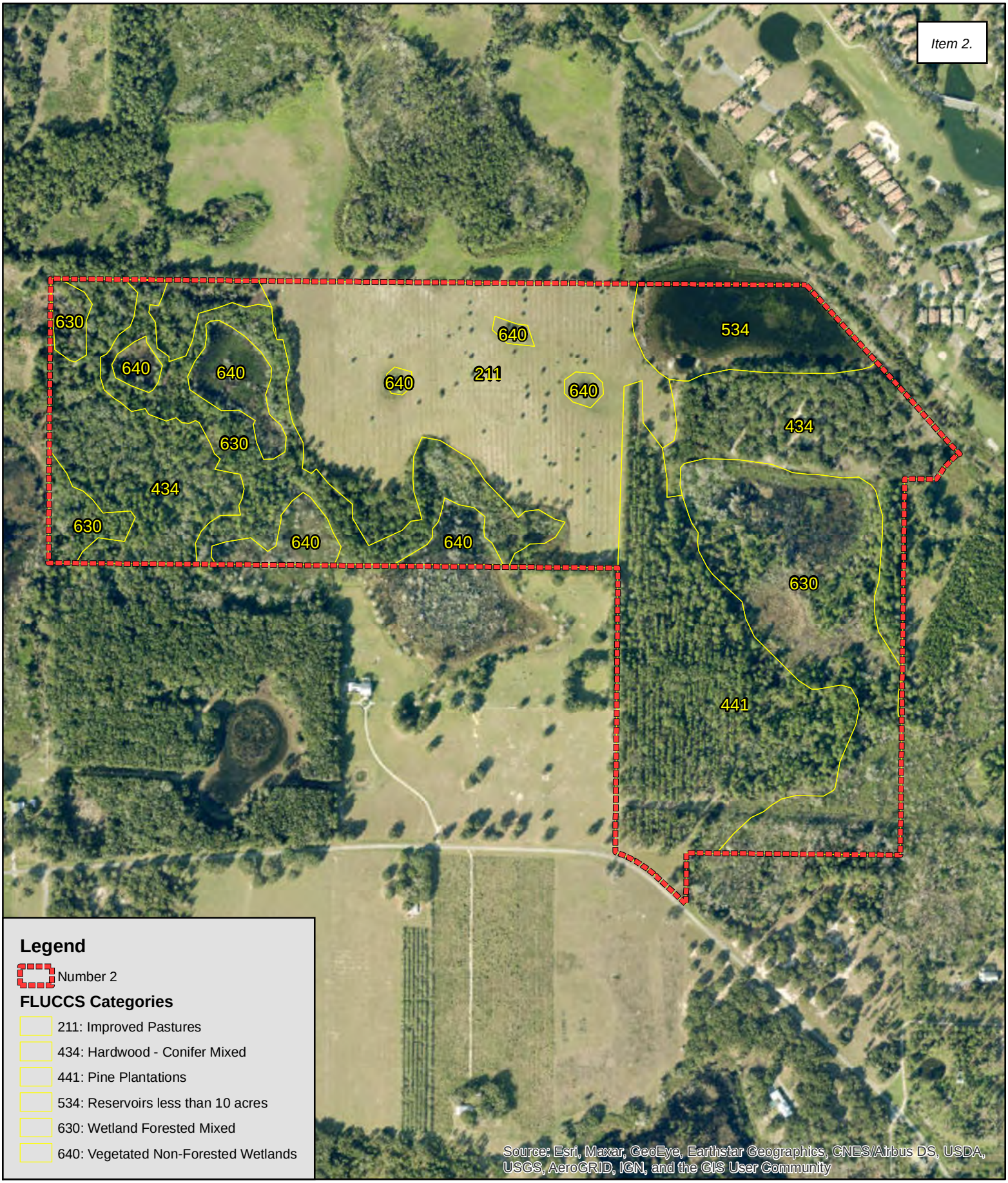
Number 2 Road
Lake County, Florida
Figure 4
SSURGO Soils Map

N
W E
S

525
Feet

Project #: 372-18
Produced By: [illegible]
Date: 7/15/2022



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Number 2 Road
Lake County, Florida
Figure 5
FLUCCS Map

N
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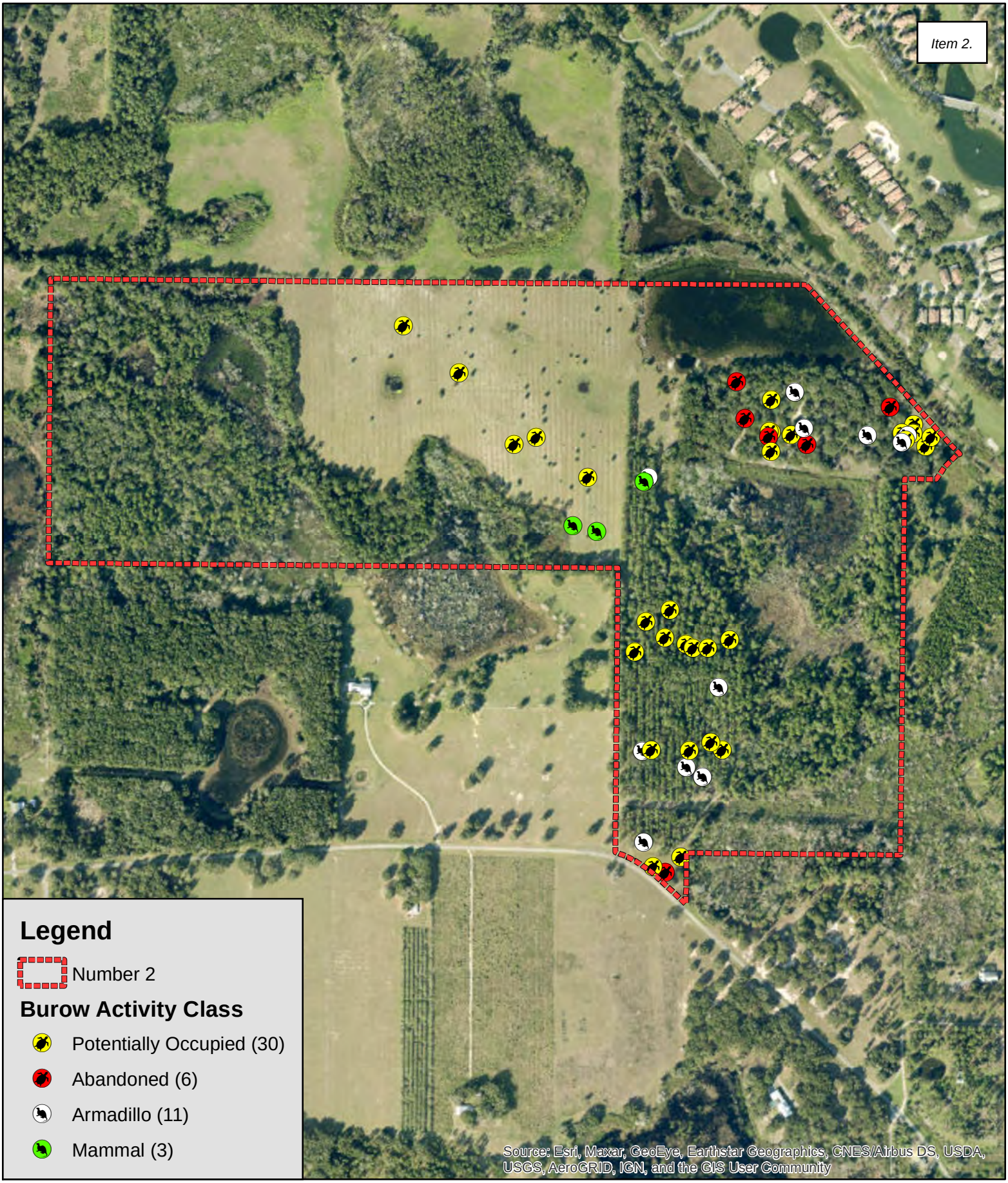
525 Feet

Project #: 372-18
Produced By: [illegible]
Date: 7/15/2022



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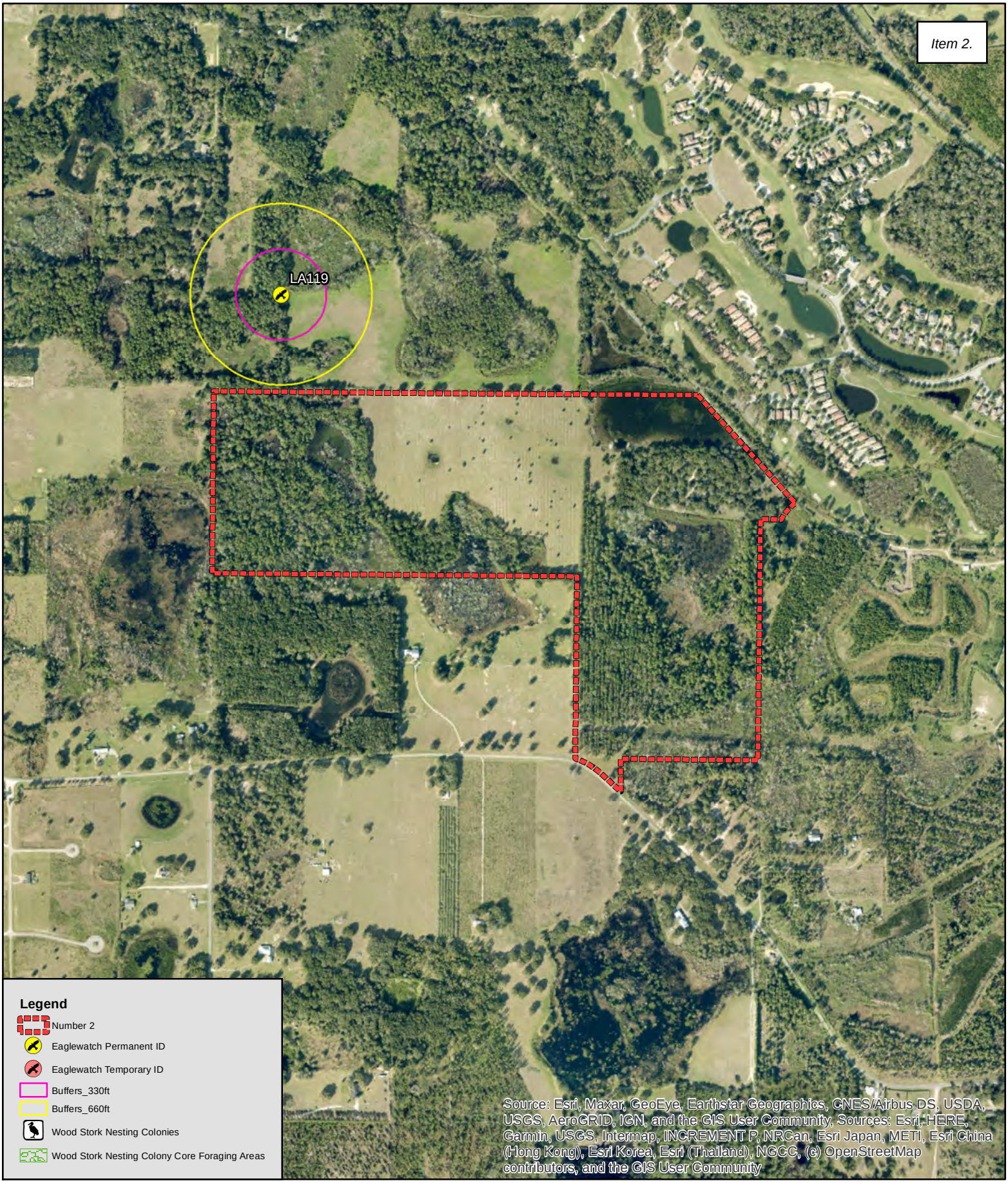
Number 2 Road
Lake County, Florida
Figure 6a
Wildlife Survey Map

N
W E
S

525
Feet

Project #: 372-18
Produced By: [illegible]
Date: 7/11/2022



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Number 2 Road
Lake County, Florida
Figure 6b
Wildlife Proximity Map

N
W E
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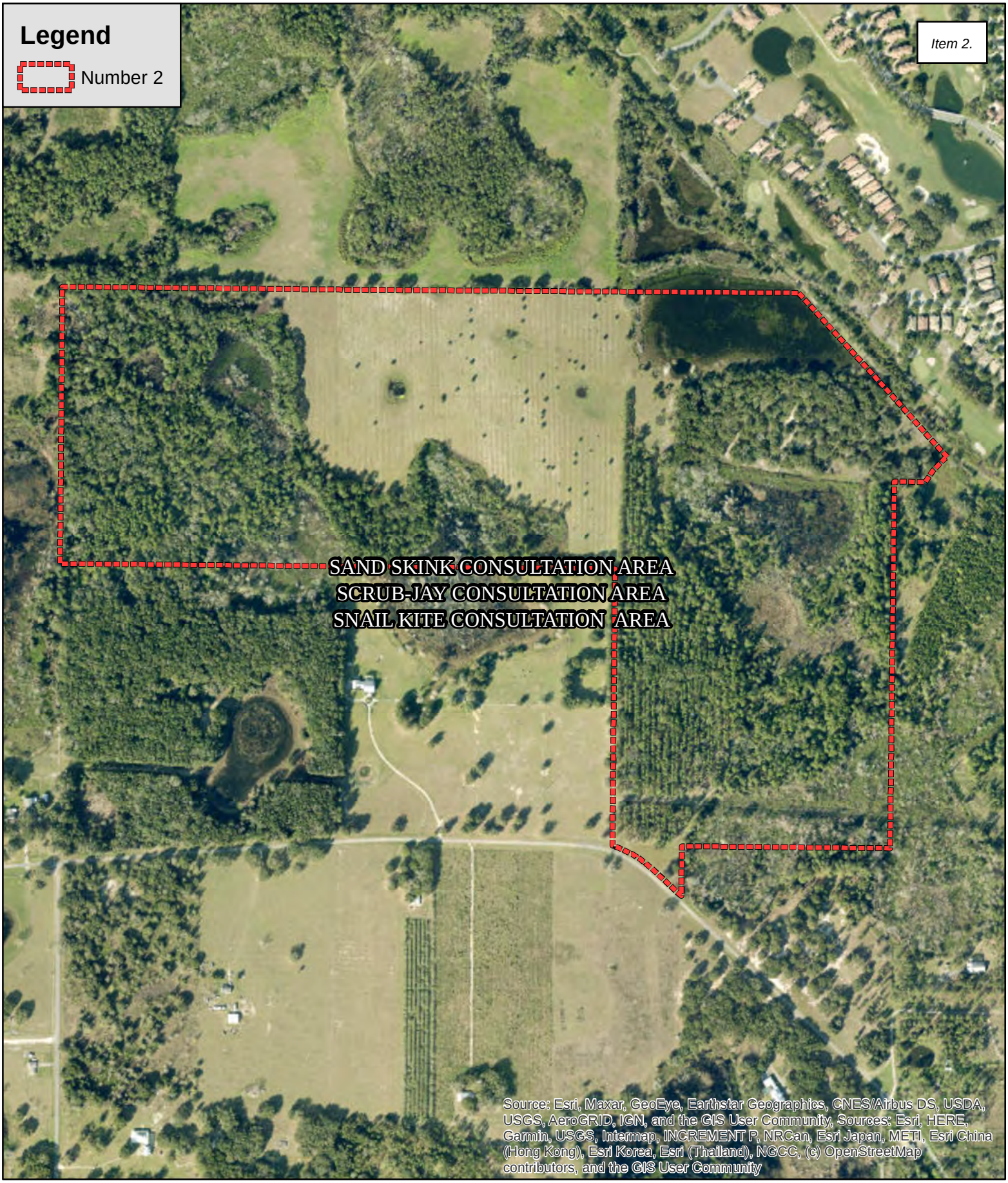
1,000
Feet

Project #: 372-18
Produced By: [illegible]B
Date: 6/19/2022



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Number 2 Road
Lake County, Florida
Figure 7
USFWS Consultation Map

N
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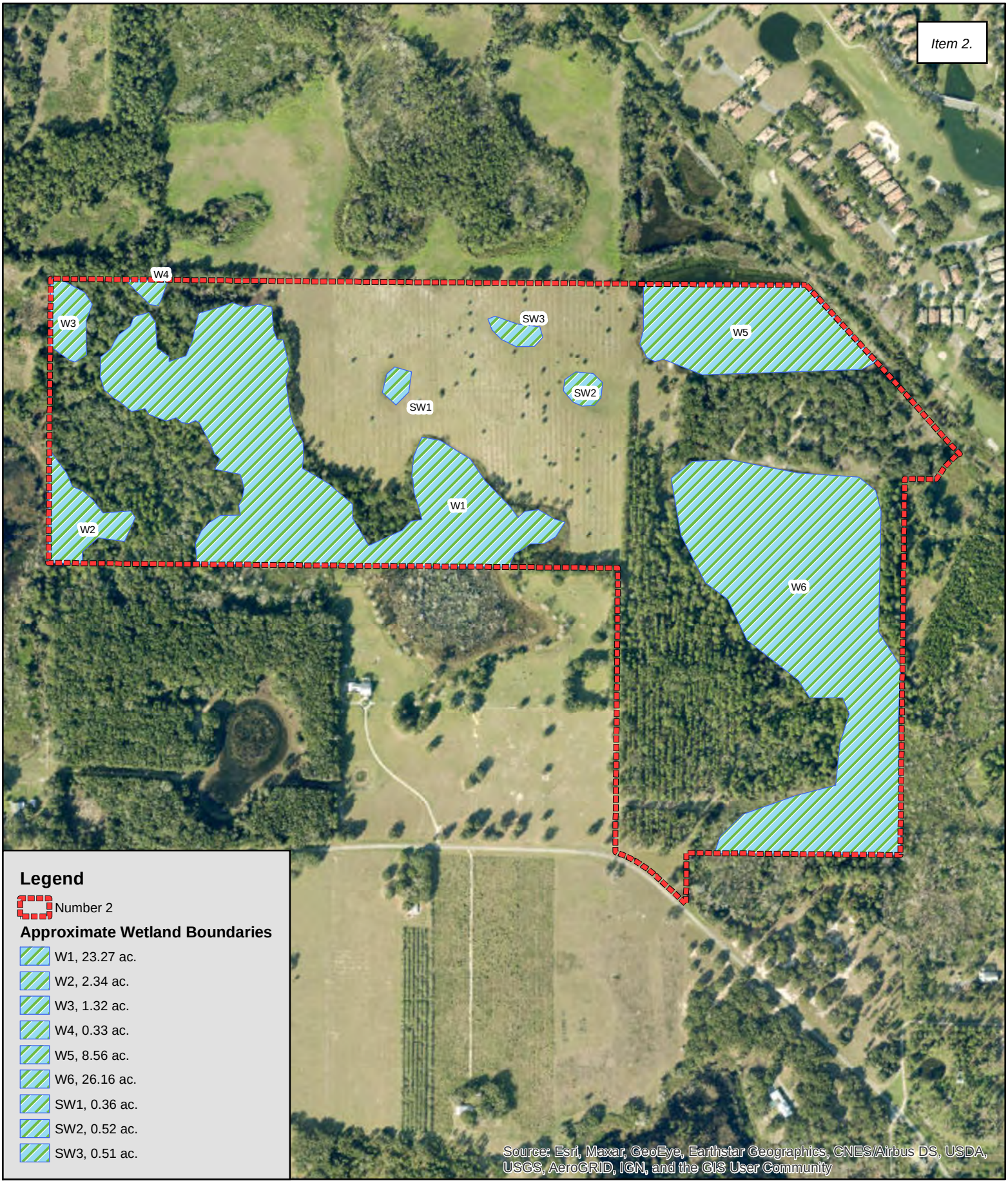
650 Feet

Project #: 372-18
Produced By: [illegible]B
Date: 6/19/2022



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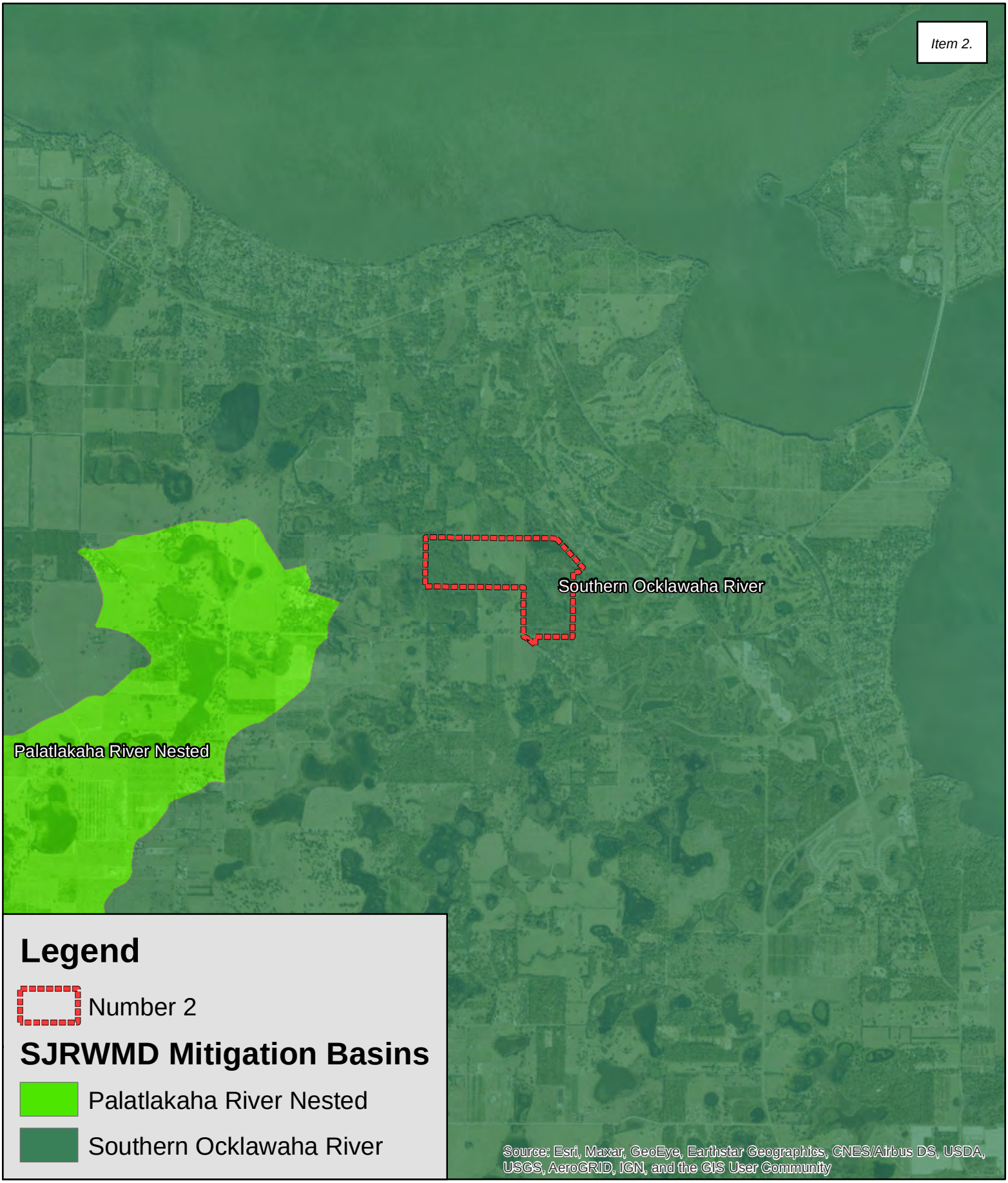
Number 2 Road
Lake County, Florida
Figure 8
Approximate Wetland Boundaries

N
W E
S

525
Feet

Project #: 372-18
Produced By: [illegible]G
Date: 7/21/2022



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Number 2 Road
Lake County, Florida
Figure 9
Mitigation Basin Map

N
W E
S

3,000 Feet

Project #: 372-18
Produced By: [illegible]
Date: 6/19/2022

Table 1 :	Potentially Occuring Listed Wildlife and Plant Species in Lake County, F		
Scientific Name	**Common Name**	**Federal Status**	**State Status**
FISH			
Pteronotropis welaka	Bluenose Shiner	N	ST
REPTILES			
Alligator mississippiensis	American Alligator	SAT	FT(S/A)
Drymarchon corais couperi	Eastern Indigo Snake	LT	FT
Gopherus polyphemus	Gopher Tortoise	C	ST
Lampropeltis extenuata	Short-Tailed Snake	N	ST
Pituophis melanoleucus mugitus	Florida Pine Snake	N	ST
Plestiodon reynoldsi	Sand Skink	LT	FT
BIRDS			
Antigone canadensis pratensis	Florida Sandhill Crane	N	ST
Aphelocoma coerulescens	Florida Scrub-Jay	LT	FT
Athene cunicularia floridana	Florida Burrowing Owl	N	ST
Egretta caerulea	Little Blue Heron	N	ST
Egretta tricolor	Tricolored Heron	N	ST
Falco sparverius paulus	Southeastern American kestrel	N	ST
Grus americana	Whooping Crane	XN	FXN
Mycteria americana	Wood Stork	LT	FT
Picoides borealis	Red-Cockaded Woodpecker	LE	FE
MAMMALS			
Trichechus manatus	West Indian Manatee	LT	FT
VASCULAR PLANTS			
Bonamia grandiflora	Florida bonamia	LT	E
Carex chapmanii	Chapman's Sedge	N	T
Centrosema arenicola	Sand Butterfly Pea	N	E
Chionanthus pygmaeus	pygmy fringe tree	LE	E
Clitoria fragrans	scrub pigeon-wing	LT	E
Coelorachis tuberculosa	Piedmont Jointgrass	N	T
Coeleataenia abscissa	Cutthroat Grass	N	E
Cucurbita okeechobeensis	Okeechobee Gourd	LE	E
Eriogonum longifolium var *gnaphalifolium*	Scrub Buckwheat	LT	E
Hartwrightia floridana	Hartwrightia	N	T
Hasteola robertiorum	Florida Hasteola	N	E
Illicium parviflorum	Star Anise	N	E
Justicia cooleyi	Cooley's Water-Willow	LE	E
Lechea cernua	Nodding Pinweed	N	T
Matelea floridana	Florida Spiny-Pod	N	E
Monotropa hypopithys	Pinesap	N	E
Najas filifolia	Narrowleaf Naiad	N	T
Nemastylis floridana	Celestial Lily	N	E
Nolina brittoniana	Britton's Beargrass	LE	E
Paronychia chartacea ssp *chartacea*	Paper-Like Nailwort	LT	E
Pecluma plumula	Plume Polypody	N	E
Pecluma ptilota var. bourgeauana	Comb Polypody	N	E
Polygala lewtonii	Lewton's Polygala	LE	E
Polygonella myriophylla	Small's Jointweed	LE	E
Prunus geniculata	Scrub Plum	LE	E

Pteroglossaspis ecristata	Giant Orchid	N	T
Salix floridana	Florida Willow	N	E
Sideroxylon alachuense	Silver Buckthorn	N	E
Stylisma abdita	Scrub Stylisma	N	E
Vicia ocalensis	Ocala Vetch	N	E
Warea amplexifolia	Clasping Warea	LE	E
Warea carteri	Carter's Warea	LE	E

FEDERAL LEGAL STATUS

LE-Endangered: species in danger of extinction throughout all or a significant portion of its range.
LT-Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
SAT-Endangered due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.

C-Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.
XN-Non-essential experimental population.
N-Not currently listed, nor currently being considered for listing as Endangered or Threatened.

STATE LEGAL STATUS - ANIMALS

FE- Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service
FT- Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service
FXN- Federal listed as an experimental population in Florida
FT(S/A)- Federal Threatened due to similarity of appearance
ST- State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.
SSC-Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* for Pandion haliaetus (Osprey) indicates that this status applies in Monroe county only.)
N-Not currently listed, nor currently being considered for listing.

*** State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940)*

STATE LEGAL STATUS - PLANTS

E-Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.
T-Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.
N-Not currently listed, nor currently being considered for listing.

LEGAL DESCRIPTIONS

PARCEL 1:

THAT PORTION OF THE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2737, PAGES 1678 THROUGH 1680, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND LYING IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTH 1/4 SECTION CORNER OF SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA; THENCE ON A BEARING RELATED TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, AND ALONG THE EAST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 27, RUN S00°27'46"W A DISTANCE OF 506.08 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 975, PAGE 1473, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AS FIELD MONUMENTED, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE ALONG SAID SOUTHWESTERLY LINE RUN THE FOLLOWING THREE COURSES; S 41°36'25"E A DISTANCE OF 89.22 FEET, S41°38'46"E A DISTANCE OF 180.32 FEET, TO A POINT ON A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 1406.26 FEET TO WHICH A RADIAL LINE BEARS S48°23'43"W; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°21'46" AN ARC DISTANCE OF 107.08 FEET, TO A POINT ON THE NORTHWESTERLY LINE OF THE LANDS DESCRIBED AS ENVIRONMENTAL EASEMENT NO. 22, AS FOUND ON PAGE 1463 OF OFFICIAL RECORDS BOOK 1121, PAGES 1441 THROUGH 1478, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG SAID NORTHWESTERLY LINE RUN THE FOLLOWING THREE (3) COURSES; S68°35'23"W A DISTANCE OF 16.30 FEET, S44°30'53"W A DISTANCE OF 80.19 FEET, S33°10'29"W A DISTANCE OF 65.77 FEET; THENCE DEPARTING SAID NORTHWESTERLY LINE RUN N89°29'24"W A DISTANCE OF 148.97 FEET TO A POINT ON THE WEST LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF AFORESAID SECTION 27; THENCE ALONG SAID WEST LINE RUN N00°27'46"E A DISTANCE OF 395.61 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

A PARCEL OF LAND SITUATE IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA, BEING THAT PART OF THE WEST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 27 LYING NORTHERLY OF NUMBER TWO ROAD (PUBLIC ROAD), BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

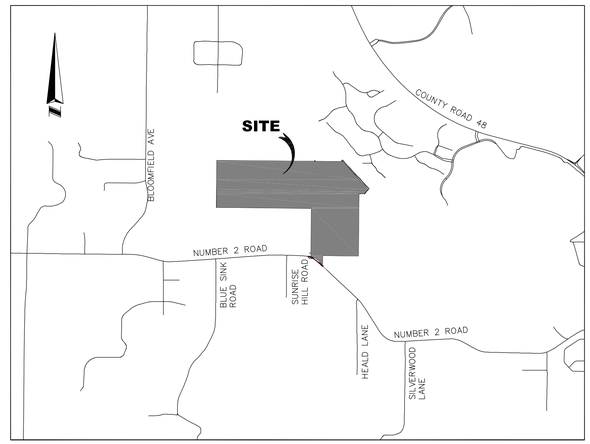
BEGINNING AT THE NORTHWEST CORNER OF SAID WEST 1/4; THENCE SOUTH 89°40'19" EAST ALONG THE NORTH LINE OF SAID SOUTHWEST 1/4 332.52 FEET; THENCE SOUTH 00°05'49" WEST ALONG THE EAST LINE OF SAID WEST 1/4 243.34 FEET; THENCE NORTHWESTERLY ALONG THE NORTHERLY MAINTAINED RIGHT OF WAY LINE OF NUMBER TWO ROAD (PUBLIC ROADWAY) 410 FEET MORE OR LESS; THENCE NORTH 00°05'49" EAST ALONG THE WEST LINE OF SAID NORTHEAST 1/4 10.09 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

THE NORTH 1/2 OF THE NORTHWEST 1/4; LESS AND EXCEPT ANY PORTION THEREOF LYING NORTHEASTERLY OF THE SOUTHWESTERLY BOUNDARY OF THOSE LANDS DESCRIBED AS TRACT 3, AS RECORDED IN OFFICIAL RECORDS BOOK 1076, PAGE 0802, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; SAID SOUTHWESTERLY BOUNDARY ALSO BEING THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD; TOGETHER WITH THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, ALL IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA.

PARCEL 4:

THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA.



VICINITY MAP: 1" = 2,000'

SYMBOL AND ABBREVIATION LEGEND:

CM	CONCRETE MONUMENT
●	RECOVERED MONUMENT (SEE DWG FOR DESCRIPTION)
■	RECOVERED CONCRETE MONUMENT (SEE DWG FOR DESCRIPTION AND SIZE)
◉	SET 1/2" IRON ROD & CAP, "LB 6723"
⊡	RECOVERED 4"x4" CONCRETE MONUMENT, AS NOTED
	WOOD POWER POLE
	METAL POWER POLE
	SIGN
Ⓦ	WELL
	GATE POST
	FIBER OPTIC MARKER
	GUY ANCHOR
TR	TELEPHONE RISER
EB	ELECTRICAL BOX
EM	ELECTRICAL METER
R	RADIUS
L	LENGTH
Δ	DELTA
C	CHORD DISTANCE
CD	CHORD BEARING
N	NORTH/NORTHING
E	EAST/EASTING
FND	FOUND
LLC	LIMITED LIABILITY COMPANY
LB	LICENSED BUSINESS
ORB	OFFICIAL RECORDS BOOK
PG(S)	PAGE(S)
PNT	POINT OF NON-TANGENCY
±	MORE OR LESS
(D)	DESCRIBED MEASUREMENT
(M)	FIELD MEASUREMENT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PSM	PROFESSIONAL SURVEYOR & MAPPER
CCR	CERTIFIED CORNER RECORD
R/W	RIGHT OF WAY
(M)	MEASURED
(D)	DEED
IRC	IRON ROD & CAP
LB	LICENSED BUSINESS
RLS	REGISTERED LICENSED SURVERYOR
—— OE ——	OVERHEAD UTILITY LINE
—□——	FENCE LINE
	ASPHALT PAVEMENT

SURVEYOR'S NOTES:

1. BEARINGS SHOWN HEREON ARE BASED ON THE WEST LINE OF THE NW 1/4 THE NE 1/4 OF SECTION 27-20-25 AS BEING S 00°27'46"W. (AN ASSUMED BEARING FOR ANGULAR DESIGNATION ONLY)
2. THE LEGAL DESCRIPTION HEREON IS IN ACCORD WITH THE DESCRIPTION PROVIDED BY THE CLIENT.
3. THERE MAY BE EASEMENTS AND RESTRICTIONS OF RECORD AND/OR PRIVATE AGREEMENTS NOT FURNISHED TO THIS SURVEYOR OR SHOWN ON THIS BOUNDARY SURVEY THAT MAY AFFECT PROPERTY RIGHTS AND/OR LAND USE RIGHTS OF THE SUBJECT PROPERTY.
4. THIS SURVEY WAS PERFORMED WITH THE BENEFIT OF INSURANCE TITLE COMMITMENT, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER 2037-5913729, EFFECTIVE DATE MAY 4, 2022 AT 8:00 AM.
5. THERE MAY BE ENVIRONMENTAL ISSUES AND/OR OTHER MATTERS REGULATED BY VARIOUS DEPARTMENTS OF FEDERAL, STATE OR LOCAL GOVERNMENTS AFFECTING THE SUBJECT PROPERTY NOT SHOWN ON THIS SURVEY.
6. THIS SURVEY WAS PERFORMED FOR THE SOLE AND EXCLUSIVE BENEFIT OF THE ENTITIES LISTED HEREON AND SHALL NOT BE RELIED UPON BY ANY OTHER ENTITY OR INDIVIDUAL WHOMSOEVER.
7. ADJOINING PARCEL OWNER AND RECORDING INFORMATION DELINEATED HEREON WAS OBTAINED FROM THE LAKE COUNTY PROPERTY APPRAISER'S PUBLIC ACCESS SYSTEM.
8. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
9. LANDS SHOWN HEREON ARE IN FLOOD ZONE "X" & ZONE "A", AREAS OF MINIMAL FLOOD HAZARD & AREAS IN THE FLOODPLAIN, DETERMINED BY THE NATIONAL FLOOD INSURANCE RATE MAP PANEL NUMBERS 12069C0480E & 12069C0485E, EFFECTIVE DATE 12/18/2012.
10. WE HEREBY CERTIFY THAT THE LANDS SHOWN HEREON AND THE ADJACENT PARCELS OF LAND, WHERE THEY SHARE A COMMON BOUNDARY LINE, ARE CONTIGUOUS WITH NO GAPS, GORES, HIATUS, OR OVERLAPS.
11. THERE ARE NO PLATTED SETBACK OR BUILDING RESTRICTION LINES WHICH HAVE BEEN RECORDED IN SUBDIVISION PLATS AND NO RECORD DOCUMENTS HAVE BEEN DELIVERED TO SURVEYOR FOR SAID LINES.
12. TOTAL LANDS SURVEYED: 160.73 ACRES±

SCHEDULE B-II EXCEPTIONS

9. EASEMENT IN FAVOR OF FLORIDA POWER CORPORATION RECORDED JANUARY 23, 1952 IN DEED BOOK 320, PAGE 637. (AS TO PARCEL 3) **(AFFECTS AS DEPICTED HEREON)**
10. DISTRIBUTION EASEMENT IN FAVOR OF FLORIDA POWER CORPORATION, A FLORIDA CORPORATION RECORDED OCTOBER 27, 2000 IN BOOK 1874, PAGE 1206. (AS TO PARCEL 3) **(AFFECTS AS DEPICTED HEREON)**
11. DISTRIBUTION EASEMENT IN FAVOR OF FLORIDA POWER CORPORATION, A FLORIDA CORPORATION RECORDED MAY 30, 2001 IN BOOK 1953, PAGE 340. (AS TO PARCEL 3) **(AFFECTS AS DEPICTED HEREON)**

CERTIFIED TO:

BLUE SKY CAPITAL GROUP, LLC.
M.L. CARTER SERVICES, INC., A FLORIDA CORPORATION
SUCCESSOR TRUSTEE OF CARTER-LAKE 160 NUMBER 2 ROAD LAND TRUST
FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS.

_____
JAMES L. RICKMAN P.S.M. #5633 DATE

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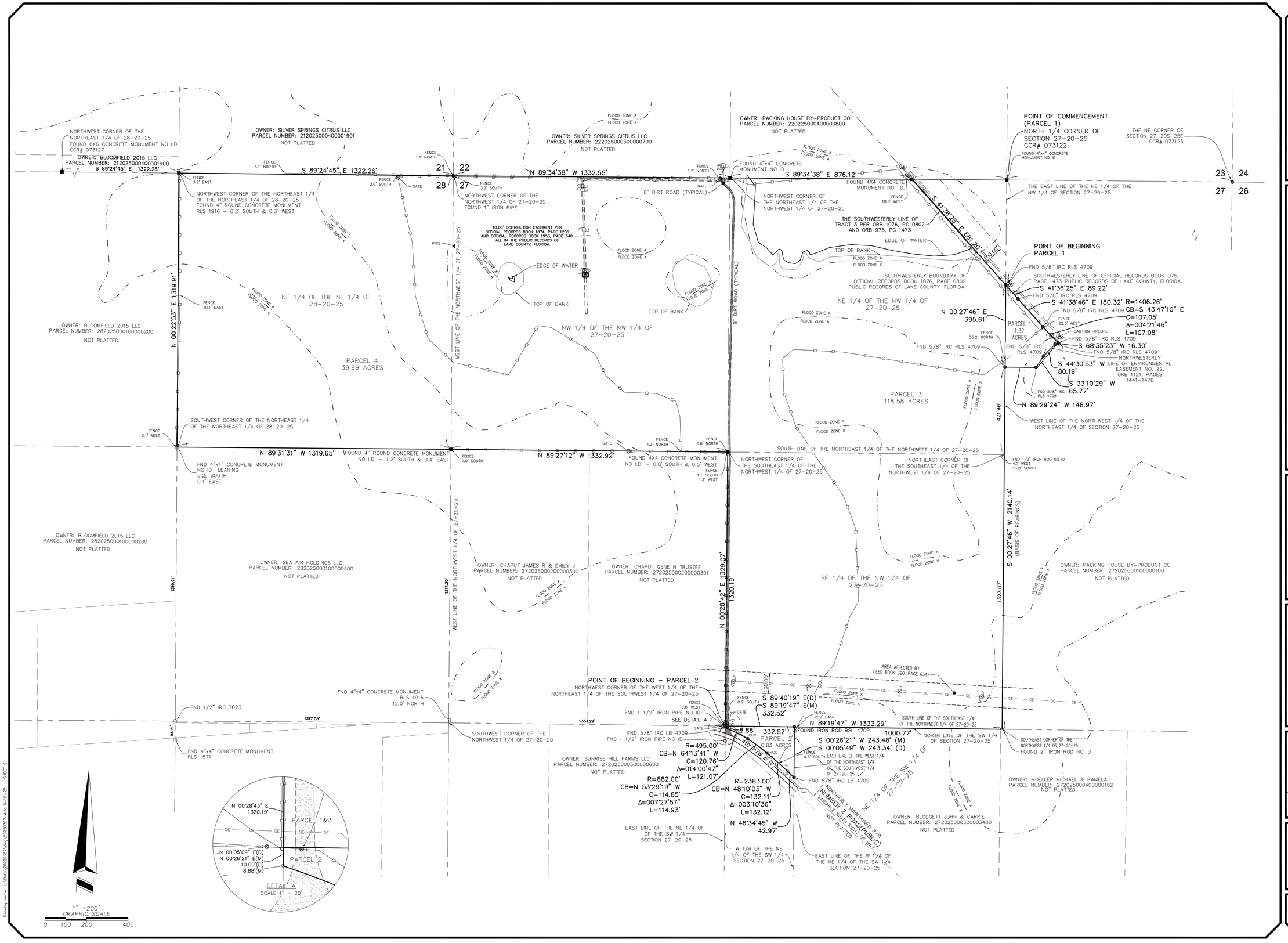
ALTA / NSPS BOUNDARY SURVEY
OF
HOWEY IN THE HILLS
SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST
LAKE COUNTY, FLORIDA

FOR: P.I.B. LAND DEVELOPMENT & INVESTMENTS

DATE	REVISIONS

JOB #: 20220387
DATE: 5/25/22
SCALE: 1" = 200'
CALC BY: CM
FIELD BY: DH
DRAWN BY: CM/CW
CHECKED BY: MR/CDK

SHEET 1 OF 2



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ALTA / NSPS BOUNDARY SURVEY OF HOWEY IN THE HILLS

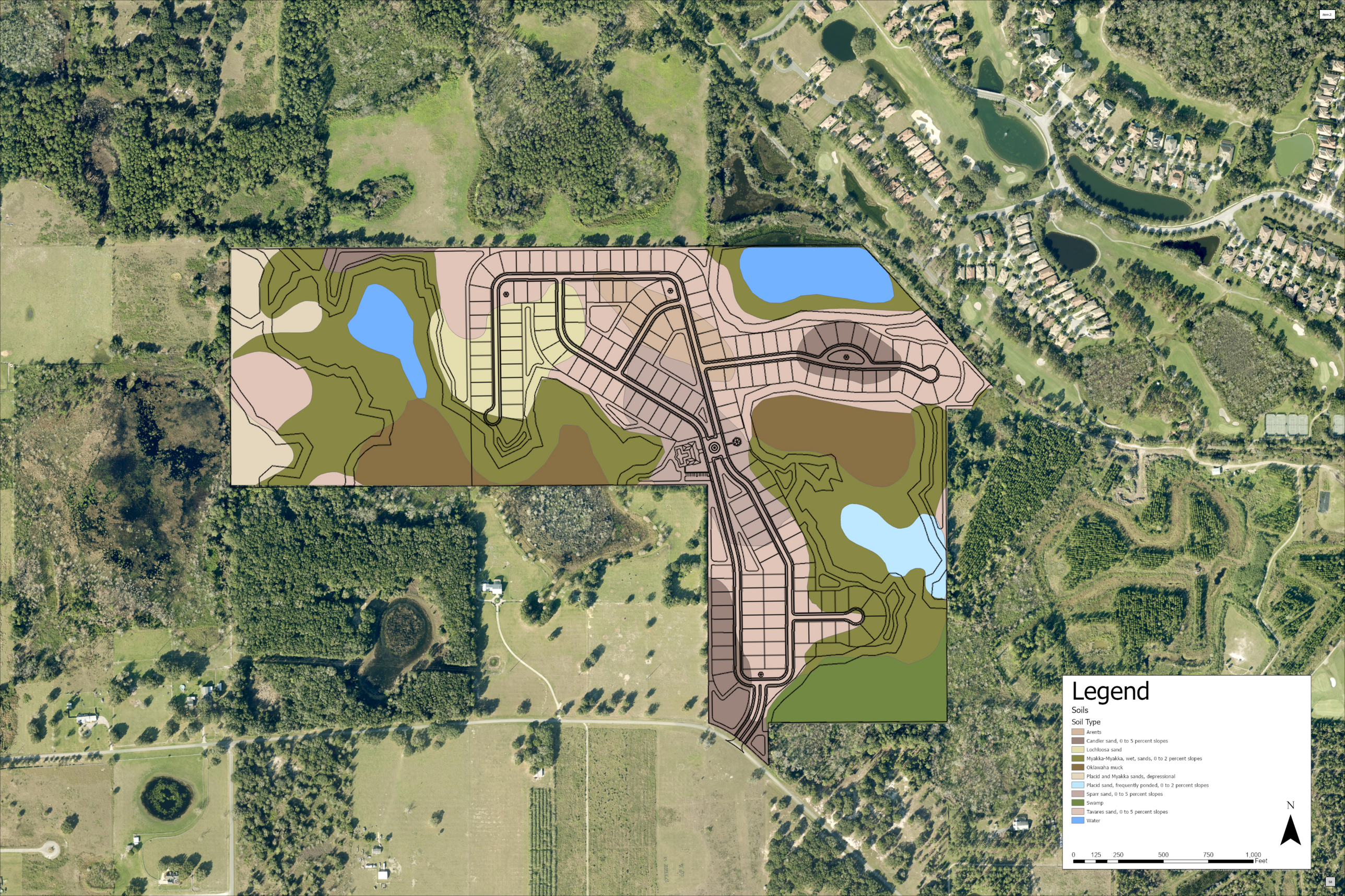
SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST
LAKE COUNTY, FLORIDA

FOR: P.I.B. LAND DEVELOPMENT & INVESTMENTS

DATE	REVISIONS

JOB #: 20220387
DATE: 5/25/22
SCALE: 1" = 200'
CALC BY: CM
FIELD BY: DH
DRAWN BY: CM/CW
CHECKED BY: MR/CDK

SHEET 2 OF 2


Legend
Soils
Soil Type
Arents
Candler sand, 0 to 5 percent slopes
Lochloosa sand
Myakka-Myakka, wet, sands, 0 to 2 percent slopes
Oklawaha muck
Placid and Myakka sands, depressional
Placid sand, frequently ponded, 0 to 2 percent slopes
Sparr sand, 0 to 5 percent slopes
Swamp
Tavares sand, 0 to 5 percent slopes
Water
N
0 125 250 500 750 1,000
Feet

LAKE COUNTY SCHOOLS

201 West Burleigh Boulevard · Tavares · FL 32778-2496
(352) 253-6500 · Fax: (352) 253-6503 · *www.lake.k12.fl.us*

Superintendent:
Diane S. Kornegay, M.Ed.

School Board Members:
District 1
Bill Mathias
District 2
Kristi Burns, Ph.D.
District 3
Marc Dodd
District 4
Mollie Cunningham
District 5
Stephanie Luke

June 15, 2022

Sadique Jaffer, Mgr.
Blue Sky Capital Group
103 Commerce Street, #160
Lake Mary, FL 32746

RE: Daryl Carter Property – Howey in the Hills/Lake County
Adequate Public Facilities Determination (APF16-2022)

Dear Mr. Jaffer:

The School District has reviewed the proposed residential development information for properties located on the north side of Number 2 Road, between Blue Sink Road and the Mission Inn development. The properties total approximately 161+/- acres. The application indicates 250 single family detached units.

The residential development will generate approximately eighty-eight (88) students. Based on current school attendance zones, the schools impacted by the proposed residential project are as follows:

- **Astatula Elementary School** — **97%** Capacity
- **Tavares Middle School** — **82%** Capacity
- **Tavares High School** — **94%** Capacity

At this time, the school district has adequate public facilities to serve the students estimated to be generated by this residential development.

Please be advised that this letter is not binding and does not constitute school concurrency review and capacity is not being reserved at this time. **School concurrency review is required prior to final development order approval.** The capacities referenced above do not include current valid capacity reservations. Please be advised that proportionate share mitigation may be required at time of school concurrency review.

Should you have any questions or need additional information please contact me at (352) 253-6694 or by email at lavalleyh@lake.k12.fl.us.

Sincerely,

Helen LaValley
Growth Planning Department

Att: Adequate Public Facilities Determination

"Equal Opportunity in Education and Employment"

Lake County Schools
Adequate Public Facilities Determination

REVIEWING AUTHORITY	**Lake County Schools** **APF16-2022**
PROJECT NAME/CASE#	**Blue Sky Capital Group (Daryl Carter Property)**
ITEM DESCRIPTION	250 Single Family dwelling units
LOCATION	North of Number 2 Road, between Blue Sink Road and the Mission Inn development.
AK's	3852069, 3887680, 1036119, 1101051 (approx. 161 acres)

	SF-DU	MF-DU	MH-DU	SF Impacts	MF Impacts
NEW DU IMPACT (units)				**250**	**0**
STUDENT GENERATION	0.350	0.282	0.185	88	0
Elementary School	0.157	0.153	0.095	39	0
Middle School	0.079	0.061	0.044	20	0
High School	0.114	0.068	0.046	29	0

*Students generated may differ from distribution percentages due to rounding

CSA #10

	Enrollment 2021-2022	Permanent Capacity	Projected Capacity %	Student Enrollment w/ Impact	**% of Perm. Capacity w/ Impact**	Planned Capacity Project
Assigned Schools:						
Astatula Elementary	643	701	92%	682	97%	No
Tavares Middle	1,030	1,286	80%	1,050	82%	No
Tavares High	1,482	1,601	93%	1,511	94%	No

Lake County School District Five-Year Plan, Fiscal Year 2022-2026

Please note that this is NOT a School Concurrency capacity reservation.

Please be aware that at time of school concurrency review proportionate share mitigation may be required.
This review does not include already reserved capacities.

Prepared by: Helen LaValley, Lake County Schools Growth Planning Dept. **Issue Date:** 6/15/2022

Response to Comments
Howey-in-the-Hills Residential Development

The following is our response to comments regarding the above-referenced project. The comments are listed first in **bold** followed by our response.

Traffic Comments by Thomas Harowski

Comment – The completion date of 2025 seems wholely unrealistic.

Response:
The completion date changed to 2028.

Comment – Why did the traffic study not consider approved projects (listed above) in stead of using a general growth percentage?

Response:
The analysis was revised using approved project trips instead of a growth percentage as per the comment.

Comment – Number 2 Road is substandard in lane width and other design factors. Does this affect capacity?

Response:
Yes, it does and the Lake County CMD Database used takes this into consideration. The capacity used for Number 2 Road is a reduced capacity due to substandard roadway geometry.

Comment – Why would the study not recommend turn lanes on Number 2 Road when all of the turning movements will occur on a curve with limited sight distance?

Response:
The study did not recommend turn lanes due to low traffic projections. However, due to sight distance concerns the Developer will consider turn lanes in the design of the access.

TPD No. 5659
December 23, 2022

Traffic Comments by Griffey Engineering, Inc.

Comment – The traffic study does not accurately address the project impact on Central Ave at SR 19 in the AM Peak Hour condition. The volume of project traffic on Central Ave was omitted from the calculation. This needs to be corrected. Also, the study indicates that in the PM Peak Hour condition the eastbound leg of Central Ave. will go from LOS C to LOS E. The AM condition will probably be worse since there will be more EB project traffic in the AM peak. This intersection will need to be improved and signalized in the future (see attached concept plan).

Response:
The volume of project traffic omitted on Central Avenue converted and the analysis revised, accordingly. We concur that the intersection will need to be improved and signalized in the near future.

Comment – The project will need to dedicate right-of-way for Number Two Road along its frontage to bring it up to county standards.

Response:
The project will dedicate right-of-way for Number 2 Road along its frontage as requested.

TRAFFIC IMPACT ANALYSIS

RESIDENTIAL DEVELOPMENT
HOWEY-IN-THE-HILLS, FLORIDA

Prepared for:
Blue Sky Capital Group, LLC
103 Commerce Street, Suite 160
Lake Mary, Florida 32746

Prepared by:

Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955

May 2022
Revised December 2022

TPD № 5659

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic Planning & Design, Inc., a corporation authorized to operate as an engineering business, EB-3702, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Residential Development

LOCATION: Howey-in-the-Hills, Lake County

CLIENT: Blue Sky Capital Group, LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Turgut Dervish

P.E. No.: 20400

DATE: December 22nd, 2020

SIGNATURE: _____

TURGUT DERVISH
LICENSE
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

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INTRODUCTION

This traffic analysis was performed to assess the impact of a proposed residential development in Howey-in-the-Hills, Lake County. The proposed development will consist of 180 single family units. The site, as depicted in **Figure 1,** is located to the north side of Number 2 Road approximately two-miles west of SR 19. Access to the site will be via a full access driveway on Number 2 Road. It is anticipated that the development will be completed in 2028. **Figure 2** depicts the site plan and the proposed access connection.

A Tier 2 Traffic Impact Analysis (TIA) is required as per the Lake Sumter MPO Traffic Impact Study Methodology and Guidelines which require a minimum of one mile impact area from the main access point plus all roadways which the project consumes 5% or more of the roadway capacity. This area includes segments of CR 48, SR 19 and Number 2 Road which provide external access to the site.

The analysis was conducted as per the study methodology submitted to the City and County. The study methodology and related correspondence are included in **Appendix A.** Reference data used in the analysis were obtained from the Florida Department of Transportation (FDOT) Annual Average Daily Traffic Report, Lake County CMP Database spreadsheets and trip generation data from the Institute of Transportation Engineers (ITE). Additionally, A.M./P.M. peak hour traffic data were collected at the intersections by TPD personnel for use in the analysis.

Howey in the Hills
Project № 5659
Figure 1

Site Location

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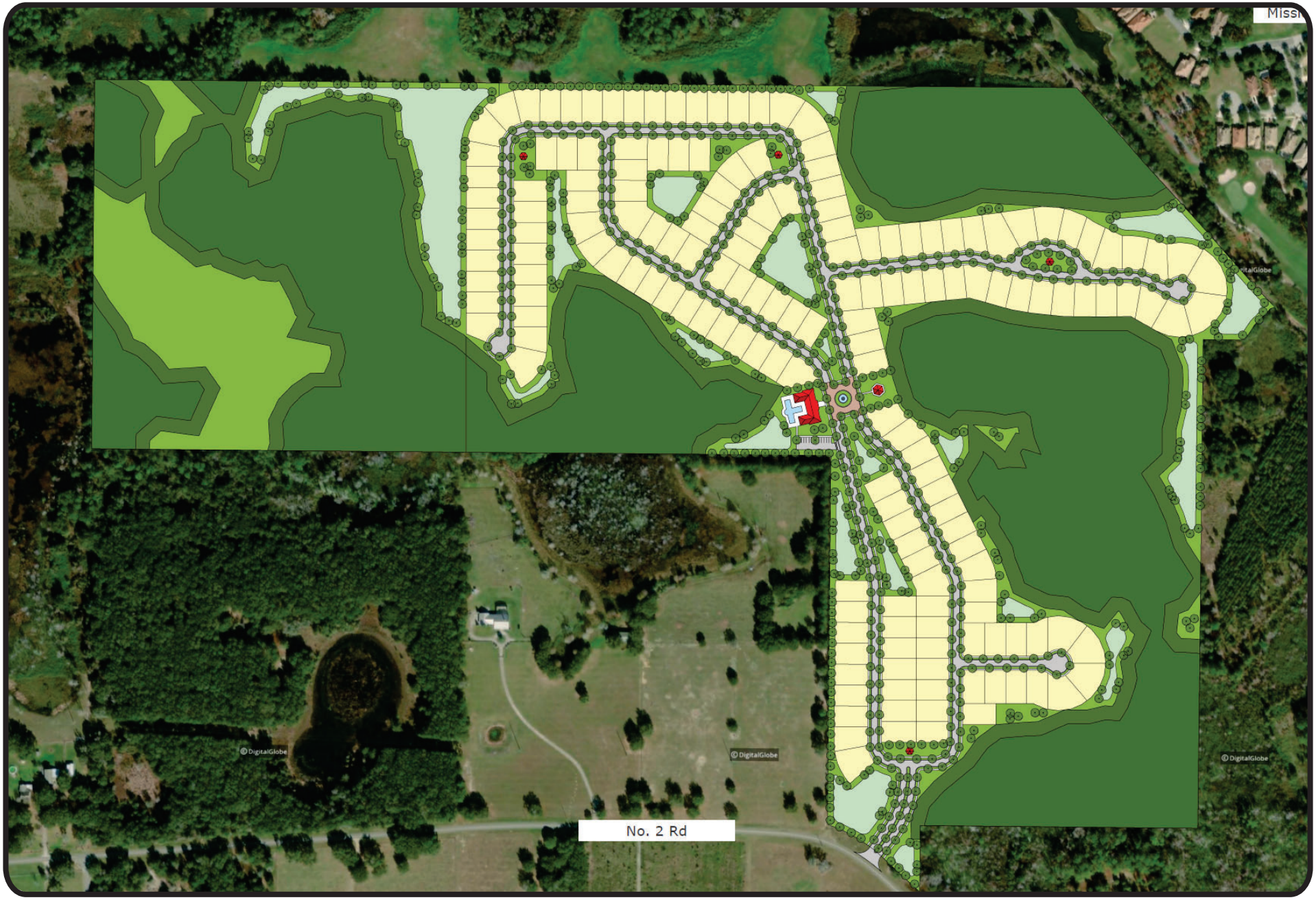
Item 2.



Howey in the Hills
Project № 5659
Figure 2

Conceptual Site Plan

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Item 2.

EXISTING CONDITIONS ANALYSIS

Existing traffic conditions were analyzed using peak direction P.M. peak hour volumes for the study roadways and A.M./P.M. peak hour traffic volumes for the study intersections. The roadway analysis consisted of a generalized capacity analysis with the existing traffic volumes and the available capacity. The intersection analysis was conducted as per the procedures of the Highway Capacity Manual.

Roadway Segment Analysis

The roadway segments were analyzed by comparing their existing P.M. peak hour directional volumes with the corresponding peak hour directional capacities at the adopted Level of Service (LOS) standard. The existing P.M. peak hour volumes, LOS standard, and peak hour direction capacities were obtained from the Lake County's 2022 CMP Database. A summary of the existing roadway capacity analysis is presented in **Table 1.** This table shows that the segments in the vicinity of the site are operating at satisfactory Levels of Service. The Lake County's 2022 CMP Database is included in **Appendix B**.

Intersection Analysis

A capacity analysis was conducted for the study intersections using the *Highway Capacity Software (HCS)* in accordance with the procedures of the *Highway Capacity Manual (HCM 6E)*. The capacity analysis was performed using the existing intersection geometry, traffic volumes during the A.M./P.M. peak hours and traffic controls. Existing turning movement counts obtained by TPD in 2022 were adjusted as per FDOT seasonal factors for Lake County. The adjusted intersection volumes are displayed in **Figures 3a** and **3b**. The intersection counts, FDOT seasonal factors and signal timings are included in **Appendix C**.

The intersection capacity analysis is summarized in **Table 2**. This analysis indicates that the study intersections are currently operating at acceptable Levels of Service. Detailed *HCS* analysis worksheets are included in **Appendix D**.

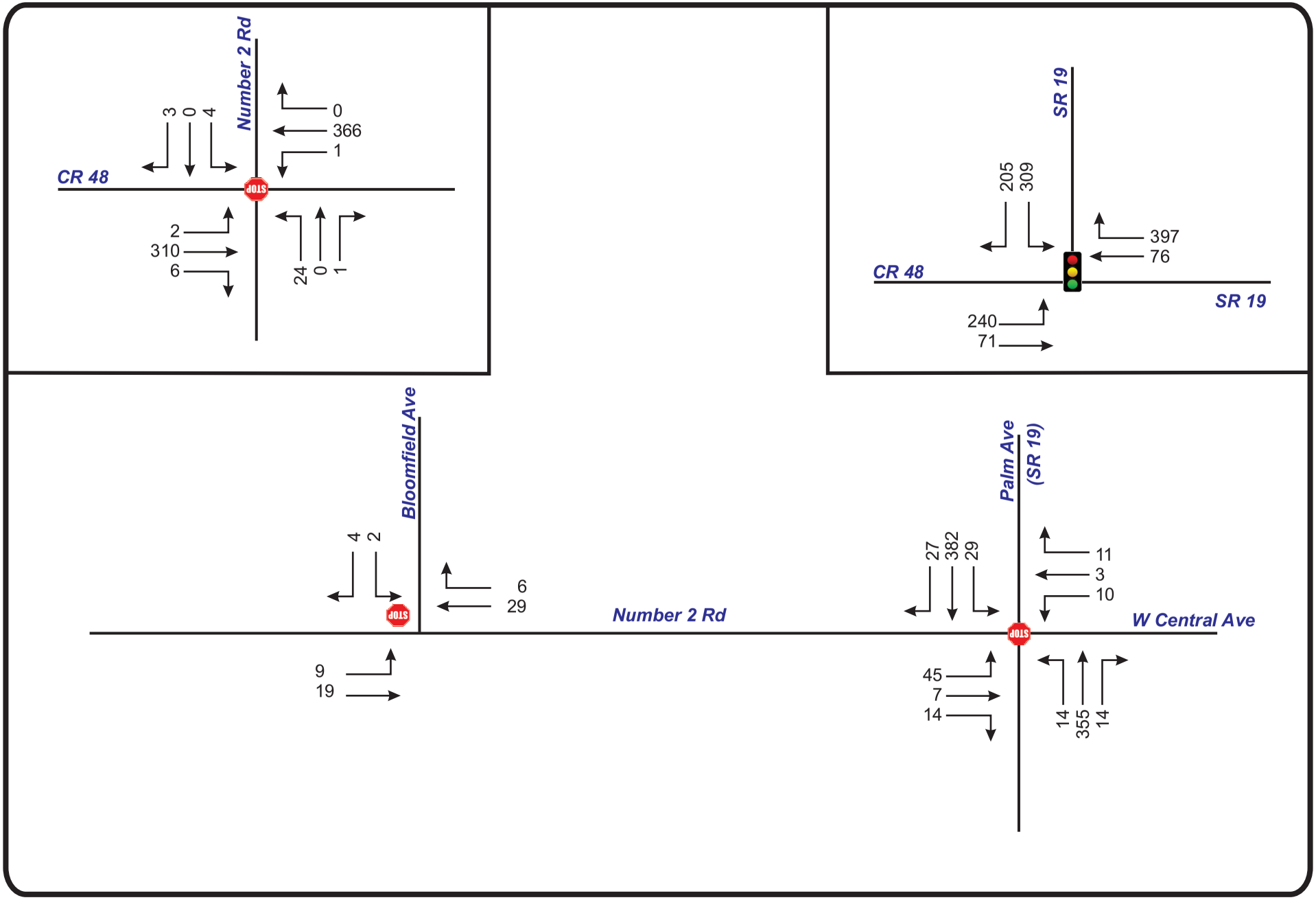
Table 1
Existing Roadway Capacity Analysis

Roadway Segment	Segment ID	No. of Lanes	Adopted		P.M. Peak Hour*		v/c Ratio	LOS
			LOS	Capacity	Peak Direction	Volume		
CR 48								
US 27 to Lime Ave	1240	2	D	1,080	EB	469	0.43	B
Lime Ave to SR 19	1250	2	D	1,080	EB	409	0.38	B
SR 19								
Lane Park Rd to CR 48	3040	2	D	920	SB	652	0.71	C
CR 48 to Central Ave	3050	2	D	700	SB	415	0.59	C
Central Ave to CR 455	3060	2	D	1,200	SB	415	0.35	B
Number 2 Road*								
CR 48 to Bloomfield Ave	---	2	D	675***	WB	26	0.04	C
Bloomfield Ave to SR 19	---	2	D	675***	EB	52	0.08	C

* Based on FDOT and Lake County 2020 traffic counts
** Not included in the County's Database
***Obtained from FDOT Quality/LOS Handbook

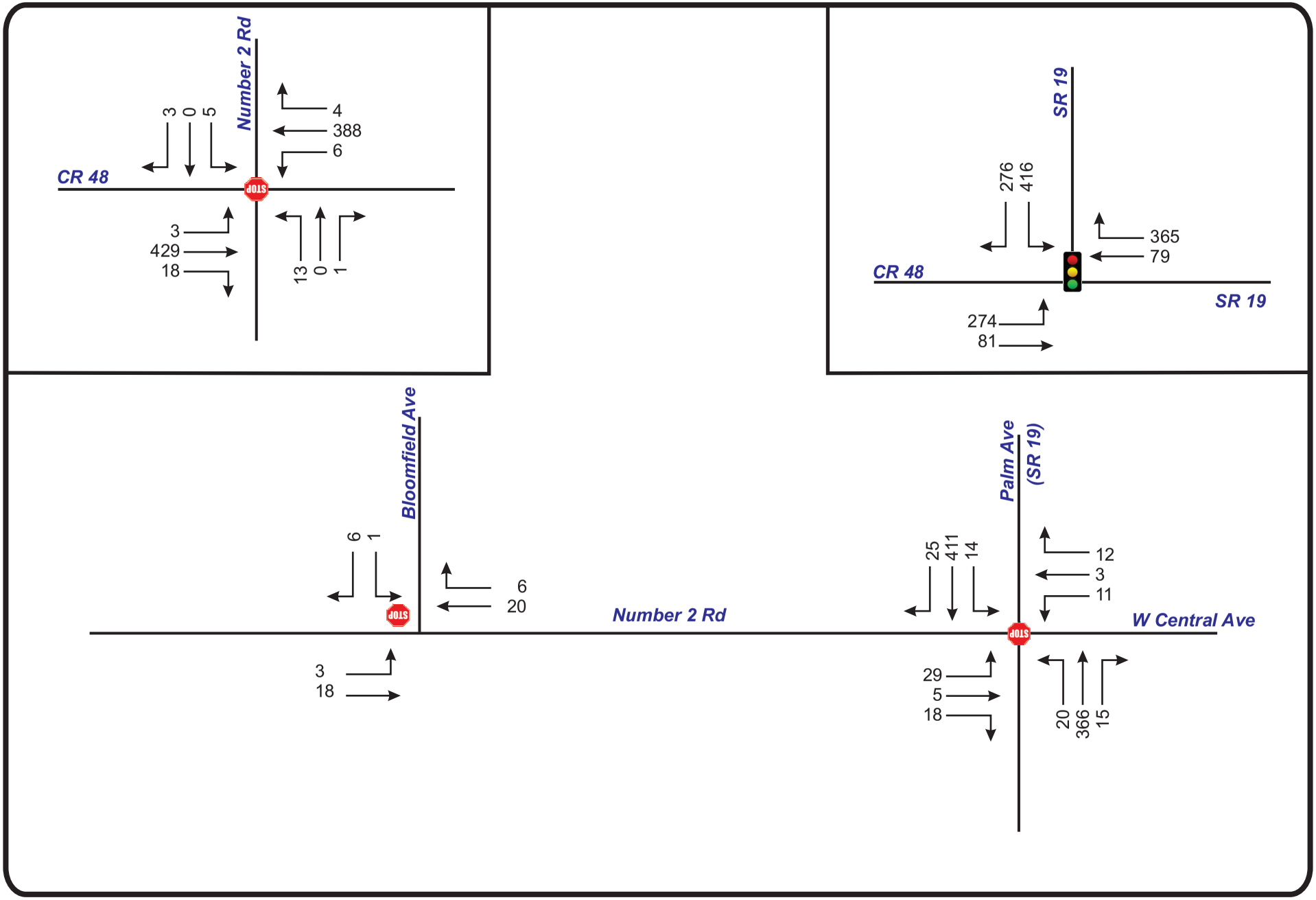
Table 2
Existing P.M. Peak Hour Intersection Capacity Analysis

Intersection	Control	Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Number 2 Rd & CR 48	Stop	A.M.	0.1	A	0.0	A	17.5	C	14.2	B	--	--
		P.M.	0.1	A	0.1	A	19.7	C	16.2	C	--	--
Number 2 Rd & Bloomfield Ave	Stop	A.M.	2.4	A	--	--	--	--	8.6	A	--	--
		P.M.	1.1	A	--	--	--	--	8.5	A	--	--
Palm Ave & Central Ave	Stop	A.M.	25.9	D	18.0	C	0.5	A	0.9	A	--	--
		P.M.	23.2	C	18.9	C	0.7	A	0.4	A	--	--
CR 48 & SR 19	Signal	A.M.	10.4	B	2.7	A	0.0	A	27.7	C	14.4	B
		P.M.	12.2	B	3.4	A	0.0	A	27.1	C	16.5	B



Howey in the Hills
Project № 5659
Figure 3a

Existing AM Peak Hour Volumes



Howey in the Hills
Project № 5659
Figure 3b

Existing PM Peak Hour Volumes

PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development consists of 180 single family homes anticipated to be completed in 2028. Access to the site will be via a full access driveway on Number 2 Road. To determine the impact of this development in the area, an analysis of its trip generation characteristics was conducted.

Trip Generation

The trip generation of the proposed development was calculated with the use of rates obtained from the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual.* A summary of the trip generation calculation is shown in **Table 3**. The ITE trip generation sheets are included in the study methodology in Appendix A.

Table 3
Trip Generation Calculation Summary

ITE Code	Land Use	Size	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate*	Trips	Rate*	Enter	Exit	Total	Rate*	Enter	Exit	Total
210	Single Family Residential	180 DU**	9.63	1,733	0.71	32	95	127	0.96	109	64	173
Total Trips				**1,733**	**---**	**32**	**95**	**127**	**---**	**109**	**64**	**173**

* Equation used, $R^2 > 0.75$
** DU = Dwelling Unit

The development is estimated to generate a total of 1,733 daily trips, of which 127 will occur during the A.M. peak hour and 173 will occur during the P.M. peak hour upon full development.

Trip Distribution and Assignment

A distribution pattern was estimated using the currently adopted CFRPM model with a Select Zone Analysis (SZA). The model trip distribution plot is included in the study methodology. The trip distribution thus determined is shown in **Figure 4**. This distribution pattern was used to distribute and assign the project trips to the study roadways and intersections.

Howey in the Hills
Project № 5659
Figure 4

Trip Distribution

N
NTS

PROJECTED TRAFFIC CONDITIONS

Projected traffic conditions were analyzed for the study roadway segments for the P.M. peak hour directional volumes and intersections for the A.M. and P.M. peak hours. Projected traffic volumes used in the analysis consisted of background traffic combined with site generated traffic. Background traffic volumes were determined by combining the existing traffic volumes with the approved trips provided by the City from the following developments:

- Whispering Hills
- The Reserve
- Simpson Howey-in-the-Hills
- Talichet PUD
- Mission Rise

The trip information provided by the City for the approved developments is included in **Appendix E.**

Roadway Segment Analysis

The projected roadway segment analysis was performed by comparing the projected traffic volume of each segment with the capacity of the segment at the adopted LOS standard. The analysis as summarized in **Table 4** shows the study segments along with their number of lanes, adopted LOS/capacity, projected traffic volumes and resultant Levels of Service. The roadway segments in the vicinity of the project will continue operate at satisfactory Levels of Service similar to the existing conditions, except for the segment of SR 19 from CR 48 to Central Avenue. This segment will become over-capacity and fail with the addition of the approved 439 peak hour trips alone, which are more than double the existing traffic on the segment. This segment will fail regardless of the addition of the project trips. The project is adding only 34 peak hour trips to this segment.

Table 4
Projected Roadway Capacity Analysis

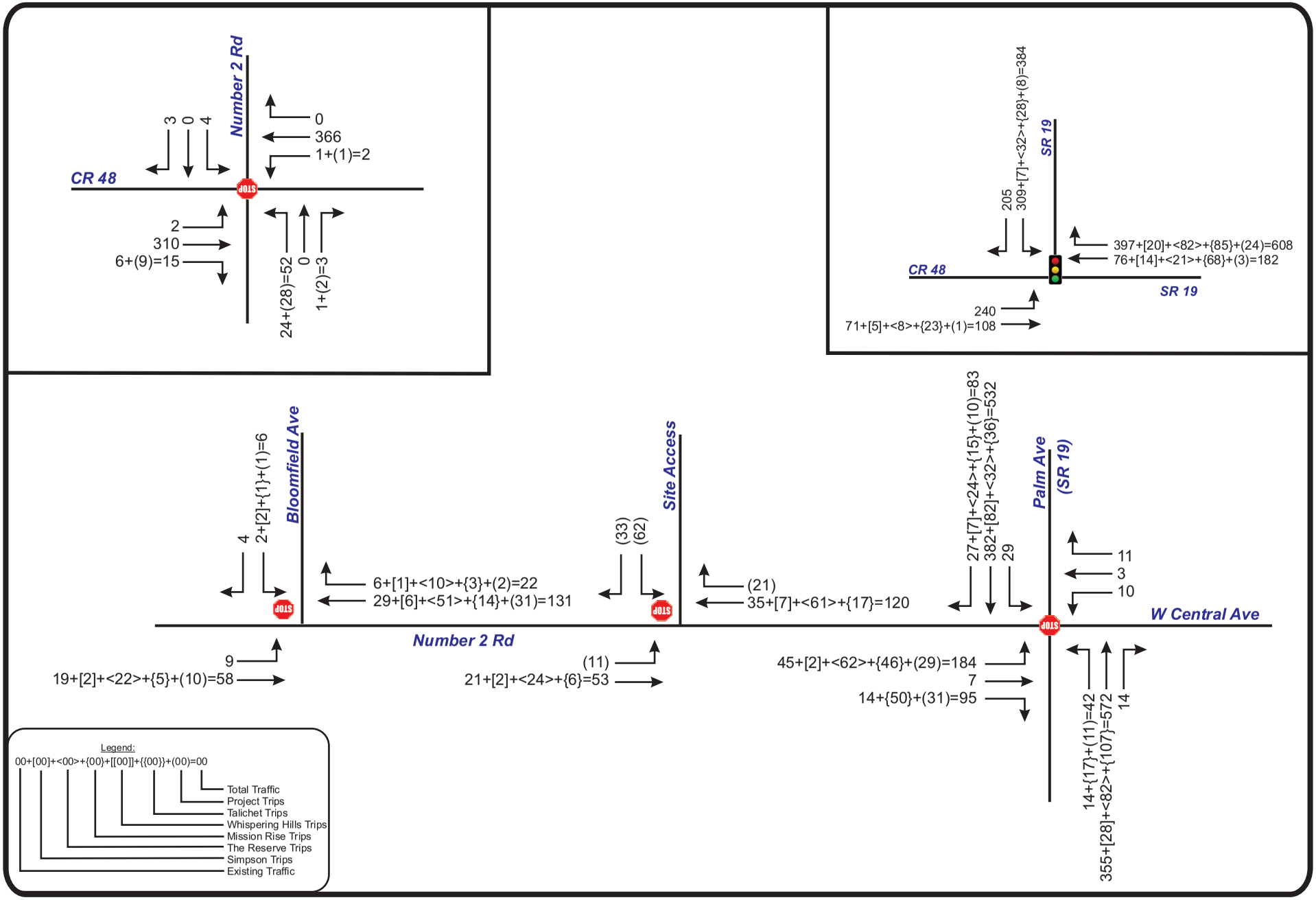
Roadway Segment	No. of Lanes	Adopted		P.M. Peak Hour Peak Direction					
		LOS	Capacity	Direction	Volume	Approved Trips*	Project Trips*	Total	LOS
CR 48									
US 27 to Lime Ave	2	D	1,080	EB	469	123	32	624	C
Lime Ave to SR 19	2	D	1,080	EB	409	159	3	571	C
SR 19									
Lane Park Rd to CR 48	2	D	920	SB	652	182	27	861	D
CR 48 to Central Ave	2	D	700	SB	415	439	34	888	F
Central Ave to CR 455	2	D	1,200	SB	415	435	21	871	C
Number 2 Road									
CR 48 to Bloomfield Ave	2	D	675	WB	26	66	21	113	C
Bloomfield Ave to SR 19	2	D	675	EB	52	212	71	335	C

* Highest Trips on the Segment

Intersection Analysis

To assess the projected operating conditions at the study intersections, intersection capacity analyses were conducted using the *Highway Capacity Software (HCS)* in accordance with the procedures of the *Highway Capacity Manual*. **Figure 5a** and **5b** show the total traffic volumes with the project trips. The projected Levels of Service are summarized in **Table 5** and the *HCS* analysis worksheets are provided in **Appendix F**. The analysis shows that the study intersections will operate at overall satisfactory Levels of Service, except for the intersection of SR 19 and CR 48, and the intersection of Palm Avenue and Central Avenue.

The intersection of SR 19 and CR 48 will have a failing westbound approach in the P.M. peak hour, but will operate satisfactorily with signal timing optimization.



Howey in the Hills
Project № 5659
Figure 5a

Projected AM Peak Hour Volumes

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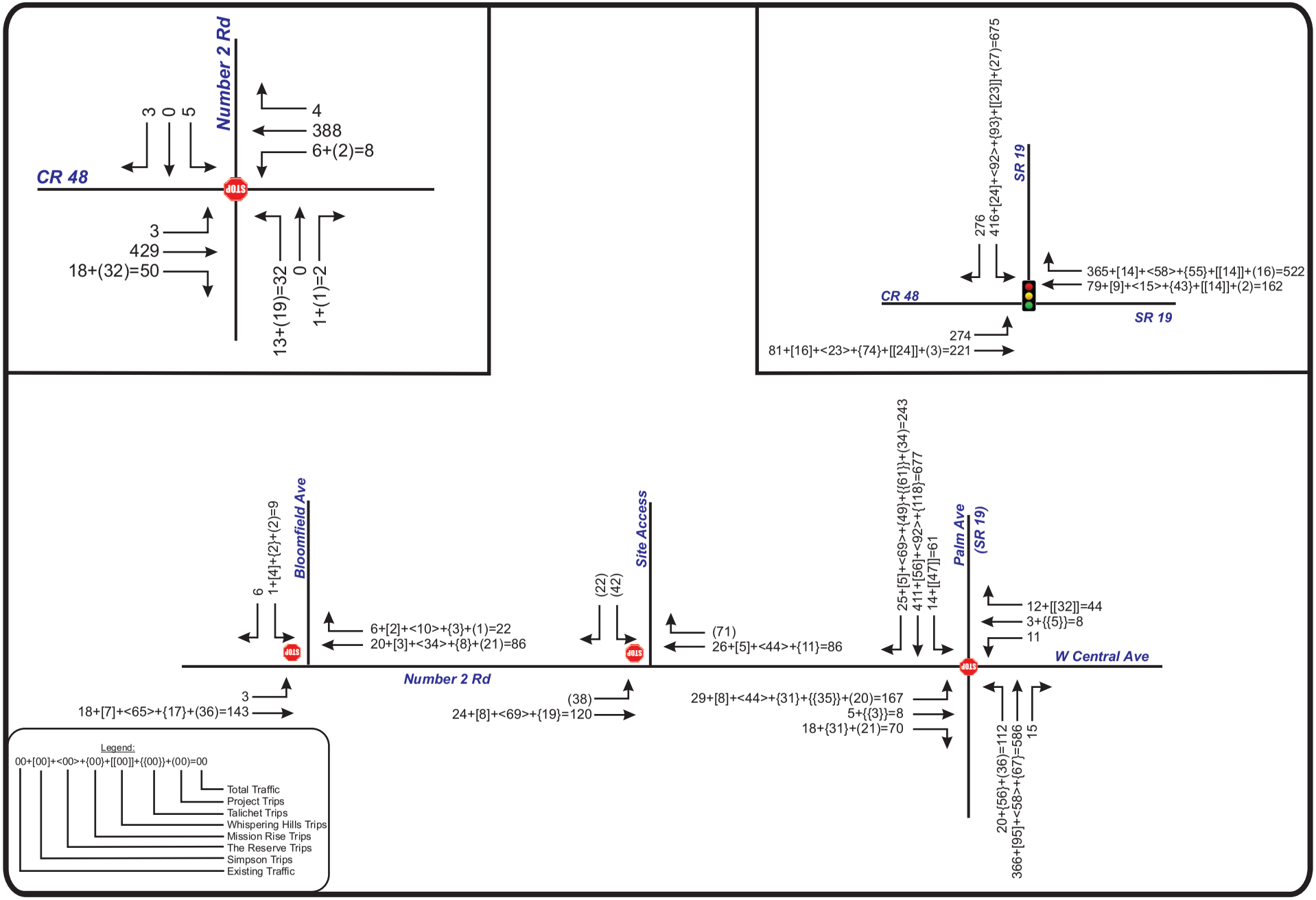

Howey in the Hills
Project № 5659
Figure 5b

Projected PM Peak Hour Volumes

NTS

Item 2.

Table 5
Projected P.M. Peak Hour
Intersection Capacity Analysis

Intersection	Control	Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Number 2 Rd & CR 48	Stop	A.M.	0.0	A	0.0	A	19.2	C	14.3	B	--	--
		P.M.	0.1	A	0.2	A	21.8	C	16.2	C	--	--
Number 2 Rd & Bloomfield Ave	Stop	A.M.	1.1	A	--	--	--	--	9.6	A	--	--
		P.M.	0.2	A	--	--	--	--	9.6	A	--	--
Palm Ave & Central Ave	Stop	A.M.	935.5	F	45.8	E	1.5	A	1.0	A	--	--
		P.M.	6309.4	F	352.9	F	6.0	A	2.5	A	--	--
CR 48 & SR 19	Signal	A.M.	12.0	B	4.5	A	--	--	51.9	D	22.2	C
		P.M.	13.2	B	5.1	A	--	--	138.8	F	66.7	E
CR 48 & SR 19 – Opt. Signal Timing	Signal	A.M.	13.2	B	5.0	A	--	--	22.2	C	12.5	B
		P.M.	20.3	C	6.7	A	--	--	32.7	C	21.5	C
Number 2 Rd & Site Access	Stop	A.M.	1.4	A	--	--	--	--	10.2	B	--	--
		P.M.	2.0	A	--	--	--	--	10.7	B	--	--

The intersection of Palm Avenue and Central Avenue was reanalyzed with the background traffic only by removing the project trips from the intersection. The results summarized below for both the A.M. and P.M. peak hours show that the intersection will fail without the addition of the project trips.

Table 6
Palm Ave & Central Ave
Analysis with Background Traffic Only

Intersection	Control	Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Palm Ave & Central Ave	Stop	A.M.	643.4	F	39.2	E	1.1	A	1.0	A	--	--
		P.M.	3438.3	F	155.9	F	3.9	A	2.4	A	--	--

Turn Lane Analysis

An analysis was conducted for the proposed driveway on Number 2 Road to determine if turn lanes would be warranted. Based upon the procedures of the NCHRP Report 457, Evaluating Intersection Improvements, right and left turns lanes are not warranted. The warrant charts are included in **Appendix G**. The site access driveway is located on a curve with sight distance concerns. Therefore, the Developer will consider the construction of turn lanes as follows:

Left turn lane length (TL) = Deceleration Distance (DD) + Queue Length (QL)

DD = 290 feet for 50 mph design speed (As per FDM 212)

QL = 0.1 vehicles (from HCS P.M. analysis, 25 feet per vehicle, minimum 1 vehicle)

TL = 290 + 25 = 315 feet

Right turn lane length (TL) = Deceleration Distance (DD) + Queue Length (QL)

DD = 290 feet for 50 mph design speed (As per FDM 212)

QL = 0 vehicles (from HCS P.M. analysis, 25 feet per vehicle)

TL = 290 + 0 = 290 feet

STUDY CONCLUSIONS

This traffic analysis was performed to assess the impact of a proposed residential development in Howey-in-the-Hills, Lake County. The proposed development consists of 180 single family homes to be completed by 2028. The results of the study as documented herein are summarized below:

- The development is expected to generate 1,733 new net daily trips, of which 127 will occur in the A.M. peak hour and 173 will occur during the P.M. peak hour.

- The study roadway segments currently operate at satisfactory Levels of Service in the existing conditions and will continue to do so upon completion of the project in 2028, except for the segment of SR 19 from CR 48 to Central Avenue. This segment will fail with the addition of approved project trips which are more than double the existing traffic on the segment.

- The study intersections currently operate at overall satisfactory Level of Service. In the projected conditions, the intersections will continue to operate at a satisfactory Level of Service with project trips added, except for the intersection of Palm Avenue and Central Avenue. This intersection will have a failing eastbound approach due to the existing stop control. This condition will continue to prevail until a signal becomes warranted and installed.

- The proposed development will be served by a full access driveway on Number 2 Road which is projected to operate satisfactorily. Based upon the procedures of the NCHRP Report 457, turn lanes are not warranted at the driveway. While not required, the Developer will consider the construction of turn lanes to address sight distance concerns.

APPENDICES

APPENDIX A

Study Methodology and Related Correspondence

Turgut Dervish

From: Tom Harowski <tom@tmhconsultinginc.com>
Sent: Friday, June 17, 2022 2:07 PM
To: Turgut Dervish
Cc: Don Griffey; Sean O'Keefe; John Brock
Subject: RE: TPD#5659

Okay. Let's go to work.

Thomas A. Harowski, AICP
President
Please make note of my NEW email address: Tom@TMHConsultingInc.com
(386) 316-8426

From: Turgut Dervish <turgut@tpdtraffic.com>
Sent: Tuesday, June 14, 2022 1:49 PM
To: Tom Harowski <tom@tmhconsultinginc.com>
Cc: Don Griffey <dag@griffeyengineering.com>; Sean O'Keefe <sokeefe@howey.org>; John Brock <jbrock@howey.org>
Subject: RE: TPD#5659

Tom,
Table 2 is the significance test showing the project's highest impacts on the roadway segments. You are correct that 100% of the trips end up on Number 2 Road but with 65% going east and 35% going west. Therefore, the project's highest percent impact on Number2 Road is 65%. In the analysis, the segment was broken into two subsegments at the request I of the county. As for the distribution map leaking percentages, the trips go to different destinations (represented by traffic zones in the traffic model) along the way. Of the 35% of the trips going west on Number 2 Road, only 31% reach CR 48 with 4% having destinations along Number 2 Road, of which 2% was assigned to Bloomfield Avenue. Of the 65% of the trips going east on Number 2 Road, 64% reach SR 19 with 33% going south and 31% going north. The same happens on SR 19 between Number 2 Road an CR 48 where 4% is lost due to trip destinations along the segment. In the graphical presentation of the trips, we showed the highest trip percentage on each segment. Detailed percentages are shown on the model distribution plot.

Turgut Dervish, P.E., President
TRAFFIC PLANNING AND DESIGN, INC.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955
turgut@tpdtraffic.com

From: Tom Harowski <tom@tmhconsultinginc.com>
Sent: Monday, June 13, 2022 3:30 PM
To: Turgut Dervish <turgut@tpdtraffic.com>
Cc: Don Griffey <dag@griffeyengineering.com>; Sean O'Keefe <sokeefe@howey.org>; John Brock <jbrock@howey.org>
Subject: RE: TPD#5659

Your proposal and response still has me confused. On Table 2 which you cite as correct has 65% of the trips impacting Number 2 Road between CR 48 and SR 19. Since Number 2 Road is the only access to the project, why is the impact not 100%? The distribution map shows the split on Number 2 road as 35% west and 65% east, but the Table 2 seems to contradict this assignment. It seems to me the full project volume could affect the significance of impact to some roads.

The distribution map also seems to leak traffic percentages, and I don't understand where these trips go. For example, the 35% westbound on Number 2 Road drops to 33% at Bloomfield Ave. where 2% of the trips are shown as taking Bloomfield Ave, but at CR 48 the total volume drops to 31% with 29% west on CR 48 and 2% east on CR 48. Where did the other two percent go? The same thing happens on Number 2 Road at SR 19 where 31% goes north and 33% of the 65% goes south. We lose 1% here. At SR 19 and CR 48 25% of the 31% goes east and 3% continues on CR 48, so another 3% of the volume is unaccounted. Are this trips stopping in Howey proper?

Thomas A. Harowski, AICP
President
Please make note of my NEW email address: Tom@TMHConsultingInc.com
(386) 316-8426

From: Turgut Dervish <turgut@tpdtraffic.com>
Sent: Tuesday, June 7, 2022 4:08 PM
To: Tom Harowski <tom@tmhconsultinginc.com>; Lewis, Sharon E <SELewis@lakecountyfl.gov>; tmhconsulting@cfl.rr.com
Cc: Rita Merhi <rita@tpdtraffic.com>; John Brock <jbrock@howey.org>; Sean O'Keefe <sokeefe@howey.org>; Don Griffey <dag@griffeyengineering.com>
Subject: RE: TPD#5659

Tom,
The trip distribution map shows the highest percent distribution on any segment. When a roadway segment has more than one distribution, the higher is depicted on the map for illustration purposes. For example, the segment of SR 19 between CR 48 and Central Avenue has a trip distribution ranging from 27% to 31%. In this instance the higher 31% used in impact assessment was shown on the map. The detailed distributions are shown in the model distribution plot included in the appendix of the TIA. For reference, attached are the trip distribution map and the model distribution plot. We also checked the tables and they are correct. If you have any further comments/questions, please t do not hesitate to bring to our attention. We will be glad to provide clarification and/or response with additional information.
Turgut

Turgut Dervish, P.E., President
TRAFFIC PLANNING AND DESIGN, INC.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955
turgut@tpdtraffic.com

From: Tom Harowski <tom@tmhconsultinginc.com>
Sent: Monday, June 6, 2022 1:36 PM
To: Turgut Dervish <turgut@tpdtraffic.com>; Lewis, Sharon E <SELewis@lakecountyfl.gov>; tmhconsulting@cfl.rr.com
Cc: Rita Merhi <rita@tpdtraffic.com>; John Brock <jbrock@howey.org>; Sean O'Keefe <sokeefe@howey.org>; Don Griffey <dag@griffeyengineering.com>
Subject: RE: TPD#5659

The distributions still don't add up properly and the tables in the text still need to be corrected. PLEASE HAVE SOMEONE PROOFREAD THE SUBMITTAL AND MAKE THE NECESSARY EDITS.

Thomas A. Harowski, AICP
President
Please make note of my NEW email address: Tom@TMHConsultingInc.com
(386) 316-8426

Rita Merhi

From: Lewis, Sharon E <SELewis@lakecountyfl.gov>
Sent: Wednesday, May 25, 2022 2:50 PM
To: Turgut Dervish; tmhconsulting@cfl.rr.com
Cc: Rita Merhi
Subject: RE: TPD#5659
Attachments: Markup 5659 Residential Development-Howey-in-the-Hills Methodology 052422.pdf

Dervish,

Please see comments in the attached . Thanks

SHARON E LEWIS, MSCTM
Traffic Project Engineer

PUBLIC WORKS
Engineering

A P.O Box 7800, Tavares, FL 32778
P 352-253-9050 | F 352-253-6016
E selewis@lakecountyfl.gov | W www.lakecountyfl.gov

NOTE: Florida has a very broad public records law.
Your email communications may be subject to public disclosure.

From: Turgut Dervish <turgut@tpdtraffic.com>
Sent: Tuesday, May 24, 2022 12:27 PM
To: Lewis, Sharon E <SELewis@lakecountyfl.gov>; tmhconsulting@cfl.rr.com
Cc: Rita Merhi <rita@tpdtraffic.com>
Subject: FW: TPD#5659

CAUTION: This email originated from outside of your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sharon/Tom,
Attached is our proposed traffic study methodology for a residential project located on Number 2 Road in Howey-in-the-Hills, Lake County for your review. Please call if you have questions.
Thanks,
Turgut

Turgut Dervish, P.E., President
TRAFFIC PLANNING AND DESIGN, INC.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955
turgut@tpdtraffic.com

Table 2
Significance Analysis

Roadway Segment	# of Lns	Adopted		Existing		PHPD Trips		Project Trips as % of Capacity	Significance*
		LOS	Capacity	Direction	Volume	%	Volume		
CR 48									
US 27 to Lime Ave	2L	D	1,080	EB	469	29%	43	3.9%	No
Lime Ave to SR 19	2L	D	1,080	EB	409	3%	4	0.4%	No
SR 19									
Lane Park Rd to CR 48	2L	D	920	SB	652	25%	37	4.0%	No
CR 48 to Central Ave	2L	D	700	SB	415	31%	46	6.6%	Yes
Central Ave to CR 455	2L	D	1,200	SB	4150	33%	49	4.1%	No
Number 2 Road									
CR 48 to SR 19	2L	D	675	WB	28	65%	96	14.2%	Yes

* Project as % of Capacity
** Not Included in the County's Database

5. Traffic Impact Assessment

a) Roadway

- Obtain existing traffic volumes on study roadway segment from Lake County for use in the traffic analysis.
- Determine background traffic with the use of an annual growth rate obtained from historical AADT in the vicinity of the project plus vested trips obtained from the City/County.
- Combine project traffic with background traffic to obtain total traffic volumes.
- Perform P.M. peak hour/peak direction roadway analyses utilizing City/County LOS standards.

b) Intersections

- Conduct intersection counts or use factors to adjust intersection data during the A.M./P.M. peak periods at the study intersections.
- Determine background traffic by expanding existing traffic counts to the project's buildout year plus committed trips provided by the County.
- Combine project traffic with background traffic to obtain total traffic.

3 comments

PAGE 5 1

selewis May 25

Split percentage does not add up

PAGE 6 2

selewis May 25

A High Plan will need to be conducted

selewis May 25

Please split the segment at Bloomfield Ave (East of/West of)

TO: Sharon Lewis, MS
Lake County Public Works
Thomas A. Harowski
Howey-in-the-Hills Town Planner

FROM: Turgut Dervish, P.E.

DATE: May 24, 2022

RE: Traffic Impact Analysis Methodology
Residential Development, Howey-in-the-Hills, Florida
TPD No. 5659

The following is an outline of the proposed methodology for the Traffic Impact Study for a residential development in Howey-in-the Hills, Lake County. The project site is located on the north side of Number 2 Road approximately 2 miles west of the SR 19 (Palm Avenue). **Figure 1** depicts the site location and the area roadways.

1. Proposed Development

The proposed development will consist of 250 single family lots. The development is anticipated to be built by 2025. **Figure 2** depicts the conceptual site plan.

2. Trip Generation

Trip generation data from the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* will be used for the trip generation estimation of the development. **Table 1** provides a summary of the trip generation for the proposed development calculated with the ITE data. The project is expected to generate a total of 2,344 daily trips of which 172 will occur during the A.M. peak hour and 235 will occur during P.M. peak hour. The ITE trip generation worksheets are included in **Attachment A**.

Table 1
Trip Generation Calculation Summary

ITE Code	Land Use	Quantity	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate*	Trips	Rate*	Enter	Exit	Total	Rate*	Enter	Exit	Total
210	Single-Family Detached	250 DU**	9.38	2,344	0.69	45	127	172	0.94	148	57	235
Totals				**2,344**	**---**	**45**	**127**	**172**	**---**	**148**	**57**	**235**

*ITE Equations Used, R^2 >0.75.
**DU=Dwelling Units

Howey in the Hills
Project № 5659
Figure 1

Site Location

N
NTS

Howey in the Hills
Project № 5659
Figure 2

Conceptual Site Plan

N
NTS

3. Trip Distribution

The trip distribution pattern for the proposed project was estimated using the currently adopted Central Florida Regional Planning Model (CFRPM). A Select Zone Analysis (SZA) was conducted by modifying the 2030 interim year model network to include a Traffic Analysis Zone (TAZ) representing the proposed project and the model's socio-economic data updated to reflect the proposed project buildout. The trip distribution in the project vicinity is shown in **Figure 3.** The model distribution plot is included in **Attachment B**.

4. Impact Area

As per the Lake Sumter MPO TIS guidelines, a Tier 2 Traffic Impact Study (TIS) is required for this project. A minimum of one-mile impact area plus all roadway which the project trips consume 5% or more of the roadway capacity. Based upon the project's significance as per **Table 2**, the following roadway segments and intersections will be included in the analysis as a minimum:

The roadway segments to be included in the analysis:

- Number 2 Road
  - CR 48 to SR 19 (Palm Avenue)
- CR 48
  - US 27 to Lime Avenue
  - Lime Avenue to SR 19
- SR 19
  - Lane Park Road to CR 48
  - CR 48 to Central Avenue
  - Central Avenue to CR 455

The intersections to be included in the area analysis are:

- Number 2 Road and CR 48
- CR 48 and SR 19
- Number 2 Road (Central Avenue) and SR 19
- Site Entrance

Howey in the Hills
Project № 5659
Figure 3

Trip Distribution

Item 2.

Table 2
Significance Analysis

Roadway Segment	# of Lns	Adopted		Existing		PHPD Trips		Project Trips as % of Capacity	Significance*
		LOS	Capacity	Direction	Volume	%	Volume		
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Number 2 Road									
CR 48 to SR 19	2L	D	675	WB	28	65%	96	14.2%	Yes

* Project as % of Capacity
** Not Included in the County's Database

5. Traffic Impact Assessment

a) Roadway

- Obtain existing traffic volumes on study roadway segment from Lake County for use in the traffic analysis.
- Determine background traffic with the use of an annual growth rate obtained from historical AADT in the vicinity of the project plus vested trips obtained from the City/County.
- Combine project traffic with background traffic to obtain total traffic volumes.
- Perform P.M. peak hour/peak direction roadway analyses utilizing City/County LOS standards.

b) Intersections

- Conduct intersection counts or use factors to adjust intersection data during the A.M./P.M. peak periods at the study intersections.
- Determine background traffic by expanding existing traffic counts to the project's buildout year plus committed trips provided by the County.
- Combine project traffic with background traffic to obtain total traffic.

- Perform intersection capacity analysis utilizing the HCS operational analysis procedures for the A.M./P.M. peak hour.

6. Traffic Report

Prepare traffic report summarizing study procedures, analyses and recommendations.
If you have any questions or concerns, please contact us at (407) 628-9955.

Attachment A
ITE Trip Generation Sheets

Single-Family Detached Housing
(210)

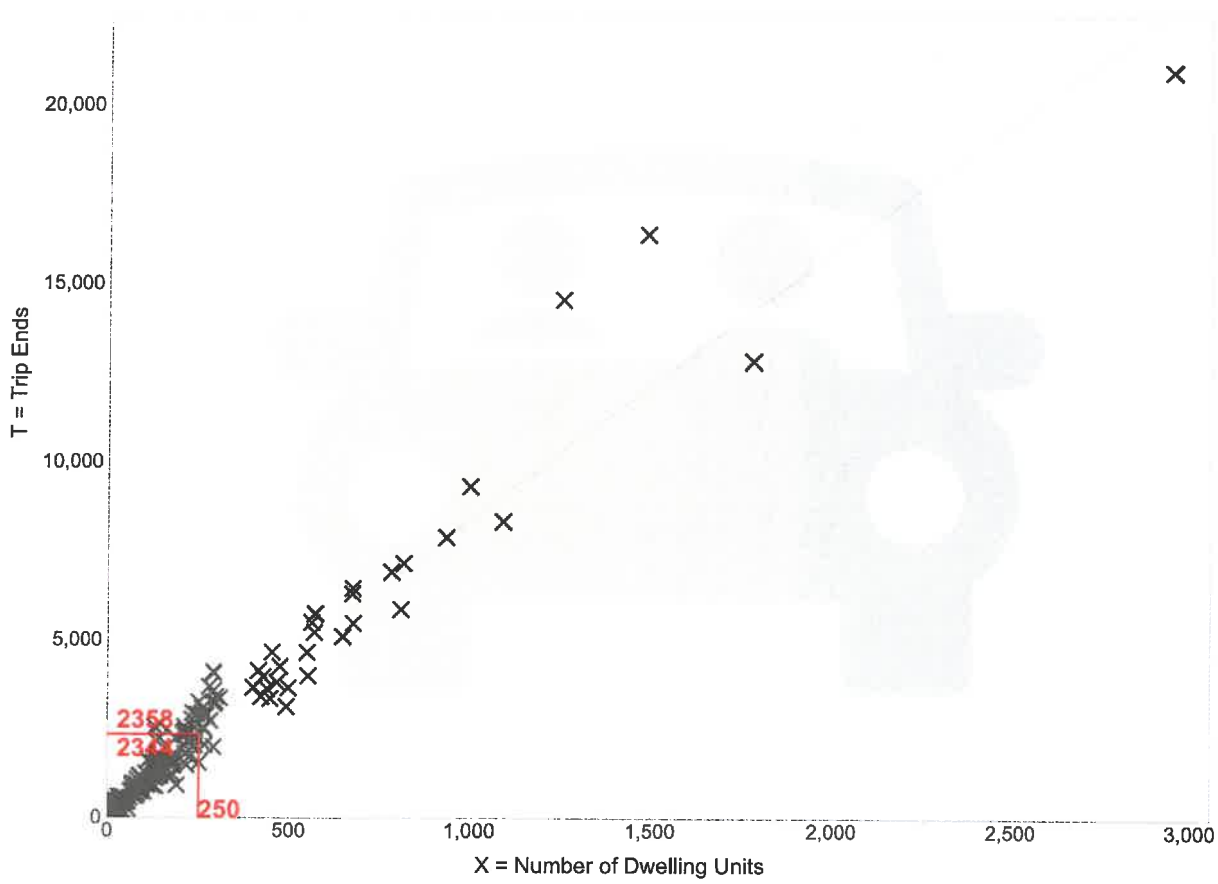
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68 **R^2= 0.95**

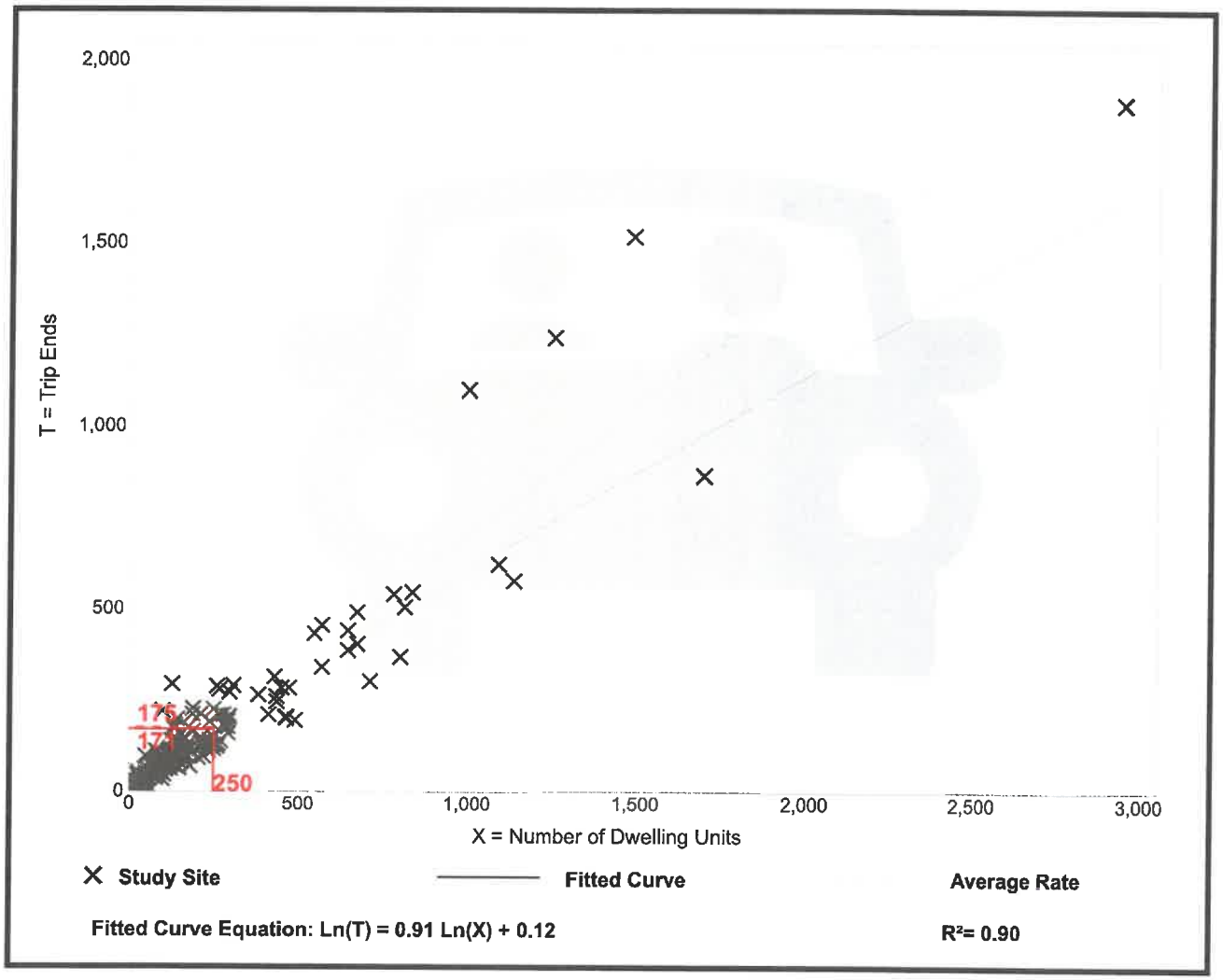
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	192
Avg. Num. of Dwelling Units:	226
Directional Distribution:	26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

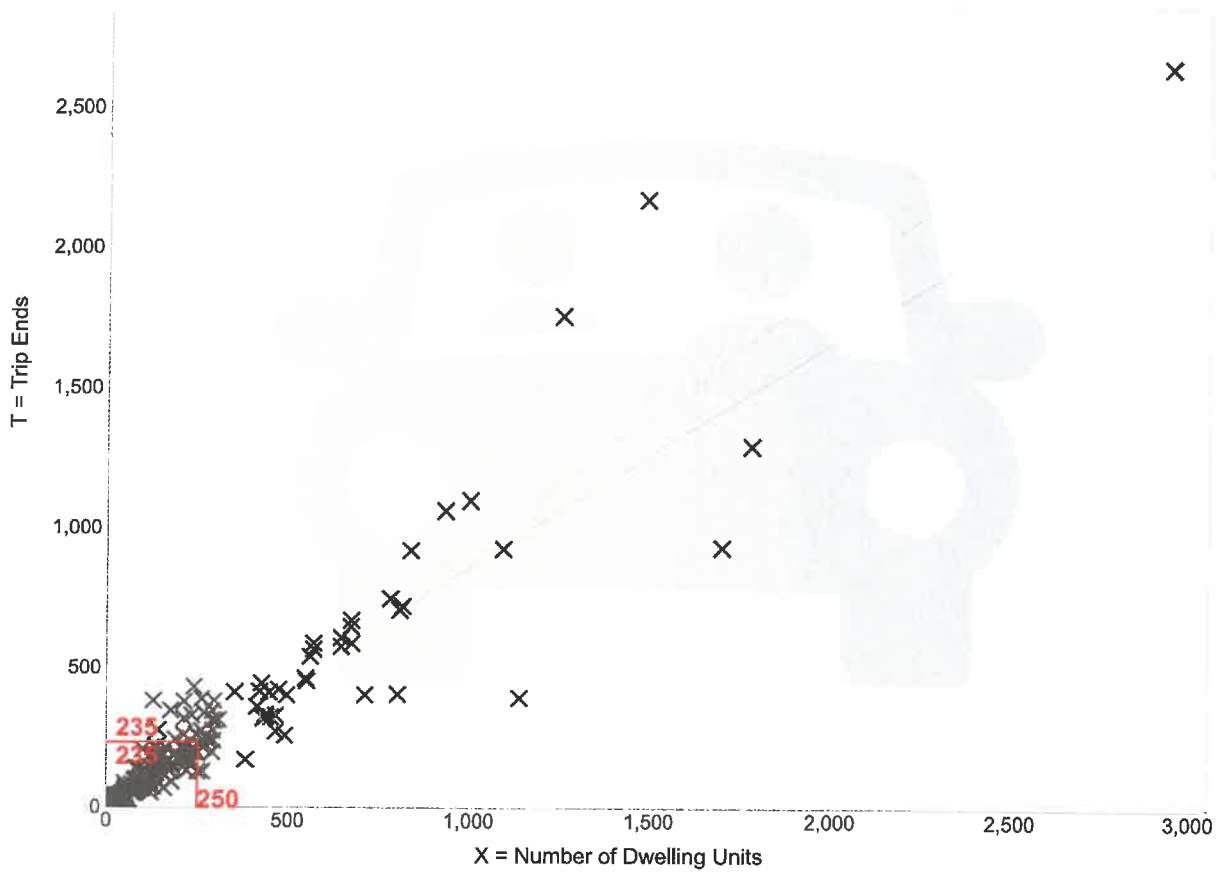
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

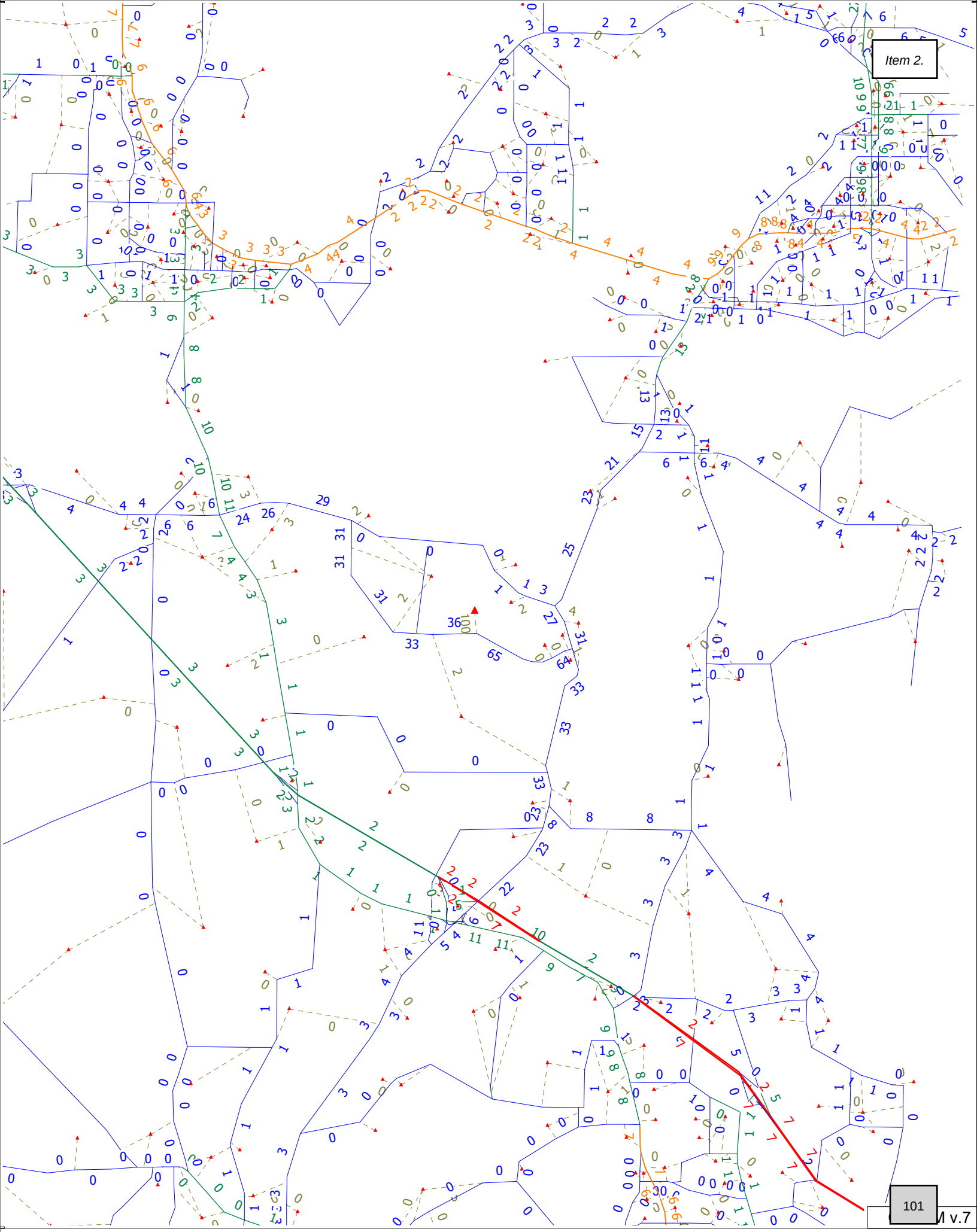
Data Plot and Equation



× **Study Site** ——— **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27 **R^2= 0.92**

Attachment B
Model Distribution Plot



cube TPD#5659 (Licensed to)

APPENDIX B

Lake County 2022 CMP Database

Lake County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
1120	480		County	35	1.80	C.R. 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	2	2	URBAN	UNDIVIDED	COUNTY	FRUITLAND PARK	D	13,320	7,736	0.58	D	680	343	384	0.56	D	3.00%	13,320	8,968	0.67	D	680	398	445	0.65	D
1130	436		County	45	1.13	C.R. 468	GRIFFIN ROAD	SR 44	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	9,173	0.74	C	620	440	404	0.71	C	1.75%	12,390	10,005	0.81	C	620	480	440	0.77	C
1145	612		County	55	3.65	C.R. 46A REALIGNMENT	SR 44	SR 46	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	16,576	2.14	E	410	663	857	2.09	E	3.50%	7,740	19,687	2.54	E	410	788	1,018	2.48	E
1150	267		County	55	0.94	C.R. 470	SUMTER COUNTY LINE	FLORIDA TURNPIKE	2	4	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,300	11,303	0.85	D	690	530	376	0.77	D	8.50%	28,880	16,996	0.59	C	1,500	797	566	0.53	C
1155	266		County	55	2.39	C.R. 470	FLORIDA TURNPIKE	BAY AVENUE	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,600	8,826	0.70	D	660	436	278	0.66	D	1.00%	12,600	9,276	0.74	D	660	458	292	0.69	D
1160	266		ADJACENT	55	0.54	C.R. 470	BAY AVENUE	CR 33	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	8,826	0.71	C	620	436	278	0.70	C	1.00%	12,390	9,276	0.75	C	620	458	292	0.74	C
1170	499		County	35	2.99	C.R. 473	CR 44	FOUNTAIN LAKE BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,060	6,957	0.49	D	710	322	242	0.45	C	1.00%	14,060	7,312	0.52	D	710	338	255	0.48	C
1180	443		County	40	1.03	C.R. 473	FOUNTAIN LAKE BOULEVARD	US 441	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	35,820	14,713	0.41	C	1,800	811	461	0.45	C	1.00%	35,820	15,464	0.43	C	1,800	852	485	0.47	C
1190	4		County	55	5.21	C.R. 474	SR 33	GREEN SWAMP ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	5,962	0.77	C	410	151	240	0.59	C	2.50%	7,740	6,745	0.87	C	410	171	272	0.66	C
1200	3		County	55	3.35	C.R. 474	GREEN SWAMP ROAD	US 27	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	5,436	0.70	C	410	173	202	0.49	B	1.00%	7,740	5,713	0.74	C	410	182	212	0.52	B
1210	222		County	45	5.99	C.R. 478	SR 19	JAMARLY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	21,780	2,244	0.10	B	1,080	112	93	0.10	B	7.75%	21,780	3,259	0.15	B	1,080	162	135	0.15	B
1220	259		County	55	3.17	C.R. 48	SUMTER COUNTY LINE	CLEARWATER LAKE RD	2	2	RURAL	UNDIVIDED	COUNTY	CITY OF LEESBURG	C	7,740	3,504	0.45	B	410	112	180	0.44	B	4.25%	7,740	4,315	0.56	C	410	138	222	0.54	C
1225	248		County	55	2.41	C.R. 48	CLEARWATER LAKE RD	CR 33	2	2	RURAL	UNDIVIDED	COUNTY	CITY OF LEESBURG	C	7,740	3,327	0.43	B	410	123	206	0.50	B	1.75%	7,740	3,629	0.47	B	410	134	224	0.55	C
1230	263		County	45	0.46	C.R. 48	CR 33	HAYWOOD WORM FARM RD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	8,836	0.55	C	790	370	297	0.47	C	2.75%	15,930	10,120	0.64	C	790	424	340	0.54	C
1235	262		County	45	0.68	C.R. 48	HAYWOOD WORM FARM RD	US 27	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	9,073	0.54	C	840	401	375	0.48	C	1.00%	16,820	9,536	0.57	C	840	421	394	0.50	C
1240	264		County	40	4.89	C.R. 48	US 27	LIME AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	9,821	0.45	B	1,080	420	380	0.39	B	4.00%	21,780	11,949	0.55	C	1,080	511	462	0.47	B
1250	255		County	40	2.04	C.R. 48	LIME AVENUE	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	HOWEY-IN-THE-HILLS	D	21,780	9,982	0.46	B	1,080	429	404	0.40	B	1.50%	21,780	10,754	0.49	C	1,080	462	435	0.43	B
1260	253		County	40	1.14	C.R. 48	CR 561	RANCH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF ASTATULA	D	16,820	6,515	0.39	C	840	310	292	0.37	C	1.00%	16,820	6,847	0.41	C	840	326	307	0.39	C
1270	253		ADJACENT	40	3.17	C.R. 48	RANCH ROAD	CR 448A	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	6,515	0.84	C	410	310	292	0.76	C	1.00%	7,740	6,847	0.88	C	410	326	307	0.80	C
1280	217		County	30	0.71	C.R. 50 (SUNSET AVENUE)	CR 33	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MASCOTTE	D	10,360	1,592	0.15	C	530	66	95	0.18	C	1.75%	10,360	1,736	0.17	C	530	72	104	0.20	C
1290	210		County	45	1.74	C.R. 50	US 27	N HANCOCK ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	16,820	6,981	0.42	C	840	285	346	0.41	C	1.00%	16,820	7,337	0.44	C	840	299	363	0.43	C
1300	202		County	45	2.47	C.R. 50	N HANCOCK ROAD	CR 455	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	6,877	0.32	B	1,080	228	491	0.45	B	2.00%	21,780	7,593	0.35	B	1,080	251	542	0.50	C
1310	42		County	45	1.92	C.R. 50	CR 455	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	6,828	0.41	C	840	195	557	0.66	C	1.00%	16,820	7,176	0.43	C	840	205	585	0.70	C
1320	417		County	35	1.08	C.R. 500A/ OLD 441	SR 19	DORA AVENUE	2	2	URBAN	DIVIDED	COUNTY	CITY OF TAVARES	D	8,390	9,907	1.18	F	870	367	450	0.52	D	1.00%	8,390	10,412	1.24	F	870	386	473	0.54	D
1325	417		County	35	1.08	C.R. 500A/ OLD 441	DORA AVENUE	SR 19	2	2	URBAN	DIVIDED	COUNTY	CITY OF TAVARES	D	8,390	9,907	1.18	F	870	367	450	0.52	D	1.00%	8,390	10,412	1.24	F	870	386	473	0.54	D
1330	413	115084	County	45	1.94	C.R. 500A/OLD 441/ALFRED ST	DORA AVENUE	BAY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	16,820	9,558	0.57	C	840	489	424	0.58	C	1.00%	16,820	10,045	0.60	C	840	514	446	0.61	C
1340	420		County	35	0.79	C.R. 500A/OLD 441	BAY ROAD	CR 44C / EUDORA AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	9,917	0.96	D	530	465	458	0.88	D	2.50%	10,360	11,220	1.08	F	530	526	518	0.99	D
1350	421		County	35	1.06	C.R. 500A/OLD 441	CR 44C / EUDORA DRIVE	LAKESHORE DRIVE	2	2	URBAN	DIVIDED	COUNTY	CITY OF MOUNT DORA	D	14,760	16,591	1.12	F	750	725	761	1.01	E	4.25%	14,760	20,430	1.38	F	750	893	937	1.25	F
1360	415		County	35	0.79	C.R. 500A/OLD 441	LAKESHORE DRIVE	5TH AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	11,207	1.08	F	530	469	505	0.95	D	4.25%	10,360	13,800	1.33	F	530	577	621	1.17	F
1370	415		ADJACENT	25	0.63	C.R. 500A/ 5TH AVENUE	OLD 441	N HIGHLAND STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	11,207	1.08	F	530	469	505	0.95	D	4.25%	10,360	13,800	1.33	F	530	577	621	1.17	F
1380	605		ADJACENT	30	0.26	C.R. 500A (HIGHLAND STREET)	5TH AVENUE	SR 46	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	13,320	2,792	0.21	C	680	179	127	0.26	C	3.50%	13,320	3,316	0.25	C	680	213	150	0.31	C
1390	602	115004	County	35	0.75	C.R. 500A/ OLD 441	SR 46	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	5,849	0.56	D	530	325	244	0.61	D	5.25%	10,360	7,555	0.73	D	530	419	316	0.79	D
1400	401		County	45	1.62	C.R. 561	SR 19	CR 448	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	16,820	16,583	0.99	D	840	622	825	0.98	D	4.75%	16,820	20,914	1.24	F	840	784	1,041	1.24	F
1410	257		County	50	3.93	C.R. 561	CR 448	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	ASTATULA/TAVARES	D	21,780	10,160	0.47	B	1,080	507	590	0.55	C	1.00%	21,780	10,678	0.49	C	1,080	533	620	0.57	C
1420	252		County	40	0.63	C.R. 561	CR 48	SOUTH ASTATULA CITY LIMIT	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF ASTATULA	D	12,390	11,947	0.96	D	620	570	558	0.92	C	1.00%	12,390	12,556	1.01	F	620	599	586	0.97	D
1430	252		ADJACENT	40	2.49	C.R. 561	SOUTH ASTATULA CITY LIMIT	CR 455	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	11,947	0.55	C	1,080	570	558	0.53	C	1.00%	21,780	12,556	0.58	C	1,080	599	586	0.55	C
1440	242		County	35	1.74	C.R. 561	CR 455	HOWEY CROSS ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	7,697	0.85	C	470	369	364	0.78	C	1.00%	9,030	8,090	0.90	C	470	387	382	0.82	C
1450	238		County	40	1.77	C.R. 561	HOWEY CROSS ROAD	TURNPIKE ROAD / CR 561A	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	12,260	8,115	0.66	C	640	328	385	0.60	C	1.00%	12,260	8,529	0.70	C	640	345	405	0.63	C
1460	235		County	45	0.46	C.R. 561 / C.R. 561A	TURNPIKE ROAD / CR 561A	US 27	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	9,075	0.73	C	620	403	385	0.65	C	1.00%	12,390	9,538	0.77	C	620	423	405	0.68	C
1470	214		County	30	1.78	EAST AVE/LAKE MINNEOLA DR/MAIN AVE	US 27	EAST AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CLERMONT/MINNEOLA	D	14,060	2,151	0.15	C	710	108	124	0.17	C	3.50%	14,060	2,555	0.18	C	710	128	147	0.21	C
1480	214		ADJACENT	30	1.05	8TH ST/OSCEOLA ST/4TH ST/CARROL ST/3RD S	EAST AVENUE	W MINNEOLA AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	10,360	2,151	0.21	C	530	108	124	0.23	C	3.50%	10,360	2,555	0.25	C	530	128	147	0.28	C
1490	115065	115065	State	-	0.42	C.R. 561 (W MINNEOLA AVENUE)	8TH STREET	C.R. 561A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	12,390	1,085	0.09	C	620	179	186	0.30	C	1.00%	12,390	1,140	0.09	C	620	188	195	0.31	C
1500	203		ADJACENT	35	0.23	C.R. 561	C.R. 561A	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	5,175	0.37	C	710	278	212	0.39	C	6.50%	14,060	7,090	0.50	D	710	381	290	0.54	D
1510	45		County	25	4.31	C.R. 561	SR 50	LOG HOUSE ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	6,597	0.47	C	710	326	276	0.46	C	1.00%	14,060	6,934	0.49	C	710	342	290	0.48	C
1520	10		County	55	1.56	C.R. 561	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	3,767	0.22	C	840	159	156	0.19	C	2.00%	16,820	4,159	0.25	C	840	175	172	0.21	C
1530	6		County	55	5.87	C.R. 561	FLORIDA BOYS RANCH ROAD	SR 33	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	2,228	0.29	B	410	106	100	0.26	B	2.25%	7,740	2,491	0.32	B	410	118	112	0.29	B
1540	237		County	55	1.16	C.R. 561A	TURNPIKE ROAD / CR 561	SCRUB JAY LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	5,274	0.43	C	620	199	308	0.50	C	1.25%	12,390	5,612	0.45	C	620	212	327	0.53	C
1545	234		County	55	0.69	C.R. 561A	SCRUB JAY LN	N HANCOCK ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	5,529	0.25	B	1,080	201	307	0.28	B	1.00%	21,780	5,811	0.27	B	1,080	211	322	0.30	B
1546	234		ADJACENT	55	1.37	C.R. 561A	N HANCOCK ROAD	CR 455	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	5,529	0.25	B	1,080	201	307	0.28	B	1.00%	21,780	5,811	0.27	B	1,080	211	322	0.30	B
1550	203		County	35	1.69	C.R. 561	W MINNEOLA AVE	C.R. 565A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,320	5,175	0.39	C	680	278	212	0.41	C	6.50%	13,320	7,090	0.53	D	680	381	290	0.56	D
1560	213		County	40	1.67	C.R. 561A	CR 565A	JALARMY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	6,485	0.39	C	840	316	258	0.38	C	4.50%	16,820	8,081	0.48	C	840	393	322	0.47	C
1570	223		County	40	1.11	C.R. 561 (LAKE MINNEOLA SHORES)	JALARMY ROAD	US 27	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	16,820	11,066	0.66	C	840	397	491	0.58	C	3.00%	16,820	12,829	0.76	C	840	460	569	0.68	C
1580	241		County	55	7.01	C.R. 565	US 27	KJELLSTROM LANE	2	2	RURAL	UNDIVIDED	COUNTY	GROVELAND/MASCOTTE	C	14,130	2,347	0.17	B	740	167	70	0.23	B	5.25%	14,130	3,032	0.21	B	740	215	90	0.29	B
1590	208		County	40	0.63	C.R. 565 (VILLA CITY ROAD)	KJELLSTROM LANE	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	16,820	5,367	0.32	C	840	247	249	0.30	C	4.25%	16,820	6,608	0.39	C	840	305	307	0.37	C
1600	118063	118063	ADJACENT	45	1.96	C.R. 565	SR 50	SLOANS RIDGE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MASCOTTE	D	16,820	865	0.05	C	840	44	42	0.05	C	2.00%	16,820	955	0.06	C	840	49	46	0.06	C
1610	118063	118063	State	45	5.44	C.R. 565	SLOANS RIDGE	LAKE ERIE ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	865	0.11	B	410	44	42	0.11	B	2.00%	7,740	955	0.12	B	410	49	46	0.12	B
1620	201		County	40	2.78	C.R. 565A	SR 50	CR 561A	2	2	URBAN	UNDIVIDED	COUNTY	CLERMONT/GROVELAND	D	16,820	9,917	0.59	C	840	407	348	0.48	C	2.25%	16,820	11,084	0.66	C	840	454	389	0.54	C
1630	47		County	55	4.60	C.R. 565A	SR 50	CR 565B	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	21,780	2,549	0.12	B	1,080	82	133	0.12	B	3.25%	21,780	2,991	0.14	B	1,080	96	156	0.14	B
1640	18		County	45	3.66	C.R. 565B	SR 33	CR 561	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	2,796	0.36	B	410	135	152	0.37	B	4.00%	7,740	3,401	0.44	B	410	164	185	0.45	B
1650	434		County	25	0.30	CANAL STREET	US 441	MAIN STREET	2	2	URBAN	DIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	13,990	3,765	0.27	C	710	201	137	0.28	C	1.00%	13,990	3,957	0.28	C	710	211	144	0.30	C
1660	426		County	25	0.31	CANAL STREET	MAIN STREET	SR 44	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	13,320	3,169	0.24	C	680	144	127	0.21	C	1.00%	13,320	3,331	0.25	C	680	151	134	0.22	C
1670	205		County	35	1.80	CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVER DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	12,296	0.87	D	710	651	446	0.92	D	1.00%	14,060	12,923	0.92	D	710	684	469	0.96	D
1680	44		County	30	0.47	CITRUS TOWER BOULEVARD	OAKLEY SEAVER DRIVE	SR 50	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	29,160	16,240	0.56	D	1,470	561	715	0.49	D	1.00%	29,160	17,068	0.59	D	1,470	590	752	0.51	D
1690	28		County	40	0.28	CITRUS TOWER BOULEVARD	SR 50	HOOKS STREET	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	35,820	21,470	0.60	C	1,800	798	1,065	0.59	C	1.25%	35,820	22,846	0.64	C	1,800	849	1,134	0.63	C
1692	36		County	30	1.16	CITRUS TOWER BOULEVARD	HOOKS STREET	JOHNS LAKE ROAD	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	30,780	20,251	0.66	D	1,550	740	901	0.58	D	1.00%	30,780	21,284	0.69	D	1,550	778	947	0.61	D
1695	24		County	40	0.60	CITRUS TOWER BOULEVARD	JOHNS LAKE ROAD	US 27	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	37,810	17,725	0.47	C	1,900	738	629	0.39	C	1.50%	37,810	19,095	0.51	C	1,900	795	678	0.42	C
1700	442		ADJACENT	35	0.95	DAVID WALKER DRIVE	OLD US 441 / CR 500A	CR 19A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	14,060	8,553	0.61	D	710	388	367	0.55	D	1.00%	14,060	8,989	0.64	D	710	408	386	0.57	D
1710	442		County	35	0.44	DAVID WALKER DRIVE	CR 19A	US 441	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,060	8,553	0.61	D	710	388	367	0.55	D	1.00%	14,060	8,989	0.64	D	710	408	386	0.57	D
1720	449		County	35	0.53	DAVID WALKER DRIVE	US 441	MOUNT HOMER ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	14,060	5,694	0.40	C	710	214	265	0.37	C	1.00%	14,060	5,984	0.43	C	710	225	279	0.39	C
1730	471		County	20	0.74	DAVID WALKER DRIVE	MOUNT HOMER ROAD	FLINKS AVE/KURT AVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	6,537	0.63	D	530	334	277	0.63	D	3.50%	10,360	7,763	0.75	D	530	397	329	0.75	D
1740	406	117014	County	35	2.29	DEAD RIVER ROAD	WEST TERMINI	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	21,780	6,785	0.31	B	1,080	276	355	0.33	B	1.00%	21,780	7,131	0.33	B	1,080	291	373	0.35	B
1750	617		County	35	1.25	DONNELLY STREET	US 441	11TH AVENUE	2	2	URBAN	DIVIDED	CITY OF MT. DORA	CITY OF MOUNT DORA	D	14,760	11,220	0.76	D	750	535	474	0.71	D	1.00%	14,760	11,792	0.80	D	750	563	498	0.75	D
1760	617		ADJACENT	35	0.38	DONNELLY STREET	11TH AVENUE	5TH AVENUE	2	2	URBAN	UNDIVIDED	CITY OF MT. DORA	CITY OF MOUNT DORA	D	10,360	11,220	1.08	F	530	535	474	1.01	E	1.00%	10,360	11,792	1.14	F	530	563	498	1.06	F
1770	258		County	55	0.64	DUDA ROAD	CR 448A	ORANGE COUNTY LINE	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	7,250	0.80	C	470	293	323	0.69	C	1.50%	9,030	7,810	0.86	C	470	316	348	0.74	C
1780	510		County	40	1.43	EAGLES NEST ROAD	US 27	CR 466B	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	4,271	0.34	C	620	198	133	0.32	C	3.75%	12,390	5,134	0.41	C	620	238	160	0.38	C
1790	46		County	30	0.73	EAST AVENUE	CR 561	SR 50	2	2	URBAN	UNDIVIDED	CITY OF CLERMONT	CITY OF CLERMONT	D	10,360	5,841	0.56	D	530	-	-	-	-	1.00%	10,360	6,139	0.59	D	530	-	-	-	-
1800	454		ADJACENT	25	0.85	EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	5,153	0.50	D	530	273	167	0.52	D	1.00%	10,360	5,416	0.52	D	530	287	176	0.54	D
1810	454		County	25	0.78	EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	5,153	0.50	D	530	273	167	0.52	D	1.00%	10,360	5,416	0.52	D	530	287	176	0.54	D
1820	501		County	35	0.77	EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,320	4,265	0.32	C	680	266	149	0.39	C	2.50%	13,320	4,826	0.36	C	680	301	168	0.44	C
1830	41		County	40	4.26	EMPIRE CHURCH ROAD	CR 565	ANDERSON ROAD	2	2	RURAL	UNDIVIDED	COUNTY	CITY OF GROVELAND	C	7,740	1,442	0.19	B	410	-	-	-	-	1.00%	7,740	1,516	0.20	B	410	-	-	-	-
1840	622		ADJACENT	40	0.76	ESTES ROAD	CR 44A	LAKE LINCOLN LANE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	4,384	0.28	C	790	146	262	0.33	C	2.75%	15,930	5,021	0.32	C	790	168	300	0.38	C
1850	622		County	40	0.49	ESTES ROAD	LAKE LINCOLN LANE	SR 44	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	4,384	0.26	C	840	146	262	0.31	C	2.75%	16,820	5,021	0.30	C	840	168	300	0.36	C
1860	452		County	35	0.52	EUDORA ROAD	OLD MT DORA ROAD	US 441	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	2,998	0.29	C	530	-	-	-	-	1.00%	10,360	3,151	0.30	C	530	-	-	-	-
1865	30		County	35	0.73	EXCALLIBUR ROAD	HOOKS STREET	CITRUS TOWER BOULEVARD	2	2	URBAN	DIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,760	5,301	0.36	C	750	346	219	0.46	C	1.00%	14,760	5,572	0.38	C	750	364	230	0.49	C
1870	508		County	35	0.63	FISH CAMP ROAD	CR 452	CR 44	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,521	0.15	C	530	83	72	0.16	C	2.50%	10,360	1,721	0.17	C	530	94	82	0.18	C
1875	221		County	40	1.69	GRASSY LAKE ROAD/FOSGATE ROAD	CR 50 (WASHINGTON STREET)	HANCOCK ROAD	2	2	URBAN	UNDIVIDED	CITY OF CLERMONT	UNINCORPORATED LAKE COUNTY	D	16,820	5,995	0.36	C	840	288	350	0.42	C	7.50%	16,820	8,606	0.51	C	840	414	503	0.60	C
1880	470		County	30	0.39	GOLFLINKS AVENUE	KURT STREET	SR 19 / BAY STREET	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	940	0.09	C	530	45	49	0.09	C	1.00%	10,360	988	0.10	C	530	47	52	0.10	C
1890	0		NO COUNT	-	0.38	GOLFLINKS AVENUE	SR 19 / BAY STREET	MARY STREET	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	12,390	-	-	-	620	-	-	-	-	N/A	12,390	-	-	-	620	-	-	-	-
1900	514		County	45	1.86	GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 452	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	3,168	0.26	C	620	196	111	0.32	C	3.25%	12,390	3,718	0.30	C	620	230	130	0.37	C
1910	40		County	35	1.23	GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	6,479	0.46	C	710	268	273	0.39	C	1.00%	14,060	6,809	0.48	C	710	282	287	0.40	C
1915	37		County	25	0.26	S. GRAND HIGHWAY	SR 50	HOOKS STREET	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	29,160	5,203	0.18	C	1,470	261	203	0.18	C	1.00%	29,160	5,469	0.19	C	1,470	275	213	0.19	C
1920	226		County	40	1.66	CITRUS GROVE ROAD	US 27	GRASSY LAKE ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	12,390	5,319	0.43	C	620	270	173	0.44	C	12.00%	12,390	9,373	0.76	C	620	476	305	0.77	C
1930	517	117007	ADJACENT	45	1.76	GRAYS AIRPORT ROAD	MARION COUNTY ROAD	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	2,911	0.23	C	620	173	118	0.28	C	3.25%	12,390	3,416	0.28	C	620	203	138	0.33	C
1940	517	117007	County	45	1.25	GRAYS AIRPORT ROAD	CR 466	GRIFFIN VIEW DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	2,911	0.23	C	620	173	118	0.28	C	3.25%	12,390	3,416	0.28	C	620	203	138	0.33	C
1950	512	117007	County	45	1.75	S GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	2,966	0.24	C	620	115	174	0.28	C	5.50%	12,390	3,877	0.31	C	620	150	228	0.37	C
1960	505		County	45	1.43	S GRAYS AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 412	2	2	URBAN	UNDIVIDED	COUNTY	FRUITLAND PARK	D	12,390	786	0.06	C	620	55	28	0.09	C	1.00%	12,390	826	0.07	C	620	58	30	0.09	C
1970	536	117008	County	35	0.85	GRIFFIN AVENUE	US 27 / US 411	CR 25	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	13,320	11,009	0.83	D	680	599	378	0.88	D	1.75%	13,320	12,007	0.90	D	680	653	412	0.96	D
1980	535		County	35	1.19	GRIFFIN AVENUE	CR 25	UNCLE DONALDS LANE	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	10,360	3,469	0.33	C	530	214	108	0.40	C	1.50%	10,360	3,737	0.36	C	530	230	116	0.43	C
1990	535		ADJACENT	35	1.66	GRIFFIN AVENUE	UNCLE DONALDS LANE	GRAYS AIRPORT ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	3,469	0.33	C	530	214	108	0.40	C	1.50%	10,360	3,737	0.36	C	530	230	116	0.43	C
2000	462		County	25	0.51	GRIFFIN ROAD	US 27	LEE STREET	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	13,320	2,061	0.15	C	680	-	-	-	-	1.00%	13,320	2,166	0.16	C	680	-	-	-	-
2010	515		County	45	1.85	GRIFFIN VIEW DRIVE	US 27	GRAYS AIRPORT ROAD	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	12,390	3,498	0.28	C	620	202	124	0.33	C	1.00%	12,390	3,676	0.30	C	620	212	130	0.34	C
2020	516		County	45	1.64	GRIFFIN VIEW DRIVE	GRAYS AIRPORT ROAD	SULEN ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	1,715	0.19	C	470	113	75	0.24	C	1.00%	9,030	1,802	0.20	C	470	118	78	0.25	C
2030	479		County	30	0.36	GROVE STREET	SR 19 (BADGER AVENUE)	LAKEVIEW AVENUE	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	1,475	0.14	C	530	24	106	0.20	C	1.00%	10,360	1,550	0.15	C	530	25	111	0.21	C
2040	472		County	30	0.37	GROVE STREET	LAKEVIEW AVENUE	GOLFLINKS AVENUE	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	2,561	0.25	C	530	160	71	0.30	C	1.00%	10,360	2,692	0.26	C	530	168	75	0.32	C
2045	465	117017	County	25	0.50	GROVE STREET	GOLFLINKS AVENUE	OLD MT DORA ROAD	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	3,733	0.36	C	530	140	250	0.47	C	1.00%	10,360	3,923	0.38	C	530	148	263	0.50	D
2050	21		County	35	2.14	HAMMOCK RIDGE	LAKE SHORE DRIVE	US 27	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	59,580	18,440	0.31	B	2,950	479	1,149	0.39	B	2.25%	59,580	20,610	0.35	B	2,950	536	1,284	0.44	B
2054	312		County	45	1.70	N. HANCOCK ROAD	C.R. 561A	SR 91 (FLORIDA TURNPIKE)	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	15,930	6,090	0.38	C	790	350	195	0.44	C	1.00%	15,930	6,400	0.40	C	790	368	205	0.47	C
2055	313		County	45	1.97	N. HANCOCK ROAD	SR 91 (FLORIDA TURNPIKE)	OLD HWY 50 (W)	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	37,810	10,757	0.28	C	1,900	395	557	0.29	C	1.00%	37,810	11,306	0.30	C	1,900	415	586	0.31	C
2056	313		ADJACENT	45	0.28	N. HANCOCK ROAD	OLD HWY 50 (W)	OLD HWY 50 (E)	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	35,820	10,757	0.30	C	1,800	395	557	0.31	C	1.00%	35,820	11,306	0.32	C	1,800	415	586	0.33	C
2060	207		County	35	0.29	N. HANCOCK ROAD	OLD HWY 50 (E)	N RIDGE BOULEVARD	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	30,780	17,674	0.57	D	1,550	758	735	0.49	D	1.00%	30,780	18,575	0.60	D	1,550	797	773	0.51	D

Lake County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
2070	39		County	45	1.50	N. HANCOCK ROAD	N RIDGE BOULEVARD	SR 50	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	37,810	17,618	0.47	C	1,900	680	820	0.43	C	1.00%	37,810	18,516	0.49	C	1,900	715	862	0.45	C
2080	35		County	45	0.25	S. HANCOCK ROAD	SR 50	HOOKS STREET	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	35,820	22,918	0.64	C	1,800	734	999	0.55	C	2.25%	35,820	25,615	0.72	C	1,800	821	1,116	0.62	C
2085	35		ADJACENT	45	1.23	S. HANCOCK ROAD	HOOKS STREET	JOHNS LAKE ROAD	2	2	URBAN	DIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	17,660	22,918	1.30	F	880	734	999	1.13	F	2.25%	17,660	25,615	1.45	F	880	821	1,116	1.27	F
2090	17		County	45	1.75	S. HANCOCK ROAD	JOHNS LAKE ROAD	HARTWOOD MARSH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	16,820	12,491	0.74	C	840	410	487	0.58	C	1.50%	16,820	13,456	0.80	C	840	441	525	0.63	C
2100	15		County	40	0.70	HARTWOOD MARSH ROAD	US 27	HANCOCK ROAD	2	4	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	17,664	1.11	F	790	560	873	1.10	F	2.75%	35,820	20,230	0.56	C	1,800	641	999	0.56	C
2104	AVG (146,150)		AVERAGE	40	1.41	HARTWOOD MARSH ROAD	HANCOCK ROAD	N. 90 DEGREE BEND	2	4	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	14,536	0.86	C	840	410	487	0.58	C	N/A	37,810	16,110	0.43	C	1,900	494	854	0.45	C
2110	20		County	40	2.47	HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	11,408	0.52	C	1,080	330	674	0.62	C	1.00%	21,780	11,989	0.55	C	1,080	347	708	0.66	C
2120	485		County	30	0.75	HASELTON STREET	SR 44	LAKEVIEW AVENUE	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	1,646	0.16	C	530	80	94	0.18	C	1.00%	10,360	1,730	0.17	C	530	84	99	0.19	C
2130	605		County	25	1.01	HIGHLAND STREET	LIMIT AVENUE	5TH AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	2,792	0.27	C	530	179	127	0.34	C	3.50%	10,360	3,316	0.32	C	530	213	150	0.40	C
2140	32		County	30	0.35	HOOKS STREET	LAKESHORE DRIVE	US 27	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	10,360	6,972	0.67	D	530	291	349	0.66	D	1.00%	10,360	7,327	0.71	D	530	305	367	0.69	D
2150	31		County	40	0.84	HOOKS STREET	US 27	OAKLEY SEAVER DRIVE	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	35,820	11,413	0.32	C	1,800	479	508	0.28	C	1.75%	35,820	12,447	0.35	C	1,800	523	555	0.31	C
2153	33		County	35	0.27	HOOKS STREET	OAKLEY SEAVER DRIVE	CITRUS TOWER BOULEVARD	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	29,160	13,218	0.45	D	1,470	648	427	0.44	C	1.00%	29,160	13,892	0.48	D	1,470	681	448	0.46	D
2155	34		County	35	1.05	HOOKS STREET	CITRUS TOWER BOULEVARD	HANCOCK ROAD	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	29,160	11,419	0.39	C	1,470	395	622	0.42	C	1.00%	29,160	12,001	0.41	C	1,470	416	654	0.44	C
2160	456	117021	County	35	0.59	HUFFSTETLER DRIVE	DAVID WALKER DRIVE	KURT STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	1,169	0.11	C	530	79	53	0.15	C	1.00%	10,360	1,229	0.12	C	530	83	56	0.16	C
2170	224		County	35	0.35	JALARMY ROAD	CR 478	CR 561A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	6,226	0.60	D	530	273	222	0.52	D	8.50%	10,360	9,362	0.90	D	530	411	333	0.78	D
2180	26		County	35	1.57	JOHNS LAKE ROAD	US 27	HANCOCK ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	8,972	0.64	D	710	596	403	0.84	D	2.75%	14,060	10,276	0.73	D	710	683	461	0.96	D
2190	473		County	35	0.25	KURT STREET	W LAKEVIEW AVENUE	DAVID WALKER DRIVE	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	8,710	0.84	D	530	546	292	1.03	E	1.00%	10,360	9,154	0.88	D	530	574	307	1.08	F
2200	469		County	35	0.50	KURT STREET	DAVID WALKER DRIVE	MT HOMER ROAD / W ARDICE AVENUE	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	14,060	4,334	0.31	C	710	179	246	0.35	C	1.00%	14,060	4,555	0.32	C	710	188	259	0.36	C
2205	455		County	35	0.42	KURT STREET	MT HOMER ROAD / W ARDICE AVENUE	US 441	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	14,060	5,512	0.39	C	710	261	281	0.40	C	1.00%	14,060	5,793	0.41	C	710	275	295	0.42	C
2210	520		County	25	0.45	W LADY LAKE BOULEVARD	WEST TERMINI	US 27/US441	2	2	URBAN	UNDIVIDED	TOWN OF LADY LAKE	TOWN OF LADY LAKE	D	10,360	1,298	0.13	C	530	66	39	0.12	C	1.00%	10,360	1,364	0.13	C	530	69	41	0.13	C
2220	521		County	25	0.96	E LADY LAKE BOULEVARD	US 27/US441	BERCHFIELD ROAD	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	10,360	618	0.06	C	530	38	21	0.07	C	1.00%	10,360	650	0.06	C	530	40	22	0.08	C
2230	408		County	35	0.56	FAIRVIEW AVENUE	OLD 441/ CR 500A	LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	680	0.07	C	530	43	24	0.08	C	1.00%	10,360	715	0.07	C	530	45	25	0.08	C
2240	0		NO COUNT	40	0.64	LAKE DRIVE	SR 44	COUNTRY ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	-	-	-	470	-	-	-	-	N/A	9,030	-	-	-	470	-	-	-	-
2250	509		County	35	0.50	LAKE ELLA ROAD	SUMTER COUNTY LINE	MICRO RACETRACK ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	2,817	0.27	C	530	175	101	0.33	C	6.50%	10,360	3,859	0.37	C	530	239	138	0.45	C
2254	511		ADJACENT	35	0.51	LAKE ELLA ROAD	MICRO RACETRACK ROAD	ROLLING ACRES ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,652	0.16	C	530	66	71	0.13	C	1.00%	10,360	1,737	0.17	C	530	70	75	0.14	C
2255	511		County	45	1.91	LAKE ELLA ROAD	ROLLING ACRES ROAD	US 27	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	1,652	0.10	C	840	66	71	0.08	C	1.00%	16,820	1,737	0.10	C	840	70	75	0.09	C
2260	7		County	35	5.01	LAKE ERIE ROAD	CR 565	SR 33	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	884	0.11	B	410	23	47	0.12	B	5.00%	7,740	1,128	0.15	B	410	29	61	0.15	B
2270	448		County	35	1.59	LAKE EUSTIS DRIVE	US 441	CLAY BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	EUSTIS/TAVARES	D	14,060	7,262	0.52	D	710	330	285	0.46	C	1.75%	14,060	7,920	0.56	D	710	360	311	0.51	D
2280	19		County	40	2.57	LAKE LOUISA ROAD	LAKESHORE DRIVE	VISTA DEL LAGO BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	5,071	0.23	B	1,080	266	545	0.50	C	3.75%	21,780	6,096	0.28	B	1,080	320	655	0.61	C
2290	9		County	35	1.13	LAKE LOUISA ROAD	VISTA DEL LAGO BOULEVARD	US 27	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,060	5,377	0.38	C	710	512	271	0.72	D	4.50%	14,060	6,701	0.48	C	710	639	338	0.90	D
2300	802		County	25	1.10	LAKE MACK DRIVE	CR 42	ANOTHER ANNA ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	1,515	0.17	C	470	45	104	0.22	C	1.00%	9,030	1,592	0.18	C	470	47	109	0.23	C
2310	435		County	25	0.20	LAKE STREET	US 441	MAIN STREET	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	10,360	3,074	0.30	C	530	115	140	0.26	C	1.00%	10,360	3,231	0.31	C	530	121	147	0.28	C
2320	425		County	25	0.31	LAKE STREET	MAIN STREET	SR 44	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	10,360	3,235	0.31	C	530	121	134	0.25	C	1.00%	10,360	3,400	0.33	C	530	127	141	0.27	C
2330	8		County	45	1.55	LAKESHORE DRIVE (CLER)	CR 561	OSWALT ROAD	2	2	TRANS.	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,390	3,094	0.20	C	760	142	142	0.19	C	1.00%	15,390	3,252	0.21	C	760	149	149	0.20	C
2340	14		County	45	1.62	LAKESHORE DRIVE (CLER)	OSWALT ROAD	HARDER ROAD	2	2	TRANS.	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,390	11,219	0.73	C	760	390	622	0.82	C	1.00%	15,390	11,791	0.77	C	760	410	654	0.86	C
2350	22		County	40	0.67	LAKESHORE DRIVE (CLER)	HARDER ROAD	LAKE LOUISA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	16,407	0.98	D	840	514	932	1.11	F	1.00%	16,820	17,244	1.03	F	840	541	980	1.17	F
2354	23		County	30	0.75	LAKESHORE DRIVE (CLER)	LAKE LOUISA ROAD	ANDERSON HILL ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,320	6,987	0.52	D	680	433	206	0.64	D	1.00%	13,320	7,343	0.55	D	680	455	216	0.67	D
2360	484		County	35	1.65	LAKESHORE DRIVE (EUSTIS)	CLAY BOULEVARD	SOUTH BAY STREET / SR 19 SB	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	7,157	0.69	D	530	356	294	0.67	D	2.75%	10,360	8,196	0.79	D	530	407	337	0.77	D
2370	476		County	35	0.43	W LAKEVIEW AVENUE	KURT STREET	SR 19	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	7,701	0.74	D	530	480	276	0.91	D	1.00%	10,360	8,094	0.78	D	530	504	290	0.95	D
2380	477		County	30	0.65	E LAKEVIEW AVENUE	SR 19	JASMINE STREET / CROOKED LAKE COURT	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	2,689	0.26	C	530	182	129	0.34	C	1.00%	10,360	2,826	0.27	C	530	191	135	0.36	C
2384	477		ADJACENT	30	0.34	E LAKEVIEW AVENUE	JASMINE STREET / CROOKED LAKE COURT	HASELTON STREET	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	2,689	0.26	C	530	182	129	0.34	C	1.00%	10,360	2,826	0.27	C	530	191	135	0.36	C
2390	271		County	35	0.62	LANE PARK CUTOFF	SR 19	CR 561	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	13,320	2,071	0.16	C	680	212	126	0.31	C	1.00%	13,320	2,177	0.16	C	680	223	133	0.33	C
2400	441		County	25	0.74	LEE STREET	GRIFFIN ROAD	US 441	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	10,360	2,244	0.22	C	530	-	-	-	-	1.00%	10,360	2,358	0.23	C	530	-	-	-	-
2410	438		County	25	0.50	LEE STREET	US 441	MAIN STREET	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	10,360	2,533	0.24	C	530	-	-	-	-	1.00%	10,360	2,662	0.26	C	530	-	-	-	-
2420	239		County	40	0.35	WILSON LAKE PARKWAY	US 27	LIBBY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	15,930	2,711	0.17	C	790	66	140	0.18	C	4.00%	15,930	3,298	0.21	C	790	80	170	0.22	C
2430	616	117005	County	35	0.99	LIMIT AVENUE	DONNELLY STREET	US 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	3,001	0.29	C	530	160	143	0.30	C	1.00%	10,360	3,154	0.30	C	530	168	151	0.32	C
2440	427		County	25	0.71	LONE OAK DRIVE	MAIN STREET	SR 44	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	10,360	3,227	0.31	C	530	180	206	0.39	C	1.00%	10,360	3,392	0.33	C	530	190	216	0.41	C
2450	13		County	35	0.87	LOG HOUSE ROAD	CR 561	LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	3,673	0.35	C	530	225	170	0.42	C	2.25%	10,360	4,105	0.40	C	530	251	191	0.47	C
2460	410		County	25	0.74	E MAIN STREET	SR 19	CR 452/ ST CLAIR ABRAMS STREET	2	2	URBAN	DIVIDED	CITY OF TAVARES	CITY OF TAVARES	D	13,990	7,249	0.52	D	710	400	282	0.56	D	1.00%	13,990	7,619	0.54	D	710	420	297	0.59	D
2470	430		ADJACENT	45	0.76	MAIN STREET (LEESBURG)	CR 468	THOMAS AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	16,820	12,086	0.72	C	840	546	491	0.65	C	2.00%	16,820	13,344	0.79	C	840	603	542	0.72	C
2480	430		County	35	1.03	MAIN STREET (LEESBURG)	THOMAS AVENUE	US 27	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	12,086	1.17	F	530	546	491	1.03	E	2.00%	10,360	13,344	1.29	F	530	603	542	1.14	F
2490	431		County	25	0.45	MAIN STREET (LEESBURG)	US 27	LEE STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	10,859	1.05	E	530	473	522	0.98	D	1.00%	10,360	11,413	1.10	F	530	498	548	1.03	E
2500	431		ADJACENT	25	0.39	MAIN STREET (LEESBURG)	LEE STREET	CANAL STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	10,859	1.05	E	530	473	522	0.98	D	1.00%	10,360	11,413	1.10	F	530	498	548	1.03	E
2510	428		County	25	0.41	MAIN STREET (LEESBURG)	CANAL STREET	LAKE STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	4,943	0.48	C	530	228	252	0.48	C	1.00%	10,360	5,195	0.50	D	530	240	265	0.50	D
2520	433		County	35	0.62	MAIN STREET (LEESBURG)	LAKE STREET	DIXIE AVENUE / SR 44	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	13,320	4,021	0.30	C	680	-	-	-	-	1.00%	13,320	4,226	0.32	C	680	-	-	-	-
2530	432		County	35	0.32	MAIN STREET (LEESBURG)	DIXIE AVENUE / SR 44	NICHOLS DRIVE / SUNNYSIDE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	4,977	0.48	C	530	294	173	0.55	D	1.00%	10,360	5,230	0.50	D	530	309	182	0.58	D
2540	539		County	45	2.52	MARION COUNTY ROAD	CR 25	GRAYS AIRPORT ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	2,362	0.11	B	1,080	128	78	0.12	B	3.75%	21,780	2,839	0.13	B	1,080	153	94	0.14	B
2550	539		ADJACENT	45	3.01	MARION COUNTY ROAD	GRAYS AIRPORT ROAD	LAKE GRIFFIN ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	2,362	0.31	B	410	128	78	0.31	B	3.75%	7,740	2,839	0.37	B	410	153	94	0.37	B
2560	215		County	30	3.23	MASCOTTE EMPIRE ROAD	SR 50	EMPIRE CHURCH ROAD	2	2	URBAN	UNDIVIDED	CITY OF MASCOTTE	CITY OF MASCOTTE	D	21,780	800	0.04	B	1,080	-	-	-	-	1.00%	21,780	841	0.04	B	1,080	-	-	-	-
2570	525		County	25	0.42	McLENDON STREET	CLAY AVENUE	US 27/US441	2	2	URBAN	UNDIVIDED	TOWN OF LADY LAKE	TOWN OF LADY LAKE	D	10,360	1,324	0.13	C	530	61	46	0.11	C	1.00%	10,360	1,392	0.13	C	530	64	48	0.12	C
2580	493		County	35	1.74	MICRO RACETRACK ROAD	LAKE ELLA ROAD	CR 466A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	10,798	1.04	E	530	452	536	1.01	E	2.25%	10,360	12,069	1.16	F	530	505	600	1.13	F
2590	422		County	25	1.10	MORNINGSIDE DRIVE (MOUNT DORA)	US 441	CR 500A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,990	0.19	C	530	95	91	0.18	C	3.50%	10,360	2,363	0.23	C	530	113	108	0.21	C
2600	444		County	40	0.74	MT HOMER ROAD	CR 19A	US 441	2	2	URBAN	UNDIVIDED	CITY OF TAVARES	CITY OF TAVARES	D	15,930	262	0.02	C	790	25	9	0.03	C	1.00%	15,930	275	0.02	C	790	26	10	0.03	C
2610	450		County	40	0.68	MT HOMER ROAD	US 441	DAVID WALKER DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	12,390	2,185	0.18	C	620	116	83	0.19	C	1.00%	12,390	2,296	0.19	C	620	122	87	0.20	C
2620	463		County	35	0.51	MT HOMER ROAD	DAVID WALKER DRIVE	KURT STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	4,364	0.42	C	530	224	209	0.42	C	1.25%	10,360	4,644	0.45	C	530	238	222	0.45	C
2630	110505	110505	State	40	0.23	OLD 441 (CR 500A)	US 441	SR 19	4	4	URBAN	UNDIVIDED	CITY OF TAVARES	CITY OF TAVARES	D	35,820	15,880	0.44	C	1,800	764	814	0.45	C	3.50%	35,820	18,860	0.53	C	1,800	907	967	0.54	C
2640	447		County	25	0.34	OLD EUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LAKE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	782	0.08	C	530	59	16	0.11	C	1.00%	10,360	822	0.08	C	530	62	16	0.12	C
2650	446		County	25	0.99	OLD EUSTIS ROAD	E CROOKED LAKE DRIVE	DONNELLY STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	1,334	0.13	C	530	49	65	0.12	C	1.00%	10,360	1,402	0.14	C	530	52	68	0.13	C
2660	459		County	25	0.65	OLD MOUNT DORA ROAD	SR 19	EUDORA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	5,189	0.50	D	530	239	278	0.52	D	1.00%	10,360	5,454	0.53	D	530	251	292	0.55	D
2670	459		ADJACENT	25	0.89	OLD MOUNT DORA ROAD	EUDORA ROAD	US 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	5,189	0.50	D	530	239	278	0.52	D	1.00%	10,360	5,454	0.53	D	530	251	292	0.55	D
2680	487	115150	County	40	1.01	ORANGE AVENUE	SR 19	HASSELTON STREET	4	4	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	25,870	12,722	0.49	C	1,300	612	494	0.47	C	1.00%	25,870	13,371	0.52	C	1,300	643	520	0.49	C
2690	623	115150	County	55	0.98	ORANGE AVENUE	HASSELTON STREET	ABRAMS ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	16,820	13,386	0.80	C	840	498	649	0.77	C	1.00%	16,820	14,068	0.84	C	840	523	682	0.81	C
2700	11		County	45	1.97	OSWALT ROAD	LAKESHORE DRIVE	EDGEWATER DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	3,877	0.23	C	840	196	138	0.23	C	1.00%	16,820	4,075	0.24	C	840	206	145	0.25	C
2710	220		County	40	0.20	PALMETTO DRIVE	SUNSET AVENUE	CR 33	2	2	URBAN	UNDIVIDED	CITY OF MASCOTTE	CITY OF MASCOTTE	D	12,390	840	0.07	C	620	-	-	-	-	1.00%	12,390	883	0.07	C	620	-	-	-	-
2720	488		County	25	0.38	PRESCOTT STREET	BATES AVENUE	SR 44	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	562	0.05	C	530	21	36	0.07	C	1.00%	10,360	591	0.06	C	530	22	37	0.07	C
2730	494		County	45	2.29	RADIO ROAD	CR 44	MORNINGSIDE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	3,179	0.19	C	840	144	127	0.17	C	1.00%	16,820	3,341	0.20	C	840	151	133	0.18	C
2740	453		County	45	0.95	RADIO ROAD	MORNINGSIDE DRIVE	US 441	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	7,349	0.44	C	840	281	367	0.44	C	1.25%	16,820	7,820	0.46	C	840	299	390	0.46	C
2750	530		County	35	0.78	ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	14,060	16,129	1.15	F	710	699	573	0.99	D	1.00%	14,060	16,952	1.21	F	710	735	602	1.04	E
2760	526	117011	County	35	0.50	ROLLING ACRES ROAD	OAK STREET	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	13,320	16,723	1.26	F	680	690	621	1.02	E	1.00%	13,320	17,576	1.32	F	680	725	653	1.07	F
2770	513		County	45	2.00	ROLLING ACRES ROAD	CR 466	LAKE ELLA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	8,710	0.40	B	1,080	358	403	0.37	B	1.00%	21,780	9,154	0.42	B	1,080	376	423	0.39	B
2780	613		County	45	1.00	ROUND LAKE ROAD	WOLF BRANCH ROAD	SR 46	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	16,820	6,256	0.37	C	840	209	343	0.41	C	1.00%	16,820	6,575	0.39	C	840	219	361	0.43	C
2790	604		County	45	1.02	ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	5,655	0.34	C	840	254	272	0.32	C	1.00%	16,820	5,943	0.35	C	840	267	286	0.34	C
2800	635		County	40	4.15	ROYAL TRAILS ROAD	SEAGRAPE AVENUE	SR 44	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	14,130	1,942	0.14	B	740	46	122	0.16	B	2.25%	14,130	2,171	0.15	B	740	51	136	0.18	B
2810	537		County	25	0.50	SHAY BOULEVARD	TARRSON BOULEVARD	GRIFFIN AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	10,360	2,173	0.21	C	530	102	83	0.19	C	1.00%	10,360	2,284	0.22	C	530	108	87	0.20	C
2820	265		County	55	3.14	SHIRLEY SHORES ROAD	CR 448	DEER ISLAND ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	14,130	3,044	0.22	B	740	156	123	0.21	B	2.75%	14,130	3,486	0.25	B	740	179	141	0.24	B
2830	451	117022	County	35	1.11	SLEEPY HOLLOW ROAD	US 441	SUNNYSIDE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	14,060	4,473	0.32	C	710	179	247	0.35	C	2.75%	14,060	5,123	0.36	C	710	205	283	0.40	C
2840	807		County	55	3.61	SR 19	MARION COUNTY LINE	CR 445A	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	2,017	0.23	B	450	78	88	0.20	B	1.00%	8,600	2,120	0.25	B	450	82	93	0.21	B
2850	110365	110365	State	55	5.50	SR 19	CR 445A	CR 445	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	4,090	0.48	B	450	209	180	0.46	B	1.00%	8,600	4,299	0.50	B	450	220	189	0.49	B
2860	110297	110297	State	55	5.21	SR 19	CR 445	CR 42	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	6,120	0.71	C	450	313	332	0.74	C	1.00%	8,600	6,432	0.75	C	450	329	349	0.78	C
2870	115036	115036	ADJACENT	40	0.90	SR 19	CR 42	BAKER ROAD	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	18,590	12,600	0.68	C	920	610	524	0.66	C	1.00%	18,590	13,243	0.71	C	920	641	551	0.70	C
2880	115036	115036	ADJACENT	55	1.19	SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	2	2	URBAN	UNDIVIDED	STATE	CITY OF UMATILLA	D	18,590	12,600	0.68	C	920	610	524	0.66	C	1.00%	18,590	13,243	0.71	C	920	641	551	0.70	C
2890	115036	115036	State	35	0.51	SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	2	2	URBAN	DIVIDED	STATE	CITY OF UMATILLA	D	16,320	12,600	0.77	D	830	610	524	0.73	D	1.00%	16,320	13,243	0.81	D	830	641	551	0.77	D
2900	115035	115035	State	40	1.38	SR 19	CR 450 (OCALA STREET)	CR 450A	4	4	URBAN	DIVIDED	STATE	CITY OF UMATILLA	D	39,800	16,880	0.42	C	2,000	826	678	0.41	C	1.00%	39,800	17,741	0.45	C	2,000	868	713	0.43	C
2910	110008	110008	State	55	2.22	SR 19	CR 450A	CR 19A	4	4	URBAN	DIVIDED	STATE	EUSTIS/UMATILLA	D	66,200	17,910	0.27	B	3,280	867	745	0.26	B	1.00%	66,200	18,824	0.28	B	3,280	911	783	0.28	B
2920	110008	110008	ADJACENT	55	0.58	SR 19	CR 19A	CR 44	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	41,790	17,910	0.43	C	2,100	867	745	0.41	C	1.00%	41,790	18,824	0.45	C	2,100	911	783	0.43	C
2930	111017	111017	State	45	0.75	SR 19	CR 44	CR 452	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	41,790	20,311	0.49	C	2,100	983	845	0.47	C	1.00%	41,790	21,348	0.51	C	2,100	1,033	888	0.49	C
2941	115176	115176	State	35	0.87	SR 19 (N)	ORANGE AVENUE	CR 452	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	19,440	11,450	0.59	D	1,960	1,029	0	0.53	D	1.00%	19,440	12,034	0.62	D	1,960	1,081	0	0.55	D
2951	110208	110208	ADJACENT	40	0.82	SR 19 (S)	CR 452	ORANGE AVENUE	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	23,880	7,430	0.31	C	2,400	0	668	0.28	C	1.00%	23,880	7,809	0.33	C	2,400	0	702	0.29	C
2960	115176	115176	ADJACENT	35	0.68	SR 19 (N)	STEVENS AVE	ORANGE AVENUE	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	19,440	11,450	0.59	D	1,960	1,029	0	0.53	D	1.00%	19,440	12,034	0.62	D	1,960	1,081	0	0.55	D
2970	110208	110208	State	35	0.62	SR 19 (S)	ORANGE AVENUE	STEVENS AVE	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	19,440	7,430	0.38	C	1,960	0	668	0.34	C	1.00%	19,440	7,809	0.40	C	1,960	0	702	0.36	C
2980	115013	115013	State	35	0.50	SR 19	STEVENS AVE	GOLF LINKS AVENUE	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	34,020	30,500	0.90	D	1,710	1,338	1,113	0.78	D	1.00%	34,020	32,056	0.94	D	1,710	1,406	1,170	0.82	D
2990	110421	110421	State	40	0.92	SR 19	GOLF LINKS AVENUE	US 441	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	41,790	17,760	0.42	C	2,100	860	738	0.41	C	1.00%	41,790	18,666	0.45	C	2,100	904	776	0.43	C
3000	115125	115125	State	35	0.24	SR 19 (DUNCAN DRIVE)	US 441	CR 500A/ LAKE SHORE BOULEVARD	4	4	URBAN	DIVIDED	STATE	CITY OF TAVARES	D	32,400	19,810	0.61	D	1,630	959	824	0.59	D	1.50%	32,400	21,341	0.66	D	1,630	1,033	888	0.63	D
3010	115125	115125	ADJACENT	35	0.37	SR 19	CR 500A/ LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	4	4	URBAN	DIVIDED	STATE	CITY OF TAVARES	D	32,400	19,810	0.61	D	1,630	959	824	0.59	D	1.50%	32,400	21,341	0.66	D	1,630	1,033	888	0.63	D
3020	110049	110049	State	45	1.38	SR 19	CR 452 (MAIN STREET)	CR 561	4	4	URBAN	DIVIDED	STATE	CITY OF TAVARES	D	41,790	45,500	1.09	F	2,100	2,203	1,892	1.05	F	4.50%	41,790	56,701	1.36	F	2,100	2,745	2,358	1.31	F
3030	110049	110049	ADJACENT	45	0.90	SR 19	CR 561	LANE PARK ROAD	2	2	URBAN	UNDIVIDED	STATE	CITY OF TAVARES	D	18,590	45,500	2.45	F	920	2,203	1,892	2.39	F	4.50%	18,590	56,701	3.05	F	920	2,745	2,358	2.98	F
3040	110494	110494	State	55	3.87	SR 19	LANE PARK ROAD	CR 48	2	2	URBAN	UNDIVIDED	STATE	HOWEY-IN-THE-HILLS/TAVARES	D	18,590	15,980	0.86	C	920	610	656	0.71	C	1.00%	18,590	16,795	0.90	C	920	641	689	0.75	C
3050	110495	110495	State	40	0.84	SR 19	CR 48	CENTRAL AVENUE	2	2	URBAN	UNDIVIDED	STATE	HOWEY-IN-THE-HILLS	D	14,160	8,950	0.63	C	700	433	372	0.62	C	1.00%	14,160	9,407	0.66	C	700	455	391	0.65	C
3060	110495	110495	ADJACENT	35	3.09	SR 19	CENTRAL AVENUE	CR 455	2	2	URBAN	UNDIVIDED	STATE	HOWEY-IN-THE-HILLS	D	24,200	8,950	0.37	B	1,200	433	372	0.36	B	1.00%	24,200	9,407	0.39	B	1,200	455	391	0.38	B
3070	110255	110255	State	55	2.72	SR 19	CR 455	US 27 / SR 25	2	2	RURAL	UNDIVIDED	STATE	CITY OF GROVELAND	C	8,600	9,910	1.15	D	450	507	435	1.13	D	1.00%	8,600	10,416	1.21	D	450	533	457	1.18	D

APPENDIX C

Intersection Counts/FDOT Seasonal Factors/Signal Timings

15 MINUTE TURNING MOVEMENT COUNTS

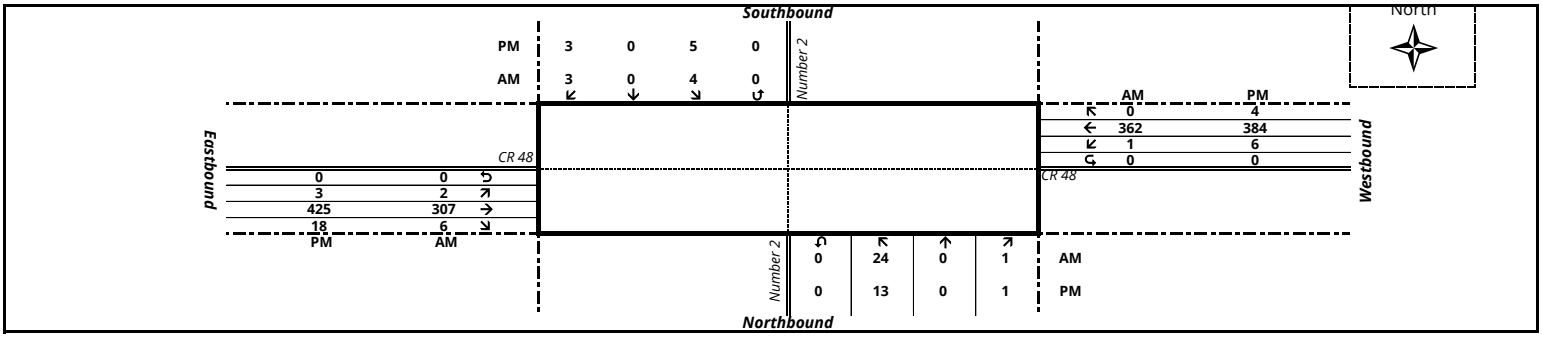
(Cars and Trucks)

Item 2.

DATE: May 24, 2022 (Tuesday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: Number 2 & CR 48 **COUNTY:** Lake County **LONGITUDE:** 0

	Number 2					Number 2						CR 48					CR 48						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	3	0	0	0	**3**	2	0	2	0	**4**	**7**	1	58	2	0	**61**	0	92	0	0	**92**	**153**	**160**
07:15 AM	4	0	1	0	**5**	1	0	1	0	**2**	**7**	0	82	2	0	**84**	0	90	0	0	**90**	**174**	**181**
07:30 AM	7	0	0	0	**7**	0	0	0	0	**0**	**7**	0	70	0	0	**70**	0	92	0	0	**92**	**162**	**169**
07:45 AM	10	0	0	0	**10**	1	0	0	0	**1**	**11**	1	97	2	0	**100**	1	88	0	0	**89**	**189**	**200**
TOTAL	24	0	1	0	**25**	4	0	3	0	**7**	**32**	2	307	6	0	**315**	1	362	0	0	**363**	**678**	**710**
08:00 AM	3	0	3	0	**6**	0	0	0	0	**0**	**6**	2	62	5	0	**69**	2	80	0	0	**82**	**151**	**157**
08:15 AM	4	0	0	0	**4**	0	0	0	0	**0**	**4**	0	74	7	0	**81**	0	91	0	0	**91**	**172**	**176**
08:30 AM	5	0	1	0	**6**	1	1	0	0	**2**	**8**	2	68	1	0	**71**	1	70	0	0	**71**	**142**	**150**
08:45 AM	1	0	1	0	**2**	0	0	1	0	**1**	**3**	0	85	1	0	**86**	0	75	1	0	**76**	**162**	**165**
TOTAL	13	0	5	0	**18**	1	1	1	0	**3**	**21**	4	289	14	0	**307**	3	316	1	0	**320**	**627**	**648**
09:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	5	0	0	**5**	**5**	**5**
09:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
09:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
09:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	5	0	0	**5**	**5**	**5**
04:00 PM	0	0	0	0	**0**	1	0	0	0	**1**	**1**	0	75	1	0	**76**	1	91	0	0	**92**	**168**	**169**
04:15 PM	3	0	0	0	**3**	1	0	1	0	**2**	**5**	0	91	3	0	**94**	0	85	0	0	**85**	**179**	**184**
04:30 PM	4	0	1	0	**5**	1	0	2	0	**3**	**8**	1	108	1	0	**110**	2	106	2	0	**110**	**220**	**228**
04:45 PM	3	0	0	0	**3**	1	0	1	0	**2**	**5**	0	106	4	0	**110**	2	92	0	0	**94**	**204**	**209**
TOTAL	10	0	1	0	**11**	4	0	4	0	**8**	**19**	1	380	9	0	**390**	5	374	2	0	**381**	**771**	**790**
05:00 PM	3	0	0	0	**3**	1	0	0	0	**1**	**4**	1	95	8	0	**104**	2	85	1	0	**88**	**192**	**196**
05:15 PM	3	0	0	0	**3**	2	0	0	0	**2**	**5**	1	116	5	0	**122**	0	101	1	0	**102**	**224**	**229**
05:30 PM	6	0	3	0	**9**	0	0	0	0	**0**	**9**	1	73	6	0	**80**	3	89	1	0	**93**	**173**	**182**
05:45 PM	5	0	0	0	**5**	0	0	2	0	**2**	**7**	2	114	6	0	**122**	0	78	0	0	**78**	**200**	**207**
TOTAL	17	0	3	0	**20**	3	0	2	0	**5**	**25**	5	398	25	0	**428**	5	353	3	0	**361**	**789**	**814**
AM Peak																						**Peak Hour Factor:**	**0.888**
07:00 AM to 08:00 AM	**24**	**0**	**1**	**0**	**25**	**4**	**0**	**3**	**0**	**7**	**32**	**2**	**307**	**6**	**0**	**315**	**1**	**362**	**0**	**0**	**363**	**678**	**710**
PM Peak																						**Peak Hour Factor:**	**0.941**
04:30 PM to 05:30 PM	**13**	**0**	**1**	**0**	**14**	**5**	**0**	**3**	**0**	**8**	**22**	**3**	**425**	**18**	**0**	**446**	**6**	**384**	**4**	**0**	**394**	**840**	**862**



15 MINUTE TURNING MOVEMENT COUNTS

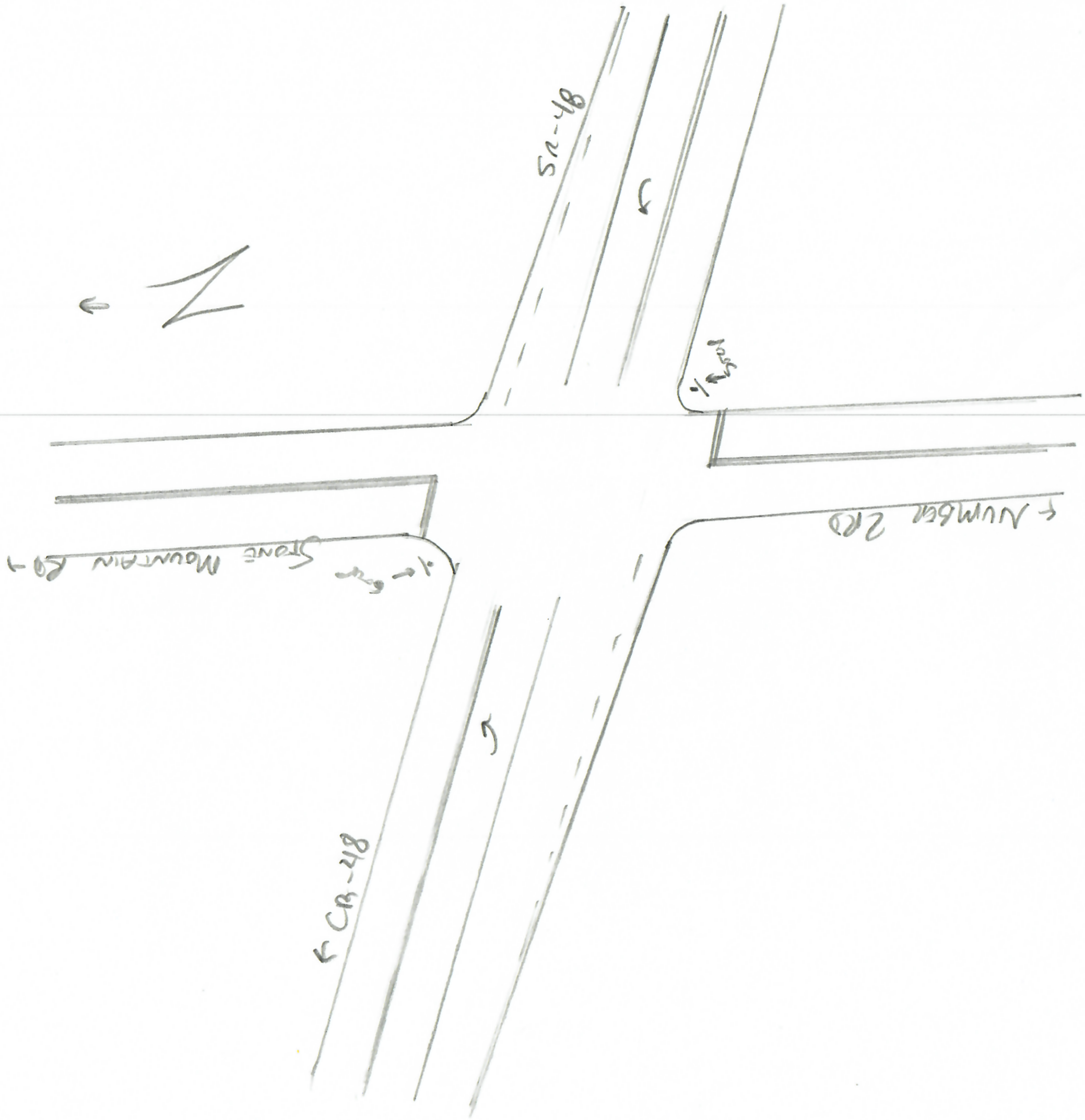
(Trucks Only)

Item 2.

DATE: May 24, 2022 (Tuesday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: Number 2 & CR 48 **COUNTY:** Lake County **LONGITUDE:** 0

	Number 2					Number 2						CR 48					CR 48						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	5	0	0	**5**	0	8	0	0	**8**	**13**	**13**
07:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	6	0	0	**6**	0	8	0	0	**8**	**14**	**14**
07:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	11	0	0	**11**	0	4	0	0	**4**	**15**	**15**
07:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	12	0	0	**12**	0	6	0	0	**6**	**18**	**18**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	34	0	0	**34**	0	26	0	0	**26**	**60**	**60**
08:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	4	1	0	**5**	0	9	0	0	**9**	**14**	**14**
08:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	7	0	0	**7**	0	12	0	0	**12**	**19**	**19**
08:30 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	5	1	0	**6**	0	5	0	0	**5**	**11**	**12**
08:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	3	0	0	**3**	0	7	0	0	**7**	**10**	**10**
TOTAL	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	19	2	0	**21**	0	33	0	0	**33**	**54**	**55**
09:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
09:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
09:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
09:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	2	0	0	**2**	0	3	0	0	**3**	**5**	**5**
04:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	2	0	0	**2**	0	2	0	0	**2**	**4**	**4**
04:30 PM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	5	0	0	**5**	0	4	0	0	**4**	**9**	**10**
04:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	5	0	0	**5**	0	5	0	0	**5**	**10**	**10**
TOTAL	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	14	0	0	**14**	0	14	0	0	**14**	**28**	**29**
05:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	1	1	0	**2**	0	4	0	0	**4**	**6**	**6**
05:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	2	0	0	**2**	0	4	0	0	**4**	**6**	**6**
05:30 PM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**2**
05:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**1**
TOTAL	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	5	1	0	**6**	0	8	0	0	**8**	**14**	**15**
AM Peak 07:00 AM to 08:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**34**	**0**	**26**	**0**	**0**	**26**	**60**	**60**
PM Peak 04:30 PM to 05:30 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**13**	**1**	**0**	**14**	**0**	**17**	**0**	**0**	**17**	**31**	**32**


N
SR-48
CR-48
Number 2RD
Stone Mountain RD

15 MINUTE TURNING MOVEMENT COUNTS

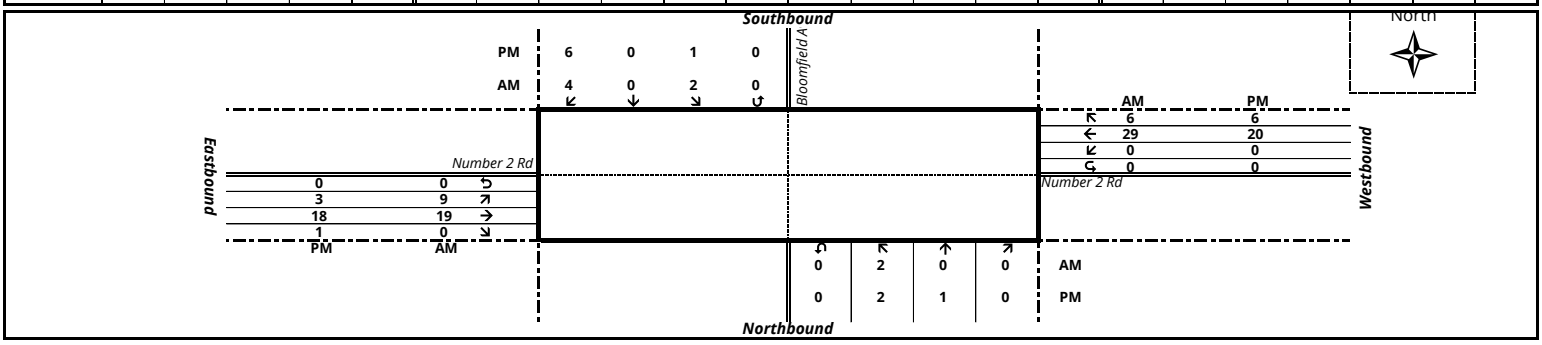
(Cars and Trucks)

Item 2.

DATE: May 19, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: Bloomfield Av & Number 2 Rd **COUNTY:** Lake County **LONGITUDE:** 0

						Bloomfield Av						Number 2 Rd					Number 2 Rd						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	2	0	0	0	**2**	0	6	2	0	**8**	**10**	**10**
07:15 AM	1	0	0	0	**1**	0	0	1	0	**1**	**2**	2	3	0	0	**5**	0	2	0	0	**2**	**7**	**9**
07:30 AM	0	0	0	0	**0**	1	0	0	0	**1**	**1**	0	7	0	0	**7**	0	4	1	0	**5**	**12**	**13**
07:45 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	1	2	0	0	**3**	0	3	0	0	**3**	**6**	**7**
TOTAL	1	0	0	0	**1**	1	0	2	0	**3**	**4**	5	12	0	0	**17**	0	15	3	0	**18**	**35**	**39**
08:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	1	0	0	**2**	0	3	1	0	**4**	**6**	**6**
08:15 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	2	1	0	0	**3**	0	6	2	0	**8**	**11**	**12**
08:30 AM	1	0	0	0	**1**	1	0	1	0	**2**	**3**	1	5	0	0	**6**	0	5	0	0	**5**	**11**	**14**
08:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	2	2	0	0	**4**	0	2	0	0	**2**	**6**	**6**
TOTAL	1	0	0	0	**1**	1	0	2	0	**3**	**4**	6	9	0	0	**15**	0	16	3	0	**19**	**34**	**38**
04:00 PM	0	0	0	0	**0**	1	0	0	0	**1**	**1**	0	4	0	0	**4**	0	4	0	0	**4**	**8**	**9**
04:15 PM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	1	1	1	0	**3**	0	4	0	0	**4**	**7**	**8**
04:30 PM	1	0	0	0	**1**	0	0	1	0	**1**	**2**	1	5	0	0	**6**	0	5	2	0	**7**	**13**	**15**
04:45 PM	1	0	0	0	**1**	0	0	2	0	**2**	**3**	1	2	0	0	**3**	0	0	3	0	**3**	**6**	**9**
TOTAL	2	0	0	0	**2**	1	0	4	0	**5**	**7**	3	12	1	0	**16**	0	13	5	0	**18**	**34**	**41**
05:00 PM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	0	4	0	0	**4**	0	2	1	0	**3**	**7**	**8**
05:15 PM	0	1	0	0	**1**	0	0	1	0	**1**	**2**	0	2	0	0	**2**	0	5	0	0	**5**	**7**	**9**
05:30 PM	0	0	0	0	**0**	2	0	1	1	**4**	**4**	1	4	1	0	**6**	0	1	0	0	**1**	**7**	**11**
05:45 PM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	2	4	0	0	**6**	0	2	0	0	**2**	**8**	**9**
TOTAL	0	1	0	0	**1**	2	0	4	1	**7**	**8**	3	14	1	0	**18**	0	10	1	0	**11**	**29**	**37**
AM Peak																						**Peak Hour Factor:**	**1.268**
07:00 AM to 08:00 AM	**2**	**0**	**0**	**0**	**2**	**2**	**0**	**4**	**0**	**6**	**8**	**9**	**19**	**0**	**0**	**28**	**0**	**29**	**6**	**0**	**35**	**63**	**71**
PM Peak																						**Peak Hour Factor:**	**0.967**
04:00 PM to 05:00 PM	**2**	**1**	**0**	**0**	**3**	**1**	**0**	**6**	**0**	**7**	**10**	**3**	**18**	**1**	**0**	**22**	**0**	**20**	**6**	**0**	**26**	**48**	**58**



15 MINUTE TURNING MOVEMENT COUNTS

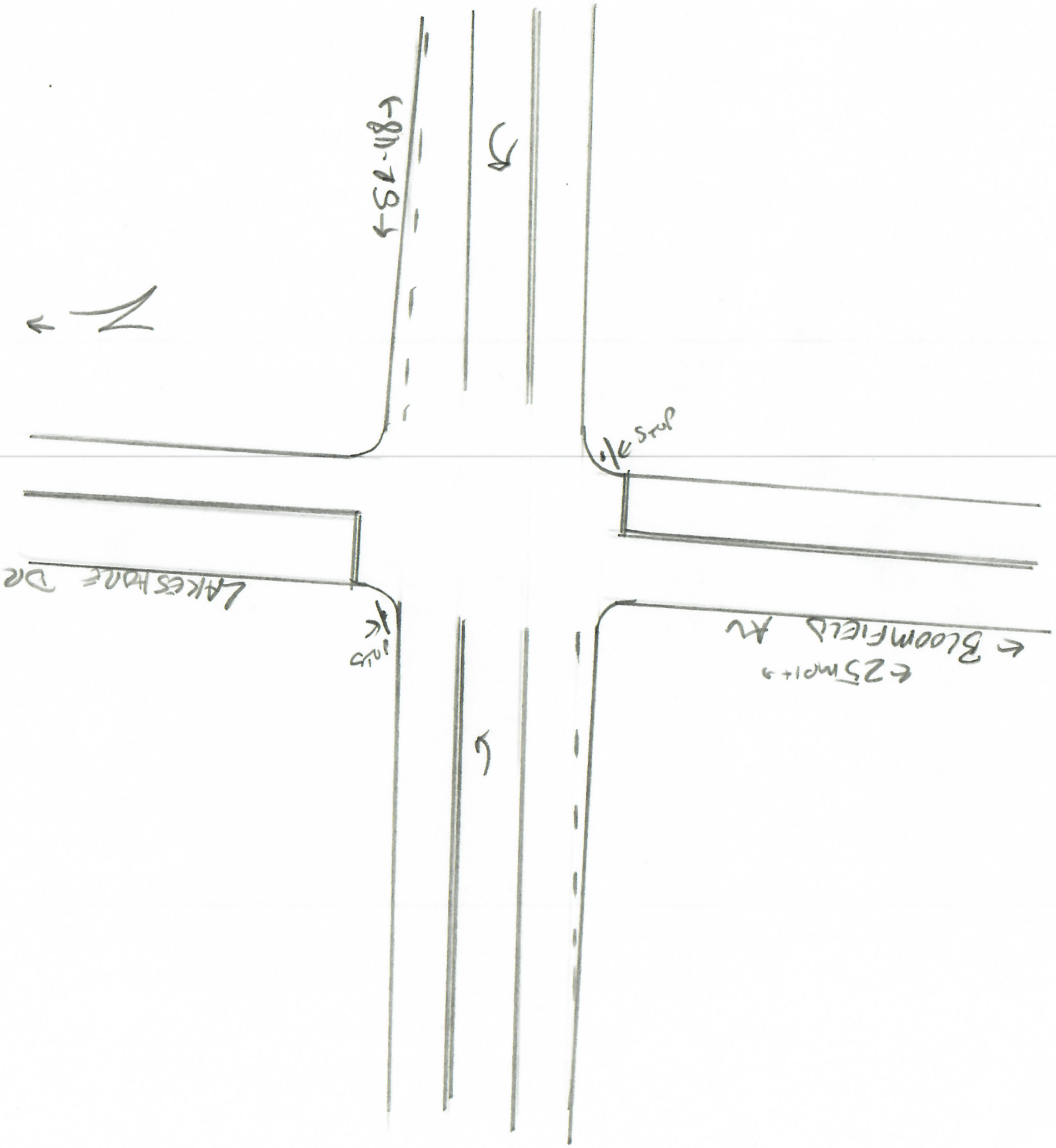
(Trucks Only)

Item 2.

DATE: May 19, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: Bloomfield Av & Number 2 Rd **COUNTY:** Lake County **LONGITUDE:** 0

						Bloomfield Av						Number 2 Rd					Number 2 Rd						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**1**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**1**
08:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**1**
08:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**1**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	0	0	0	**1**	0	1	0	0	**1**	**2**	**2**
04:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**1**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**1**
05:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
AM Peak 07:00 AM to 08:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
PM Peak 04:00 PM to 05:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**



N
Stop
Stop
Bloomfield Av
25 mph
Lakeshore Dr

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

Item 2.

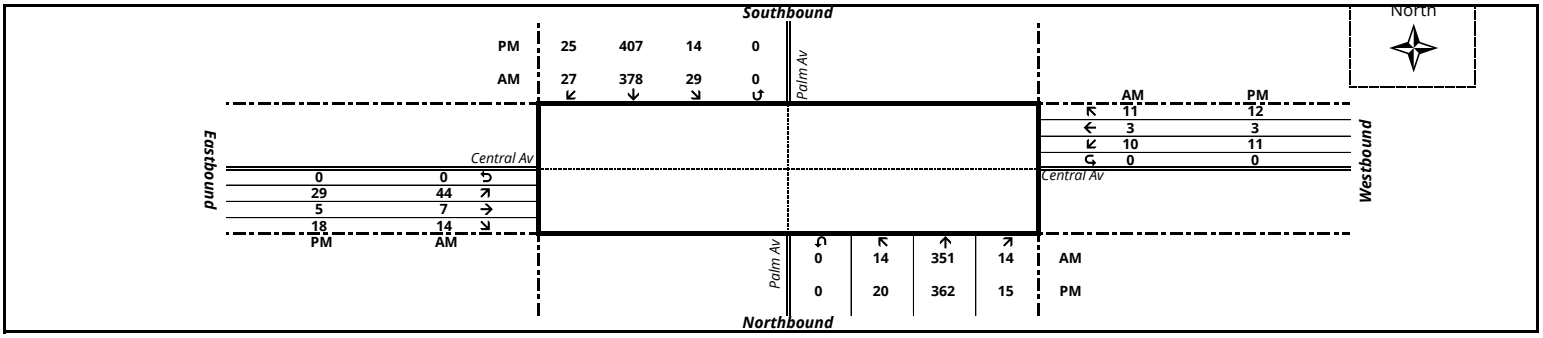
DATE: May 19, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: Palm Av & Central Av **COUNTY:** Lake County **LONGITUDE:** 0

TIME	Palm Av					Palm Av					N/S	Central Av					Central Av					E/W	GRAND
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	2	92	1	0	**95**	7	103	3	0	**113**	**208**	17	3	8	0	**28**	2	1	2	0	**5**	**33**	**241**
07:15 AM	3	84	2	0	**89**	4	74	6	0	**84**	**173**	8	2	1	0	**11**	4	1	3	0	**8**	**19**	**192**
07:30 AM	2	105	5	0	**112**	3	122	8	0	**133**	**245**	8	1	1	0	**10**	1	0	3	0	**4**	**14**	**259**
07:45 AM	7	70	6	0	**83**	15	79	10	0	**104**	**187**	11	1	4	0	**16**	3	1	3	0	**7**	**23**	**210**
TOTAL	14	351	14	0	**379**	29	378	27	0	**434**	**813**	44	7	14	0	**65**	10	3	11	0	**24**	**89**	**902**
08:00 AM	3	79	4	0	**86**	6	93	9	0	**108**	**194**	5	1	2	0	**8**	1	1	4	0	**6**	**14**	**208**
08:15 AM	2	75	6	0	**83**	9	66	6	0	**81**	**164**	2	0	1	0	**3**	5	1	6	0	**12**	**15**	**179**
08:30 AM	2	84	4	0	**90**	3	62	5	0	**70**	**160**	5	0	5	0	**10**	1	0	8	0	**9**	**19**	**179**
08:45 AM	2	77	5	0	**84**	4	58	6	0	**68**	**152**	4	1	4	0	**9**	3	1	7	0	**11**	**20**	**172**
TOTAL	9	315	19	0	**343**	22	279	26	0	**327**	**670**	16	2	12	0	**30**	10	3	25	0	**38**	**68**	**738**
04:00 PM	4	97	4	0	**105**	6	98	6	0	**110**	**215**	4	2	3	0	**9**	3	1	6	0	**10**	**19**	**234**
04:15 PM	3	81	5	0	**89**	2	88	9	0	**99**	**188**	13	0	1	0	**14**	5	0	3	0	**8**	**22**	**210**
04:30 PM	7	90	0	0	**97**	3	96	8	0	**107**	**204**	4	2	2	0	**8**	2	0	1	0	**3**	**11**	**215**
04:45 PM	2	99	4	0	**105**	6	86	7	0	**99**	**204**	10	0	2	0	**12**	3	2	3	0	**8**	**20**	**224**
TOTAL	16	367	13	0	**396**	17	368	30	0	**415**	**811**	31	4	8	0	**43**	13	3	13	0	**29**	**72**	**883**
05:00 PM	5	79	0	0	**84**	3	92	6	0	**101**	**185**	6	2	10	0	**18**	3	0	7	0	**10**	**28**	**213**
05:15 PM	6	94	11	0	**111**	2	133	4	0	**139**	**250**	9	1	4	0	**14**	3	1	1	0	**5**	**19**	**269**
05:30 PM	1	69	5	0	**75**	5	74	13	0	**92**	**167**	3	2	1	0	**6**	2	1	1	0	**4**	**10**	**177**
05:45 PM	2	88	2	0	**92**	1	85	8	0	**94**	**186**	6	0	1	0	**7**	2	1	1	0	**4**	**11**	**197**
TOTAL	14	330	18	0	**362**	11	384	31	0	**426**	**788**	24	5	16	0	**45**	10	3	10	0	**23**	**68**	**856**
AM Peak 07:00 AM to 08:00 AM	**14**	**351**	**14**	**0**	**379**	**29**	**378**	**27**	**0**	**434**	**813**	**44**	**7**	**14**	**0**	**65**	**10**	**3**	**11**	**0**	**24**	**89**	**902**
PM Peak 04:30 PM to 05:30 PM	**20**	**362**	**15**	**0**	**397**	**14**	**407**	**25**	**0**	**446**	**843**	**29**	**5**	**18**	**0**	**52**	**11**	**3**	**12**	**0**	**26**	**78**	**921**

Peak Hour Factor: 0.871

Peak Hour Factor: 0.856



15 MINUTE TURNING MOVEMENT COUNTS

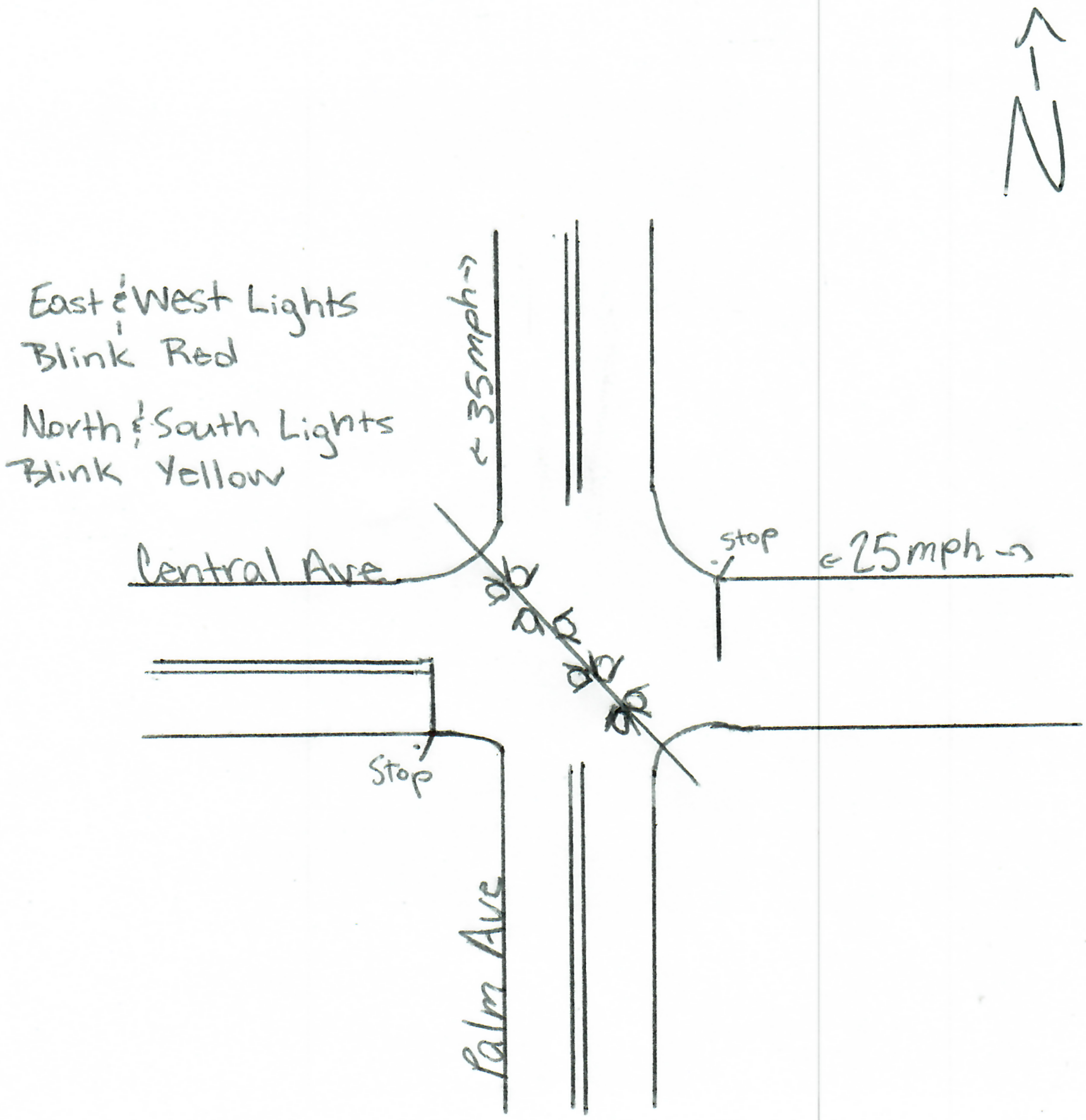
(Trucks Only)

Item 2.

DATE: May 19, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: Palm Av & Central Av **COUNTY:** Lake County **LONGITUDE:** 0

	Palm Av					Palm Av						Central Av					Central Av						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	6	0	0	**6**	0	10	0	0	**10**	**16**	0	0	2	0	**2**	0	0	0	0	**0**	**2**	**18**
07:15 AM	1	4	1	0	**6**	0	5	0	0	**5**	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**11**
07:30 AM	0	10	0	0	**10**	1	5	1	0	**7**	**17**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**17**
07:45 AM	2	7	0	0	**9**	1	2	1	0	**4**	**13**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**13**
TOTAL	3	27	1	0	**31**	2	22	2	0	**26**	**57**	0	0	2	0	**2**	0	0	0	0	**0**	**2**	**59**
08:00 AM	0	8	0	0	**8**	3	6	1	0	**10**	**18**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**19**
08:15 AM	0	8	0	0	**8**	1	5	0	0	**6**	**14**	0	0	0	0	**0**	0	0	2	0	**2**	**2**	**16**
08:30 AM	0	7	0	0	**7**	0	5	0	0	**5**	**12**	0	0	1	0	**1**	0	0	3	0	**3**	**4**	**16**
08:45 AM	0	5	0	0	**5**	0	6	0	0	**6**	**11**	0	0	1	0	**1**	0	0	1	0	**1**	**2**	**13**
TOTAL	0	28	0	0	**28**	4	22	1	0	**27**	**55**	0	0	3	0	**3**	0	0	6	0	**6**	**9**	**64**
04:00 PM	1	6	0	0	**7**	0	2	0	0	**2**	**9**	1	1	0	0	**2**	0	0	0	0	**0**	**2**	**11**
04:15 PM	0	3	0	0	**3**	0	3	0	0	**3**	**6**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**7**
04:30 PM	4	4	0	0	**8**	0	7	0	0	**7**	**15**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**15**
04:45 PM	0	2	0	0	**2**	0	2	1	0	**3**	**5**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**6**
TOTAL	5	15	0	0	**20**	0	14	1	0	**15**	**35**	1	1	2	0	**4**	0	0	0	0	**0**	**4**	**39**
05:00 PM	2	1	0	0	**3**	0	2	0	0	**2**	**5**	1	0	4	0	**5**	0	0	0	0	**0**	**5**	**10**
05:15 PM	1	3	0	0	**4**	0	1	0	0	**1**	**5**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**5**
05:30 PM	0	1	0	0	**1**	0	2	0	0	**2**	**3**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**4**
05:45 PM	1	3	0	0	**4**	0	8	0	0	**8**	**12**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**13**
TOTAL	4	8	0	0	**12**	0	13	0	0	**13**	**25**	2	0	5	0	**7**	0	0	0	0	**0**	**7**	**32**
AM Peak 07:00 AM to 08:00 AM	**3**	**27**	**1**	**0**	**31**	**2**	**22**	**2**	**0**	**26**	**57**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**59**
PM Peak 04:30 PM to 05:30 PM	**7**	**10**	**0**	**0**	**17**	**0**	**12**	**1**	**0**	**13**	**30**	**1**	**0**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**36**


N
East & West Lights
Blink Red
North & South Lights
Blink Yellow
35mph
Central Ave
stop
25mph
Stop
Palm Ave

Item 2.

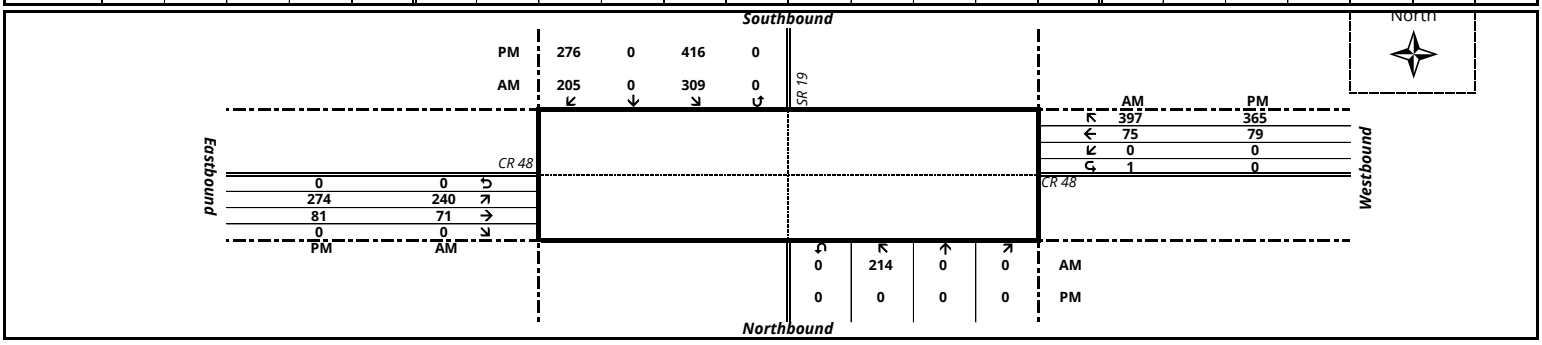
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: January 13, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: SR 19 & CR 48 **COUNTY:** Lake County **LONGITUDE:** 0

						SR 19						CR 48						CR 48						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	47	0	0	0	**47**	62	0	34	0	**96**	**143**	67	16	0	0	**83**	0	8	62	1	**71**	**154**	**297**
07:15 AM	70	0	0	0	**70**	83	0	49	0	**132**	**202**	78	17	0	0	**95**	0	15	110	1	**126**	**221**	**423**
07:30 AM	53	0	0	0	**53**	94	0	44	0	**138**	**191**	59	16	0	0	**75**	0	25	108	0	**133**	**208**	**399**
07:45 AM	48	0	0	0	**48**	62	0	55	0	**117**	**165**	53	18	0	0	**71**	0	19	87	0	**106**	**177**	**342**
TOTAL	218	0	0	0	**218**	301	0	182	0	**483**	**701**	257	67	0	0	**324**	0	67	367	2	**436**	**760**	**1,461**
08:00 AM	43	0	0	0	**43**	70	0	57	0	**127**	**170**	50	20	0	0	**70**	0	16	92	0	**108**	**178**	**348**
08:15 AM	55	0	0	0	**55**	69	0	67	0	**136**	**191**	58	16	0	0	**74**	0	31	82	0	**113**	**187**	**378**
08:30 AM	66	0	0	0	**66**	54	0	54	0	**108**	**174**	71	15	0	0	**86**	0	24	84	1	**109**	**195**	**369**
08:45 AM	50	0	0	0	**50**	56	0	66	0	**122**	**172**	56	17	0	0	**73**	0	16	63	0	**79**	**152**	**324**
TOTAL	214	0	0	0	**214**	249	0	244	0	**493**	**707**	235	68	0	0	**303**	0	87	321	1	**409**	**712**	**1,419**
04:00 PM	0	0	0	0	**0**	106	0	68	0	**174**	**174**	81	13	0	0	**94**	0	19	86	0	**105**	**199**	**373**
04:15 PM	0	0	0	0	**0**	83	0	76	0	**159**	**159**	72	22	0	0	**94**	0	16	88	0	**104**	**198**	**357**
04:30 PM	0	0	0	0	**0**	91	0	61	0	**152**	**152**	76	22	0	0	**98**	0	19	84	0	**103**	**201**	**353**
04:45 PM	0	0	0	0	**0**	101	0	64	0	**165**	**165**	70	19	0	0	**89**	0	24	99	0	**123**	**212**	**377**
TOTAL	0	0	0	0	**0**	381	0	269	0	**650**	**650**	299	76	0	0	**375**	0	78	357	0	**435**	**810**	**1,460**
05:00 PM	0	0	0	0	**0**	108	0	77	0	**185**	**185**	74	20	0	0	**94**	0	12	84	0	**96**	**190**	**375**
05:15 PM	0	0	0	0	**0**	96	0	74	0	**170**	**170**	75	16	0	0	**91**	0	26	98	0	**124**	**215**	**385**
05:30 PM	0	0	0	0	**0**	111	0	61	0	**172**	**172**	55	26	0	0	**81**	0	17	84	0	**101**	**182**	**354**
05:45 PM	0	0	0	0	**0**	85	0	65	0	**150**	**150**	79	20	0	0	**99**	0	15	66	0	**81**	**180**	**330**
TOTAL	0	0	0	0	**0**	400	0	277	0	**677**	**677**	283	82	0	0	**365**	0	70	332	0	**402**	**767**	**1,444**
AM Peak																						**Peak Hour Factor:**	**0.894**
07:15 AM to 08:15 AM	**214**	**0**	**0**	**0**	**214**	**309**	**0**	**205**	**0**	**514**	**728**	**240**	**71**	**0**	**0**	**311**	**0**	**75**	**397**	**1**	**473**	**784**	**1,512**
PM Peak																						**Peak Hour Factor:**	**0.968**
04:45 PM to 05:45 PM	**0**	**0**	**0**	**0**	**0**	**416**	**0**	**276**	**0**	**692**	**692**	**274**	**81**	**0**	**0**	**355**	**0**	**79**	**365**	**0**	**444**	**799**	**1,491**



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

Item 2.

DATE: January 13, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: SR 19 & CR 48 **COUNTY:** Lake County **LONGITUDE:** 0

						SR 19						CR 48						CR 48						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	0	0	0	**0**	4	0	2	0	**6**	**6**	6	2	0	0	**8**	0	0	3	0	**3**	**11**	**17**
07:15 AM	0	0	0	0	**0**	4	0	2	0	**6**	**6**	8	0	0	0	**8**	0	0	2	0	**2**	**10**	**16**
07:30 AM	0	0	0	0	**0**	5	0	4	0	**9**	**9**	6	2	0	0	**8**	0	0	5	0	**5**	**13**	**22**
07:45 AM	0	0	0	0	**0**	6	0	3	0	**9**	**9**	5	0	0	0	**5**	0	0	4	0	**4**	**9**	**18**
TOTAL	0	0	0	0	**0**	19	0	11	0	**30**	**30**	25	4	0	0	**29**	0	0	14	0	**14**	**43**	**73**
08:00 AM	0	0	0	0	**0**	4	0	7	0	**11**	**11**	7	6	0	0	**13**	0	2	4	0	**6**	**19**	**30**
08:15 AM	0	0	0	0	**0**	11	0	11	0	**22**	**22**	3	1	0	0	**4**	0	4	6	0	**10**	**14**	**36**
08:30 AM	0	0	0	0	**0**	6	0	8	0	**14**	**14**	5	0	0	0	**5**	0	2	7	0	**9**	**14**	**28**
08:45 AM	0	0	0	0	**0**	7	0	7	0	**14**	**14**	6	0	0	0	**6**	0	1	5	0	**6**	**12**	**26**
TOTAL	0	0	0	0	**0**	28	0	33	0	**61**	**61**	21	7	0	0	**28**	0	9	22	0	**31**	**59**	**120**
04:00 PM	0	0	0	0	**0**	2	0	1	0	**3**	**3**	5	0	0	0	**5**	0	0	7	0	**7**	**12**	**15**
04:15 PM	0	0	0	0	**0**	5	0	3	0	**8**	**8**	4	1	0	0	**5**	0	0	3	0	**3**	**8**	**16**
04:30 PM	0	0	0	0	**0**	2	0	3	0	**5**	**5**	6	0	0	0	**6**	0	0	0	0	**0**	**6**	**11**
04:45 PM	0	0	0	0	**0**	1	0	2	0	**3**	**3**	2	0	0	0	**2**	0	1	1	0	**2**	**4**	**7**
TOTAL	0	0	0	0	**0**	10	0	9	0	**19**	**19**	17	1	0	0	**18**	0	1	11	0	**12**	**30**	**49**
05:00 PM	0	0	0	0	**0**	3	0	0	0	**3**	**3**	0	0	0	0	**0**	0	0	2	0	**2**	**2**	**5**
05:15 PM	0	0	0	0	**0**	9	0	2	0	**11**	**11**	1	0	0	0	**1**	0	1	3	0	**4**	**5**	**16**
05:30 PM	0	0	0	0	**0**	2	0	2	0	**4**	**4**	2	0	0	0	**2**	0	0	1	0	**1**	**3**	**7**
05:45 PM	0	0	0	0	**0**	4	0	1	0	**5**	**5**	2	0	0	0	**2**	0	0	3	0	**3**	**5**	**10**
TOTAL	0	0	0	0	**0**	18	0	5	0	**23**	**23**	5	0	0	0	**5**	0	1	9	0	**10**	**15**	**38**
AM Peak 07:15 AM to 08:15 AM	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**16**	**0**	**35**	**35**	**26**	**8**	**0**	**0**	**34**	**0**	**2**	**15**	**0**	**17**	**51**	**86**
PM Peak 04:45 PM to 05:45 PM	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**6**	**0**	**21**	**21**	**5**	**0**	**0**	**0**	**5**	**0**	**2**	**7**	**0**	**9**	**14**	**35**

15 MINUTE TURNING MOVEMENT COUNTS

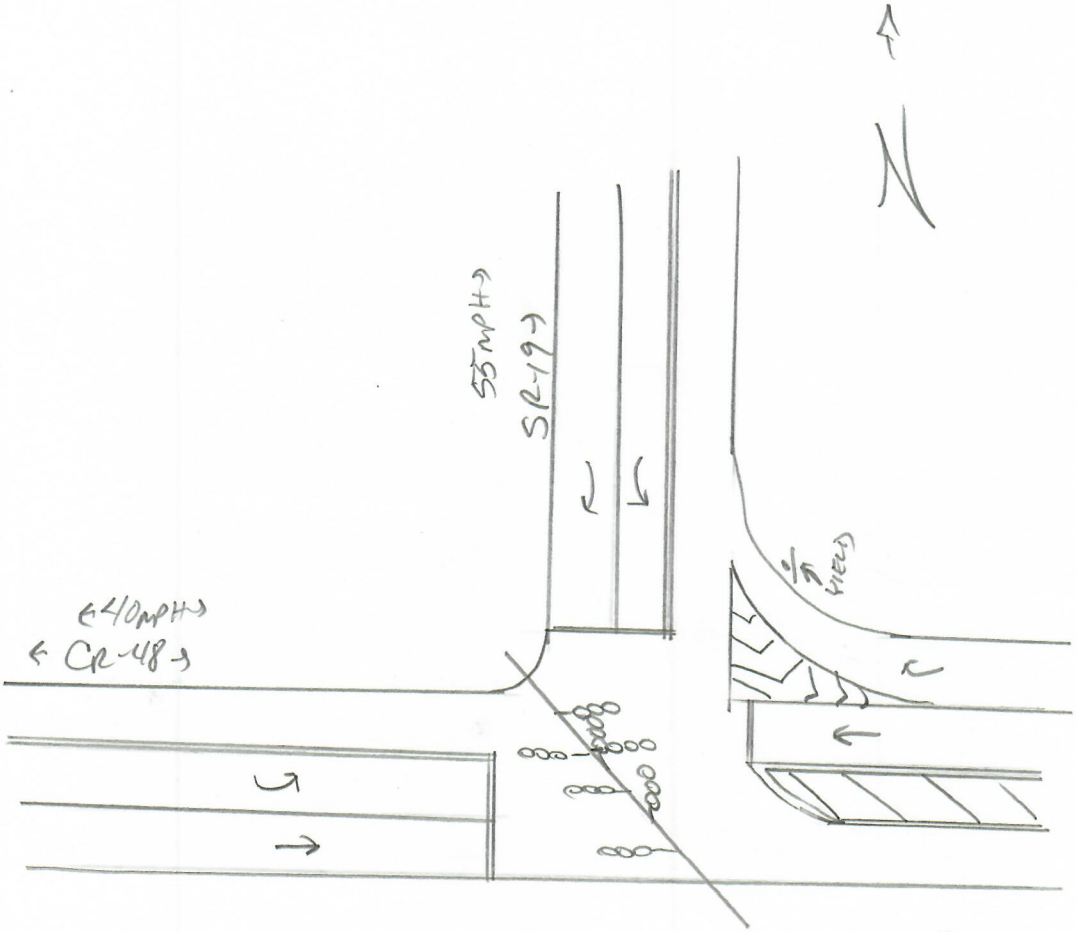
(B A N K 2 Only)

Item 2.

DATE: January 13, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: SR 19 & CR 48 **COUNTY:** Lake County **LONGITUDE:** 0

						SR 19						CR 48						CR 48						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**


N
55 MPH
SR-19
40 MPH
CR-48
YIELD

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1100 LAKE COUNTYWIDE

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.01	1.07
2	01/06/2019 - 01/12/2019	1.01	1.07
3	01/13/2019 - 01/19/2019	1.01	1.07
4	01/20/2019 - 01/26/2019	0.99	1.05
* 5	01/27/2019 - 02/02/2019	0.97	1.03
* 6	02/03/2019 - 02/09/2019	0.96	1.02
* 7	02/10/2019 - 02/16/2019	0.94	1.00
* 8	02/17/2019 - 02/23/2019	0.94	1.00
* 9	02/24/2019 - 03/02/2019	0.93	0.99
*10	03/03/2019 - 03/09/2019	0.93	0.99
*11	03/10/2019 - 03/16/2019	0.92	0.98
*12	03/17/2019 - 03/23/2019	0.93	0.99
*13	03/24/2019 - 03/30/2019	0.93	0.99
*14	03/31/2019 - 04/06/2019	0.94	1.00
*15	04/07/2019 - 04/13/2019	0.94	1.00
*16	04/14/2019 - 04/20/2019	0.95	1.01
*17	04/21/2019 - 04/27/2019	0.96	1.02
18	04/28/2019 - 05/04/2019	0.98	1.04
19	05/05/2019 - 05/11/2019	0.99	1.05
20	05/12/2019 - 05/18/2019	1.00	1.06
21	05/19/2019 - 05/25/2019	1.01	1.07
22	05/26/2019 - 06/01/2019	1.03	1.10
23	06/02/2019 - 06/08/2019	1.04	1.11
24	06/09/2019 - 06/15/2019	1.05	1.12
25	06/16/2019 - 06/22/2019	1.05	1.12
26	06/23/2019 - 06/29/2019	1.06	1.13
27	06/30/2019 - 07/06/2019	1.06	1.13
28	07/07/2019 - 07/13/2019	1.07	1.14
29	07/14/2019 - 07/20/2019	1.07	1.14
30	07/21/2019 - 07/27/2019	1.06	1.13
31	07/28/2019 - 08/03/2019	1.05	1.12
32	08/04/2019 - 08/10/2019	1.04	1.11
33	08/11/2019 - 08/17/2019	1.03	1.10
34	08/18/2019 - 08/24/2019	1.03	1.10
35	08/25/2019 - 08/31/2019	1.04	1.11
36	09/01/2019 - 09/07/2019	1.05	1.12
37	09/08/2019 - 09/14/2019	1.06	1.13
38	09/15/2019 - 09/21/2019	1.07	1.14
39	09/22/2019 - 09/28/2019	1.05	1.12
40	09/29/2019 - 10/05/2019	1.04	1.11
41	10/06/2019 - 10/12/2019	1.02	1.09
42	10/13/2019 - 10/19/2019	1.00	1.06
43	10/20/2019 - 10/26/2019	1.00	1.06
44	10/27/2019 - 11/02/2019	1.00	1.06
45	11/03/2019 - 11/09/2019	1.00	1.06
46	11/10/2019 - 11/16/2019	1.00	1.06
47	11/17/2019 - 11/23/2019	1.00	1.06
48	11/24/2019 - 11/30/2019	1.00	1.06
49	12/01/2019 - 12/07/2019	1.00	1.06
50	12/08/2019 - 12/14/2019	1.01	1.07
51	12/15/2019 - 12/21/2019	1.01	1.07
52	12/22/2019 - 12/28/2019	1.01	1.07
53	12/29/2019 - 12/31/2019	1.01	1.07

* PEAK SEASON

14-FEB-2020 15:39:28 830UPD 5_1100_PKSEASON.TXT

CARTEGRAPH ID: LC-S-043 **DATE: 05/15/2015**

INTERSECTION NAME AND ID#: SR 19 & CR 48 076

PHASE	1	2	3	4	5	6	7	8
	EBL	WB		SB		EB		
INITIAL	8	15		8		15		
PASSAGE	3	3		3		3		
YELLOW	4.4	4.4		4.8		4.4		
RED CLEAR	2.1	2.0		2.5		2.0		
MAX 1	25	45		30		45		
MAX 2								
WALK								
DON'T WALK								
RECALL				SOFT				
DET. FUNC.	L	L		L		L		

SYSTEM TIMING

PATTERN	CYCLE Sec.	OFFSET Sec.	COORDINATED Phase	COORDINATED Sequence	BASE DAY 1 Mon.- Fri.		BASE DAY 2 Sat.- Sun.	

SPLIT ALLOCATION - Sec.

PHASE	1	2	3	4	5	6	7	8

NOTES: Naztec 980

APPENDIX D

Existing Capacity Analysis Worksheets

HCS7 Two-Way Stop-Control Report

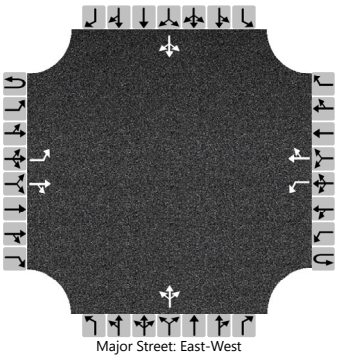
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	5/26/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	CR 48 and Number 2 Rd
Jurisdiction	Lake County
East/West Street	CR 48
North/South Street	Number 2 Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		2	310	6		1	366	0		24	0	1		4	0	3
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				1					28				8	
Capacity, c (veh/h)		1138				1194					316				398	
v/c Ratio		0.00				0.00					0.09				0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.3				0.1	
Control Delay (s/veh)		8.2				8.0					17.5				14.2	
Level of Service (LOS)		A				A					C				B	
Approach Delay (s/veh)	0.1				0.0				17.5				14.2			
Approach LOS									C				B			

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HCS7 Two-Way Stop-Control Report

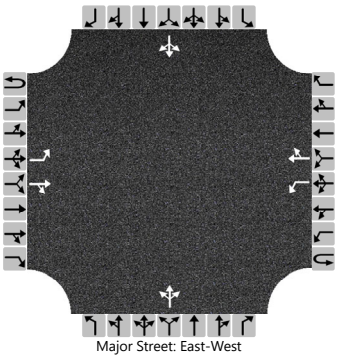
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	5/26/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	CR 48 and Number 2 Rd
Jurisdiction	Lake County
East/West Street	CR 48
North/South Street	Number 2 Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		3	429	18		6	388	4		13	0	1		5	0	3
Percent Heavy Vehicles (%)		3				3				8	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.18	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.57	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				6					15				9	
Capacity, c (veh/h)		1137				1081					260				330	
v/c Ratio		0.00				0.01					0.06				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.1	
Control Delay (s/veh)		8.2				8.3					19.7				16.2	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.1				0.1				19.7				16.2			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

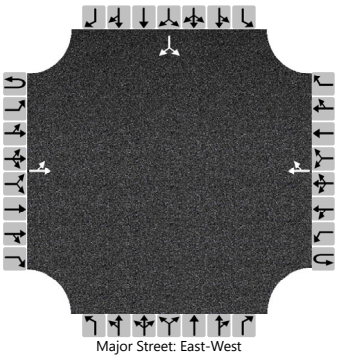
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	5/26/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	Number 2 Rd & Bloomfield
Jurisdiction	Lake County
East/West Street	Number 2 Rd
North/South Street	Bloomfield Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		9	19				29	6						2		4
Percent Heavy Vehicles (%)		11												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.21												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.30												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10													7	
Capacity, c (veh/h)		1516													994	
v/c Ratio		0.01													0.01	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		7.4													8.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	2.4												8.6			
Approach LOS													A			

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HCS7 Two-Way Stop-Control Report

Item 2.

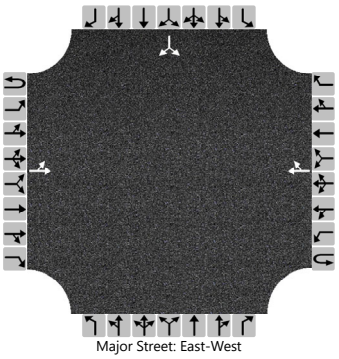
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	5/26/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	Number 2 Rd & Bloomfield
Jurisdiction	Lake County
East/West Street	Number 2 Rd
North/South Street	Bloomfield Ave
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	18				20	6						1		6
Percent Heavy Vehicles (%)		33												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.43												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.50												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													7	
Capacity, c (veh/h)		1408													1035	
v/c Ratio		0.00													0.01	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		7.6													8.5	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	1.1												8.5			
Approach LOS													A			

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HCS7 Two-Way Stop-Control Report

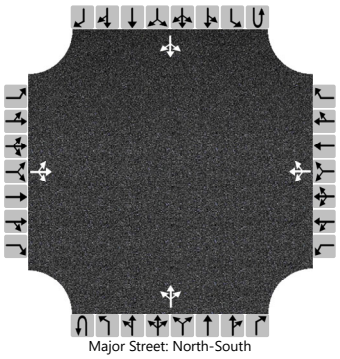
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	5/26/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	North-South
Project Description	5659

Site Information

Intersection	Palm Ave and Central Ave
Jurisdiction	Lake County
East/West Street	Number 2 Rd/W Central Ave
North/South Street	Palm Ave/SR 19
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		45	7	14		10	3	11		14	355	14		29	382	27
Percent Heavy Vehicles (%)		3	3	14		3	3	3		21				7		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.34		7.13	6.53	6.23		4.31				4.17		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.43		3.53	4.03	3.33		2.39				2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			76				28			16				33		
Capacity, c (veh/h)			247				304			999				1109		
v/c Ratio			0.31				0.09			0.02				0.03		
95% Queue Length, Q_{95} (veh)			1.3				0.3			0.0				0.1		
Control Delay (s/veh)			25.9				18.0			8.7				8.3		
Level of Service (LOS)			D				C			A				A		
Approach Delay (s/veh)	25.9				18.0				0.5				0.9			
Approach LOS	D				C											

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HCS7 Two-Way Stop-Control Report

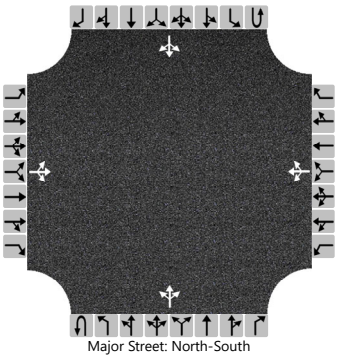
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	5/26/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	North-South
Project Description	5659

Site Information

Intersection	Palm Ave and Central Ave
Jurisdiction	Lake County
East/West Street	Number 2 Rd/W Central Ave
North/South Street	Palm Ave/SR 19
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		29	5	18		11	3	12		20	366	15		14	411	25
Percent Heavy Vehicles (%)		3	3	28		3	3	3		35				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.48		7.13	6.53	6.23		4.45				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.55		3.53	4.03	3.33		2.52				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			60				30			23				16		
Capacity, c (veh/h)			258				290			908				1112		
v/c Ratio			0.23				0.10			0.03				0.01		
95% Queue Length, Q_{95} (veh)			0.9				0.3			0.1				0.0		
Control Delay (s/veh)			23.2				18.9			9.1				8.3		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	23.2				18.9				0.7				0.4			
Approach LOS	C				C											

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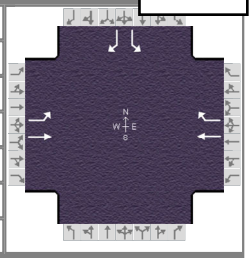
HCS7 Signalized Intersection Results Summary

Item 2.

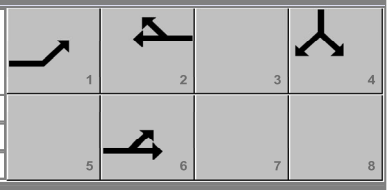
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.250
Analyst	SS	Analysis Date	5/26/2022	Area Type	Other
Jurisdiction	Lake County	Time Period	Existing AM	PHF	0.89
Urban Street	CR 48	Analysis Year	2022	Analysis Period	1> 7:15
Intersection	SR 19	File Name	5659 - CR 48 and SR 19 - Existing AM.xus		
Project Description	5659				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	240	71			76	397				309		205

Signal Information			
Cycle, s	71.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.8	23.6	17.6	0.0	0.0	0.0
Yellow	4.4	4.4	4.8	0.0	0.0	0.0
Red	2.1	2.0	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	16.3	46.3		30.0				24.9
Change Period, ($Y+R_c$), s	6.5	6.4		6.4				7.3
Max Allow Headway (*MAH*), s	4.1	4.2		4.2				4.2
Queue Clearance Time (g_s), s	9.0	3.5		21.1				15.5
Green Extension Time (g_e), s	0.8	2.6		2.5				2.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.00				0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	270	80			85	446				347		230
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1737			1856					1725		1510
Queue Service Time (g_s), s	7.0	1.5			2.3					13.5		9.7
Cycle Queue Clearance Time (g_c), s	7.0	1.5			2.3					13.5		9.7
Green Ratio (*g/C*)	0.50	0.56			0.33					0.25		0.25
Capacity (*c*), veh/h	696	974			616					427		373
Volume-to-Capacity Ratio (*X*)	0.387	0.082			0.139					0.814		0.617
Back of Queue (*Q*), ft/ln (95 th percentile)	107.1	22.4			41.6					248.1		161.6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	0.8			1.6					9.5		6.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d_1), s/veh	10.9	7.2			16.7					25.3		23.8
Incremental Delay (d_2), s/veh	0.4	0.0			0.1					3.8		1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	11.3	7.3			16.8	0.0				29.1		25.5
Level of Service (LOS)	B	A			B	A				C		C
Approach Delay, s/veh / LOS	10.4	B		2.7	A		0.0			27.7	C	
Intersection Delay, s/veh / LOS	14.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.68	A	1.91	B	1.95	B	1.95	B
Bicycle LOS Score / LOS	1.06	A	1.36	A				F

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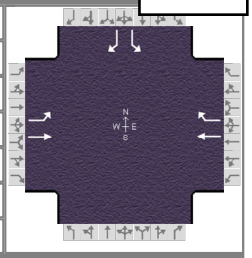
HCS7 Signalized Intersection Results Summary

Item 2.

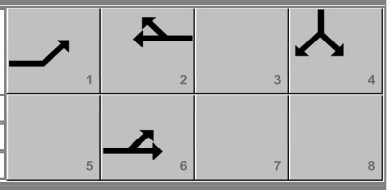
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.250
Analyst	SS	Analysis Date	5/26/2022	Area Type	Other
Jurisdiction	Lake County	Time Period	Existing PM	PHF	0.97
Urban Street	CR 48	Analysis Year	2022	Analysis Period	1> 16:45
Intersection	SR 19	File Name	5659 - CR 48 and SR 19 - Existing PM.xus		
Project Description	5659				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	274	81			79	365				416		276

Signal Information			
Cycle, s	71.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.2	20.2	20.8	0.0	0.0	0.0
Yellow	4.4	4.4	4.8	0.0	0.0	0.0
Red	2.1	2.0	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	16.7	43.3		26.6				28.1
Change Period, ($Y+R_c$), s	6.5	6.4		6.4				7.3
Max Allow Headway (*MAH*), s	4.1	4.2		4.2				4.2
Queue Clearance Time (g_s), s	9.4	3.6		18.0				18.4
Green Extension Time (g_e), s	0.8	2.2		2.1				2.3
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.00				0.14

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	282	84			81	376				429		285
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1900			1856					1753		1585
Queue Service Time (g_s), s	7.4	1.6			2.4					16.4		11.1
Cycle Queue Clearance Time (g_c), s	7.4	1.6			2.4					16.4		11.1
Green Ratio (*g/C*)	0.45	0.52			0.28					0.29		0.29
Capacity (*c*), veh/h	687	982			525					512		463
Volume-to-Capacity Ratio (*X*)	0.411	0.085			0.155					0.838		0.615
Back of Queue (*Q*), ft/ln (95 th percentile)	118.2	25			43.8					294.3		181.4
Back of Queue (*Q*), veh/ln (95 th percentile)	4.7	1.0			1.7					11.4		7.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d_1), s/veh	12.8	8.7			19.2					23.8		21.9
Incremental Delay (d_2), s/veh	0.4	0.0			0.1					5.9		1.3
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	13.2	8.8			19.4	0.0				29.6		23.2
Level of Service (LOS)	B	A			B	A				C		C
Approach Delay, s/veh / LOS	12.2	B		3.4	A		0.0			27.1	C	
Intersection Delay, s/veh / LOS	16.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.68	A	1.91	B	1.95	B	1.95	B
Bicycle LOS Score / LOS	1.09	A	1.24	A				F

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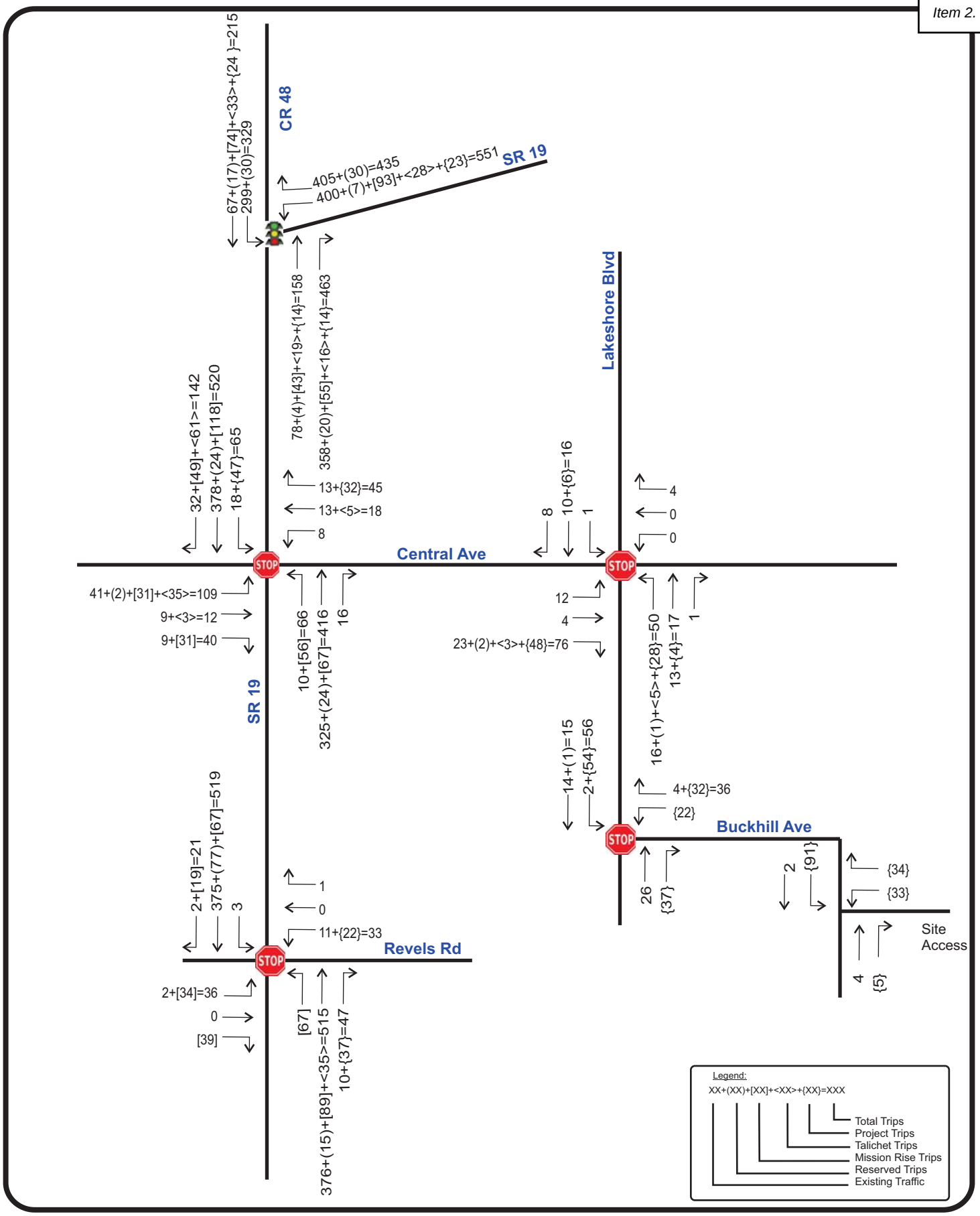
APPENDIX E

Approved Project Trips



Whispering Hills
Project № 5199
Figure 5

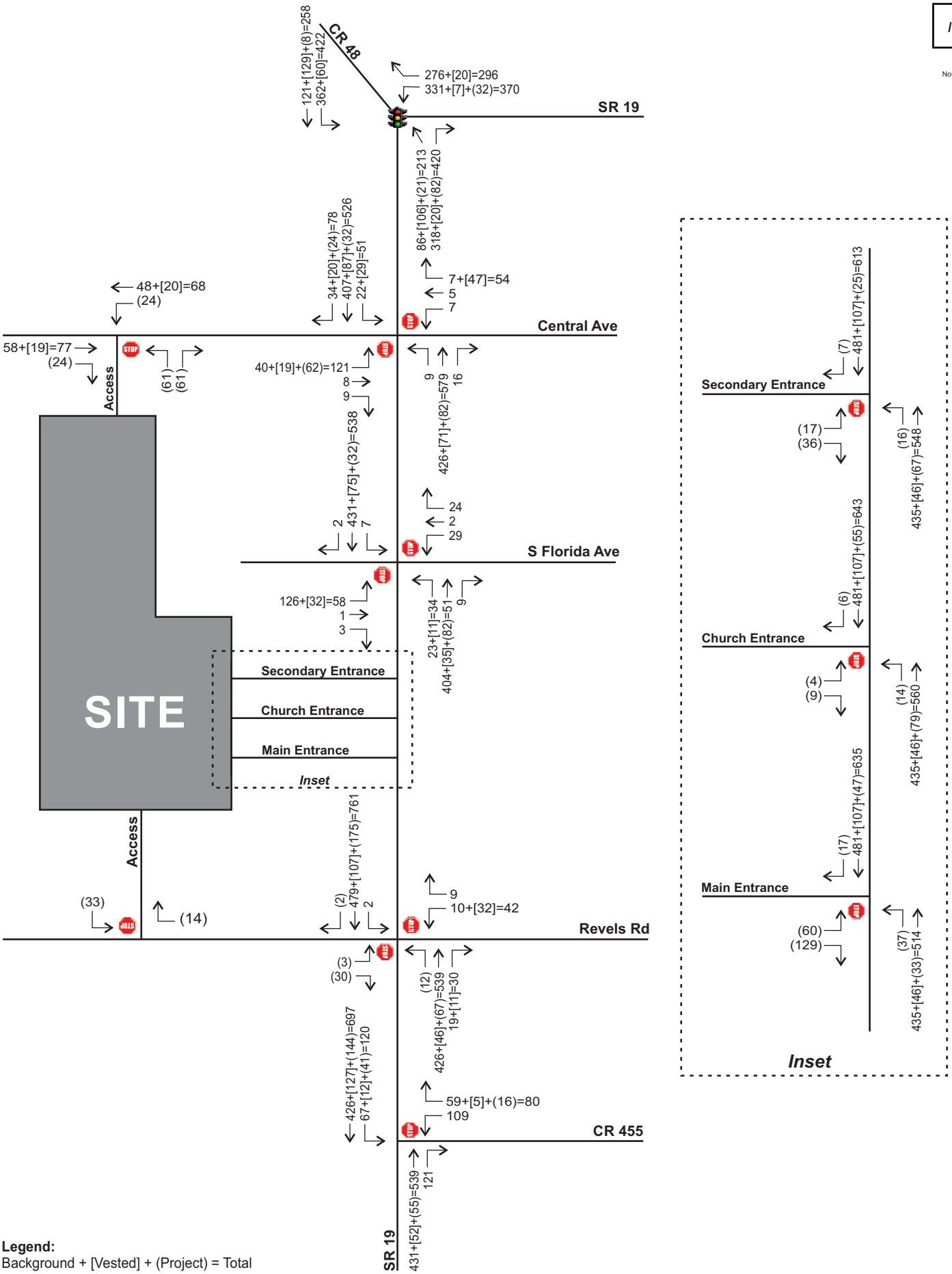
Projected P.M. Peak Hour Intersection Volumes

Table 4
Projected P.M. Peak Hour Roadway Analysis

Roadway Segment	# of Lns	F/Class	LOS		Peak Hour/Peak Direction							V/C Ratio	LOS
			Std	Capacity	Direction	Existing	Reserved*			Project**	Total		
							1	2	3				
SR 19													
CR 561 to Lake Harris N. End	2	ART. 1	D	1,190	NB	595	50	93	14	14	766	0.64	C
Lake Harris N. End to CR 48	2	ART. 1	C	850	NB	595	50	93	14	14	766	0.90	C
CR 48 to Central Ave	2	ART. 1	C	710	NB	362	24	167	32	28	613	0.86	C
Central Ave to CR 455	2	ART. 1	C	850	SB	446	77	171	29	37	760	0.89	C
CR 455 to US 27	2	ART. 1	C	850	SB	446	77	130	11	10	674	0.79	C
CR 48													
US 27 to Lime Ave	2	Maj. Coll.	D	792	WB	576	65	93	12	14	760	0.96	C
Lime Ave to SR 19	2	Maj. Coll.	D	792	WB	390	50	74	16	14	544	0.69	C
CR 561 to Ranch Rd	2	Maj. Coll.	D	792	WB	307	23	22	3	9	364	0.46	C
Ranch Rd to CR 448A	2	Coll.	C	670	WB	258	28	19	3	9	317	0.47	C
CR 561													
CR 448 to CR 48	2	Maj. Coll.	D	792	SB	449	52	5	2	1	509	0.64	C
CR 48 to S. Astatula City Limits	2	Maj. Coll.	D	720	SB	449	52	5	7	1	514	0.71	D
S. Astatula City Limits to CR 455	2	Maj. Coll.	D	720	SB	534	57	22	6	11	630	0.88	D
CR 455 to Howey Cross Rd	2	Maj. Coll.	D	720	NB	357	26	0	3	11	397	0.55	D
Howey Cross Rd to Turnpike Rd/CR 561A	2	Maj. Coll.	D	720	SB	542	153	7	1	11	714	0.99	E
CR 455													
SR 19 to CR 561	2	Maj. Coll.	D	1,200	EB	165	28	33	8	14	248	0.21	B
CR 561 to CR 561A	2	Maj. Coll.	D	1,200	WB	99	12	19	2	1	133	0.11	B

* 1 = MPO Database, 2 = Mission Rise, 3 = Talichet

** Highest trips on the segment



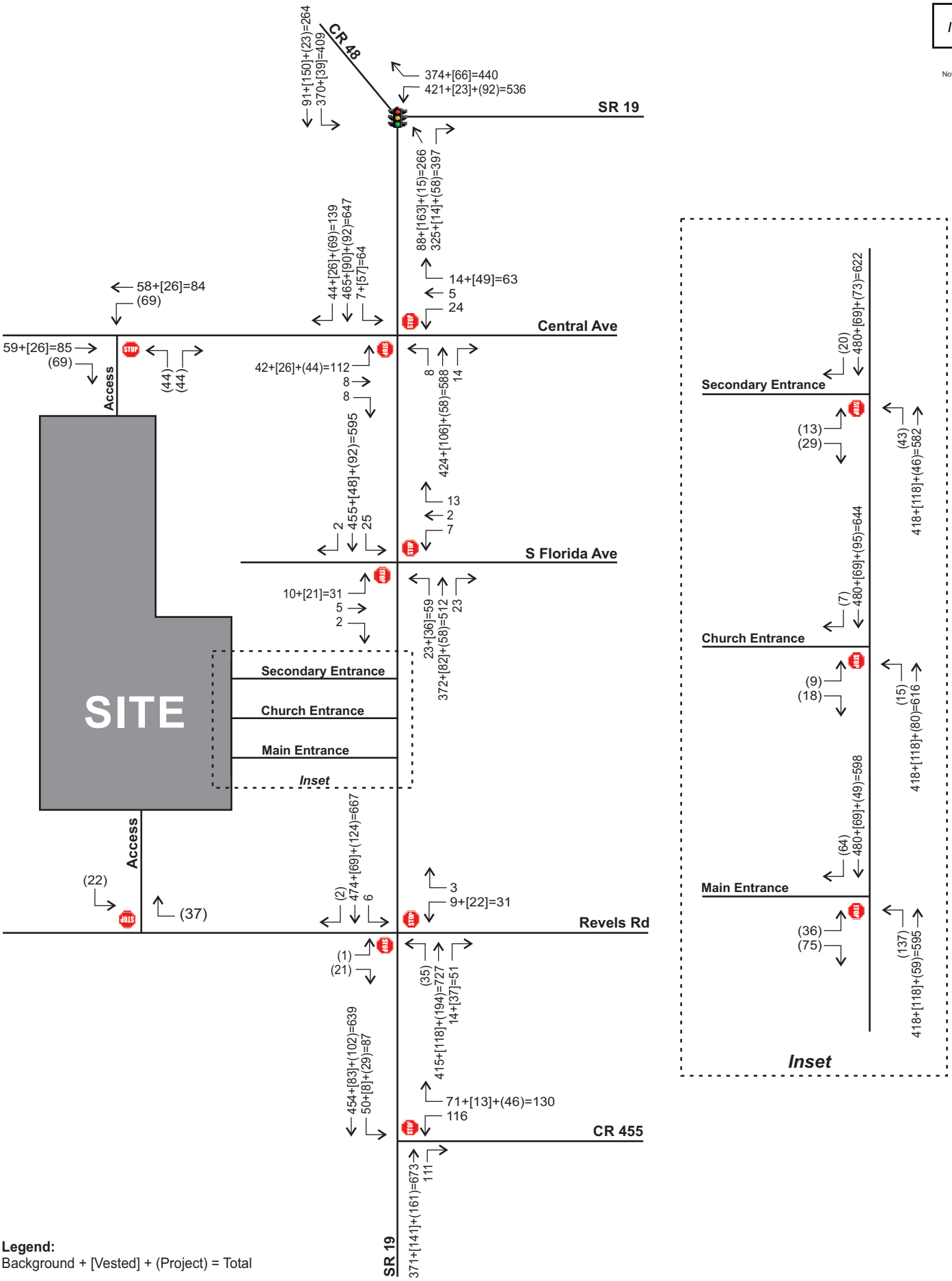
Legend:
Background + [Vested] + (Project) = Total

TMC Traffic & Mobility Consultants

Projected AM Peak Intersection Volumes

The Reserve at Howey in the Hills
21082

Figure 5



Legend:
Background + [Vested] + (Project) = Total

TMC Traffic & Mobility Consultants

Projected PM Peak Intersection Volumes
The Reserve at Howey in the Hills
21082

Figure 6

Table 5
Projected Roadway Segment Capacity Analysis

Roadway Segment	No Lns	LOS Std	PH Dir Capacity	Dir	Exist Vol	Growth Rate	2028 Backg'd	Vested Trips	Trip Distr	Project Volume	Total Volume	LOS
Number 2 Rd												
CR 48 to N Mare Ave	2	D	612	NB/EB SB/WB	51 50	2.00%	58 57	26 26	15%	69 44	153 127	C C
W Central Ave												
N Mare Ave to SR 19	2	D	612	NB/EB SB/WB	51 50	2.00%	58 57	26 26	15%	69 44	153 127	C C
CR 455												
SR 19 to NF 552	2	C	740	NB/EB SB/WB	146 151	5.75%	205 212	8 13	10%	46 29	259 254	B B
SR 19												
Lane Park Rd to CR 48	4	D	1,200	NB/EB SB/WB	625 676	3.75%	789 853	229 189	5%	15 23	1,033 1,065	D D
CR 48 to Central Ave	2	D	800	NB/EB SB/WB	387 423	2.00%	441 482	177 173	30%	87 138	705 793	C D
Central Ave to CR 455	2	D	1,200	NB/EB SB/WB	387 423	2.00%	441 482	82 48	50%	231 145	754 675	C C
CR 455 to US 27/ SR 25	2	C	850	NB/EB SB/WB	419 453	2.00%	478 516	141 83	35%	161 102	780 701	C C
US 27/ SR 25 to CR 478	2	C	850	NB/EB SB/WB	481 405	2.00%	548 462	141 83	20%	92 58	781 603	C C

Source: 2020 Lake County Annual Traffic Counts

Traffic & Mobility Consultants

MEMORANDUM

May 16, 2022

Re: Simpson Howey-In-The-Hills
Tier 2 Traffic Impact Analysis (TIA) Methodology
Town of Howey-In-The-Hills, Florida
Project № 22105

This methodology outlines the Traffic Impact Analysis (TIA) for the above referenced project. This methodology is consistent with the requirements of the Town of Howey-In-The-Hills, Lake County, and the Lake~Sumter Metropolitan Planning Organization (LSMPO) for a Tier 2 TIA.

Project Description

The proposed project is a residential development consisting of 265 single-family units. The project buildout is anticipated to be in 2027. The ±87.17-acre site includes parcels 35-20-25-0150-000-01200, 02-21-25-0001-000-03700 and 35-20-25-0150-000-02600. A preliminary site plan is included in the **Attachments**. The site is located on the southeast corner of the SR 19 and Revels Road intersection, in the Town of Howey-In-The-Hills, Florida, as shown in **Figure 1**. The project proposes two (2) full access driveways along Revels Road.

Trip Generation

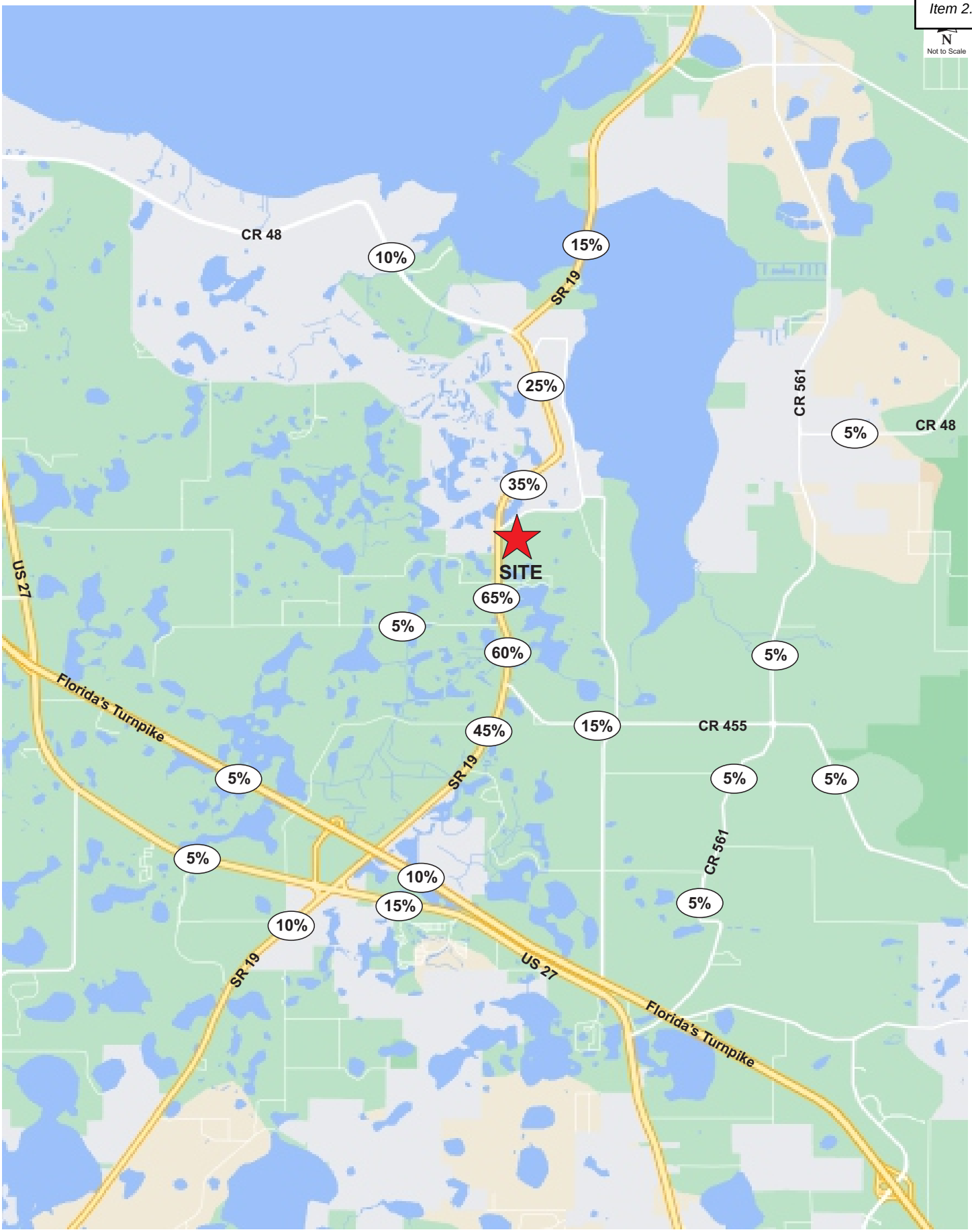
A trip generation analysis was performed for the development using the trip generation information from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition.* The ITE information sheets are included in the **Attachments**. The trip generation for the proposed development is summarized in **Table 1.**

Table 1
Trip Generation Calculations

ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single-Family Detached	269 DU	9.32	2,508	0.68	183	47	136	0.94	252	159	93

Source: ITE Trip Generation Manual, 11th Edition

The proposed development is projected to generate 2,508 new daily trips of which 183 trips occur during the AM peak hour, and 252 trips occur during the PM peak hour.



TMC Traffic & Mobility Consultants

Project Trip Distribution

Simpson Howey-In-The-Hills

22105

Figure 2

Table 2
Study Area Significance Analysis

Road Name	From	To	# LNS	A T	LOS Std	LOS Cap	Project Trips % Dist	Project Trips NB/EB	Project Trips SB/WB	Within 1.0 miles?	% Cap	Signif?	In Study?
CR 455	SR 19	CR 561	2	R	C	740	15%	14	24	NO	3.2%	NO	**NO**
CR 455	CR 561	CR 561A	2	R	C	410	5%	5	8	NO	2.0%	NO	**NO**
CR 48	US 27	Lime Ave	2	U	D	1,080	10%	16	9	NO	1.5%	NO	**NO**
CR 48	Lime Ave	SR 19	2	U	D	1,080	10%	16	9	NO	1.5%	NO	**NO**
CR 48	CR 561	Ranch Rd	2	U	D	840	5%	5	8	NO	1.0%	NO	**NO**
CR 48	Ranch Rd	CR 488A	2	R	C	410	5%	5	8	NO	2.0%	NO	**NO**
CR 561	CR 448	CR 48	2	U	D	1,080	0%	0	0	NO	0.0%	NO	**NO**
CR 561	CR 48	S Astatula City Limits	2	U	D	620	5%	5	8	NO	1.3%	NO	**NO**
CR 561	S Astatula City Limits	CR 455	2	U	D	1,080	5%	5	8	NO	0.7%	NO	**NO**
CR 561	CR 455	Howey Cross Rd	2	R	C	470	5%	8	5	NO	1.7%	NO	**NO**
CR 561	Howey Cross Rd	Turnpike Rd/CR 561A	2	R	C	640	5%	8	5	NO	1.3%	NO	**NO**
Revels Rd*	SR 19	6th Ave	2	R	C	600	100%	93	159	YES	26.5%	YES	**YES**
SR 19	Lane Park Rd	CR 48	2	U	D	920	15%	14	24	NO	2.6%	NO	**NO**
SR 19	CR 48	Central Ave	2	U	D	700	25%	23	40	NO	5.7%	YES	**YES**
SR 19	Central Ave	CR 455	2	R	C	1,200	65%	103	61	YES	8.6%	YES	**YES**
SR 19	CR 455	US 27/SR 25	2	R	C	450	45%	72	41	NO	16.0%	YES	**YES**
SR 19	US 27/SR 25	CR 478	2	R	C	450	10%	16	9	NO	3.6%	NO	**NO**
SR 91 (Florida Turnpike)	US 27/SR 25	US 27/SR 25/SR 19	4	U	B	2,230	5%	5	8	NO	0.4%	NO	**NO**
SR 91 (Florida Turnpike)	US 27/SR 25/SR 19	Orange County Line	4	U	C	3,100	10%	16	9	NO	0.5%	NO	**NO**
US 27/SR 25	Florida Turnpike	SR 19	4	U	D	2,100	5%	5	8	NO	0.4%	NO	**NO**
US 27/SR 25	SR 19	CR 561	4	U	D	3,280	15%	24	14	NO	0.7%	NO	**NO**

Source: 2021 Lake County CMP Database
** LOS Capacity Estimated Using FDOT 2020 QLOS Handbook Table 9*

Based on the study area analysis, the following roadway segments will be analyzed for the PM peak hour:

- Revels Road
  - SR 19 to 6th Ave
- SR 19
  - CR 48 to Central Avenue
  - Central Avenue to CR 455
  - CR 455 to US 27/SR 25

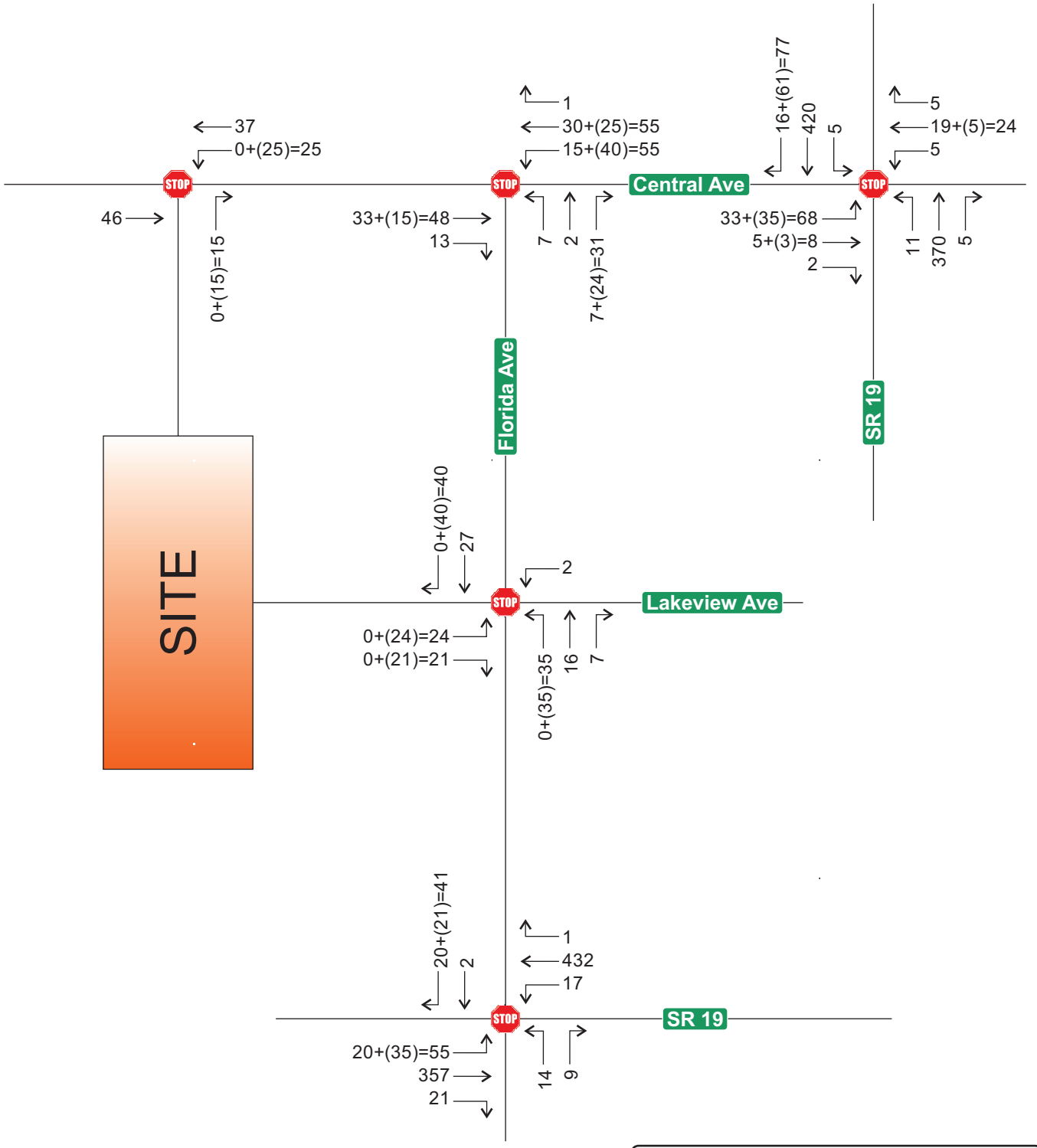
The following intersections will be analyzed for the AM and PM peak hours:

- SR 19 and CR 48 (signalized)
- SR 19 and CR 448 (signalized)
- SR 19 and Central Avenue (unsignalized)
- SR 19 and Revels Road (unsignalized)
- SR 19 and CR 455 (unsignalized)
- Revels Road and Site Access Driveway (proposed)

Table 4
Projected Roadway Capacity Analysis

Seg ID	Roadway	Segment	Lanes	LOS Stnd	PH Dir Capacity	Dir	Backg'd Vol	Trip Dist	Project Vol	% Sig.	Total Vol	Projected LOS
3030	SR 19	CR 561 to LAKE HARRIS NORTH END	2	D	1,190	NB/EB	1,189	28.0%	17	1.43%	1,206	E
						SB/WB	1,136		28	2.35%	1,164	D
3040	SR 19	LAKE HARRIS NORTH END to CR 48	2	C	850	NB/EB	479	28.0%	17	2.00%	496	C
						SB/WB	528		28	3.29%	556	C
3050	SR 19	CR 48 to CENTRAL AVENUE	2	C	710	NB/EB	349	65.0%	38	5.35%	387	C
						SB/WB	304		66	9.30%	370	C
3060	SR 19	CENTRAL AVENUE to CR 455	2	C	850	NB/EB	349	35.0%	35	4.12%	384	B
						SB/WB	304		21	2.47%	325	B
3070	SR 19	CR 455 to US 27 / SR 25	2	C	850	NB/EB	331	22.0%	22	2.59%	353	B
						SB/WB	376		13	1.53%	389	B
1250	C.R. 48	LIME AVENUE to SR 19	2	D	792	NB/EB	395	32.0%	32	4.04%	427	C
						SB/WB	337		19	2.40%	356	C

Note: Background volumes = Existing Volumes x 1 + (Annual Growth Rate x 5 Years of growth from 2016 to 2021)



Legend:

XX+(XX)=XXX

- Total Traffic
- Project Trips
- Background Traffic

*Schematic drawing. Not to scale.

** Any +/- 1 project trip discrepancies is due to rounding

Talichet PUD
Project № 5045
Figure 5

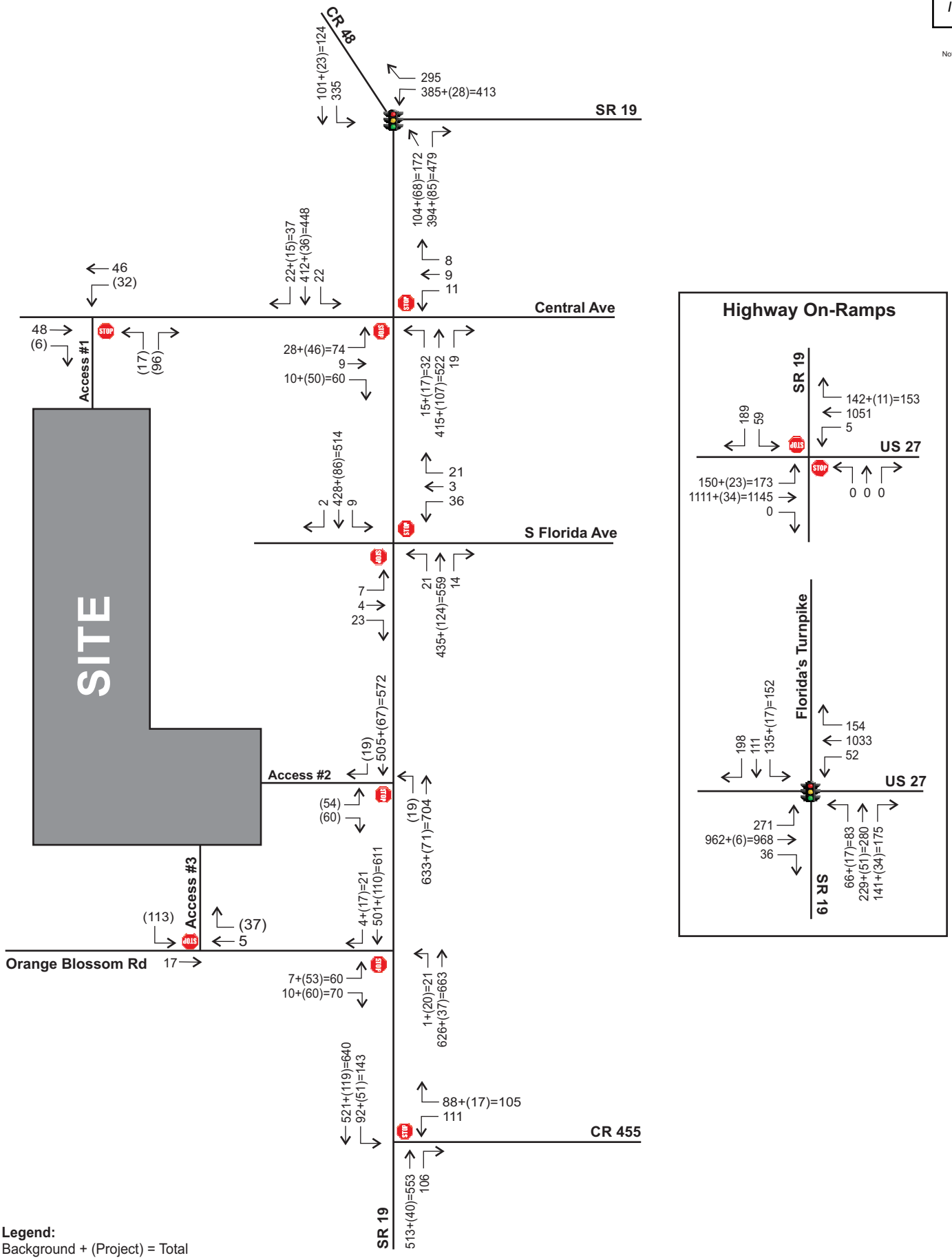
Projected P.M. Peak Hour Traffic Volumes

Table 5
Projected Roadway Segment Capacity Analysis

Roadway Segment	Seg ID	No Lns	LOS Std	PH Dir Capacity	Dir	Exist Vol	Growth Rate	2024 Backg'd	Trip Distr	Proj Dir	Project Volume	Total Volume	LOS
SR 19													
CR 561 to Lake Harris North End	NA	4	D	1,190	NB SB	657 805	4.24%	796 976	25%	OUT IN	55 93	851 1,069	D D
Lake Harris North End to CR 48	NA	2	D	1,200	NB SB	657 805	4.24%	796 976	25%	OUT IN	55 93	851 1,069	D D
CR 48 to Central Ave	NA	2	D	800	NB SB	432 436	3.29%	503 508	45%	OUT IN	99 167	602 675	C C
Central Ave to Taylor Memorial Cemetery	NA	2	D	800	NB SB	432 436	3.29%	503 508	45%	OUT IN	99 167	602 675	C C
Taylor Memorial Cemetery to CR 455 (1)	NA	2	C	900	NB SB	508 503	8.65%	728 721	46%	OUT IN	101 171	829 892	C C
CR 455 to US 27/SR 25 (1)	NA	2	C	900	NB SB	526 541	8.65%	753 775	35%	IN OUT	130 77	883 852	C C
CR 48 (2)													
US 27 to Lime Ave	16	2	D	792	EB WB	366 483	5.62%	469 619	25%	IN OUT	93 55	562 674	C C
Lime Ave to SR 19	16	2	D	792	EB WB	366 483	5.62%	469 619	20%	IN OUT	74 44	543 663	C C
Orange Blossom Rd (2)													
Revels Rd to SR 19	NA	2	D	612	EB WB	8 13	2.00%	9 14	33%	OUT IN	72 123	81 137	C C
Number 2 Rd (2)													
Blue Sink Rd to Mare Ave	NA	2	D	612	EB WB	59 50	2.00%	65 55	5%	OUT IN	11 19	76 74	C C
Central Ave (2)													
Mare Ave to SR 19	NA	2	D	612	EB WB	59 50	2.00%	65 55	28%	OUT IN	61 104	126 159	C C
CR 561													
South Astatula City Limit to CR 455	16	2	D	720	EB WB	520 534	5.33%	659 676	10%	IN OUT	37 22	696 698	D D

Source: 2018 Lake County Annual Traffic Counts
(1) FDOT QLOS HIGHPLAN Analysis for these segments of SR 19
(2) Volumes Obtained from PM Peak Turning Movement Counts

N
Not to Scale

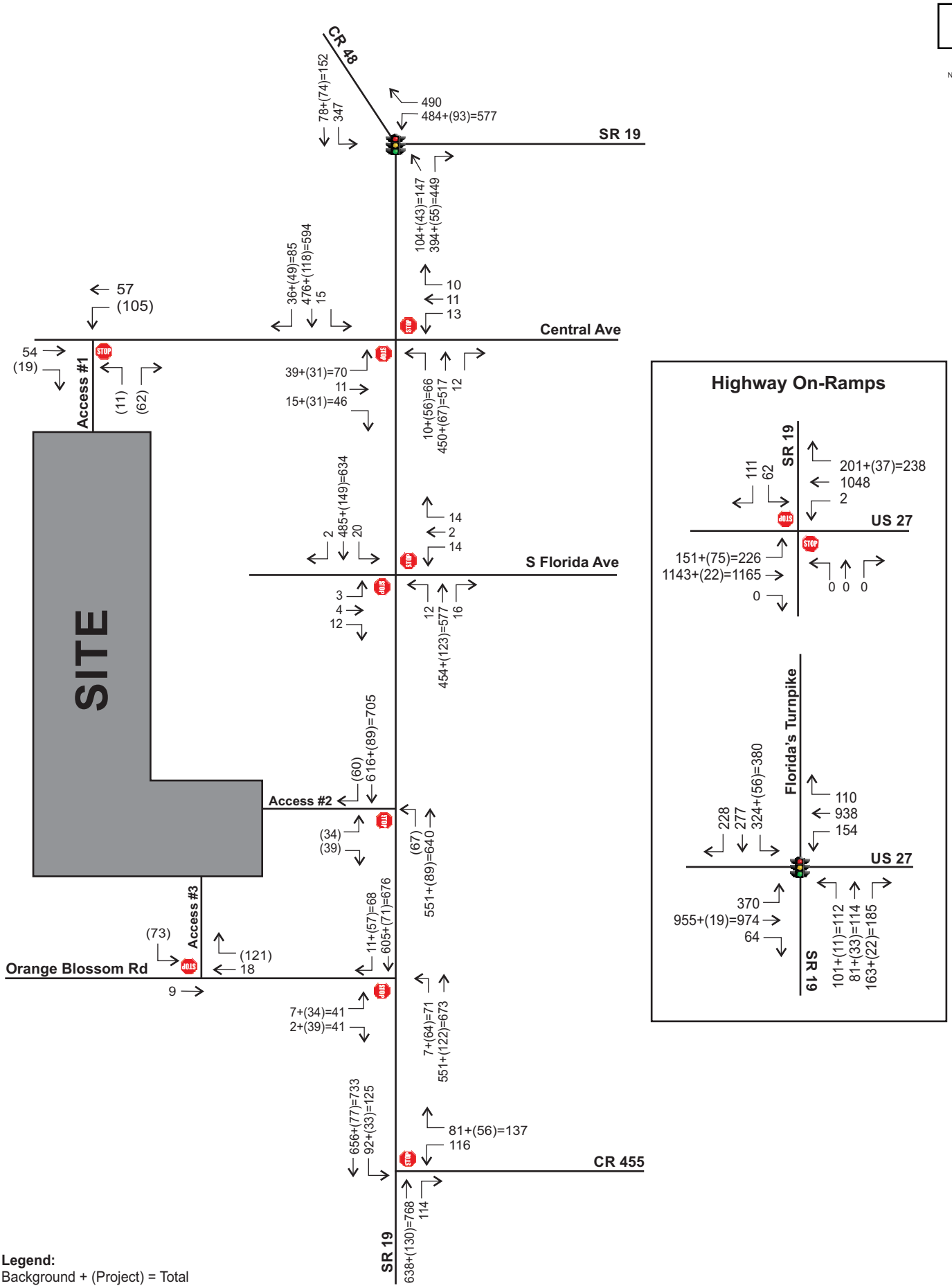


Legend:
Background + (Project) = Total

Projected AM Peak Intersection Volumes

Mission Rise
19011

Figure 5



Legend:
Background + (Project) = Total

Projected PM Peak Intersection Volumes
Mission Rise
19011

Figure 6

APPENDIX F

Projected Capacity Analysis Worksheets

HCS Two-Way Stop-Control Report

Item 2.

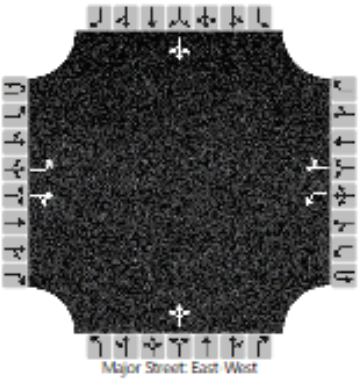
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	CR 48 and Number 2 Rd
Jurisdiction	Lake County
East/West Street	CR 48
North/South Street	Number 2 Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		2	310	15		2	366	0		52	0	3		4	0	3
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				2					63				8	
Capacity, c (veh/h)		1138				1184					315				397	
v/c Ratio		0.00				0.00					0.20				0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.7				0.1	
Control Delay (s/veh)		8.2				8.0					19.2				14.3	
Level of Service (LOS)		A				A					C				B	
Approach Delay (s/veh)	0.0				0.0				19.2				14.3			
Approach LOS	A				A				C				B			

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HCS Two-Way Stop-Control Report

Item 2.

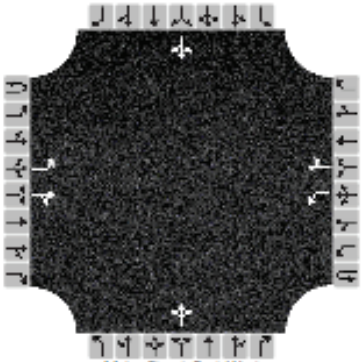
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	CR 48 and Number 2 Rd
Jurisdiction	Lake County
East/West Street	CR 48
North/South Street	Number 2 Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		3	429	50		8	388	4		32	0	2		5	0	3
Percent Heavy Vehicles (%)		3				3				8	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.18	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.57	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				9					36				9	
Capacity, c (veh/h)		1137				1050					250				331	
v/c Ratio		0.00				0.01					0.14				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.5				0.1	
Control Delay (s/veh)		8.2				8.5					21.8				16.2	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.1				0.2				21.8				16.2			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

Item 2.

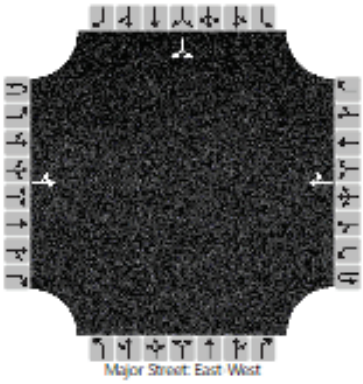
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	Number 2 Rd & Bloomfield
Jurisdiction	Lake County
East/West Street	Number 2 Rd
North/South Street	Bloomfield Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		9	58				131	22						6		4
Percent Heavy Vehicles (%)		11												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.21												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.30												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10													11	
Capacity, c (veh/h)		1359													796	
v/c Ratio		0.01													0.01	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		7.7	0.1												9.6	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)		1.1												9.6		
Approach LOS		A												A		

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HCS Two-Way Stop-Control Report

Item 2.

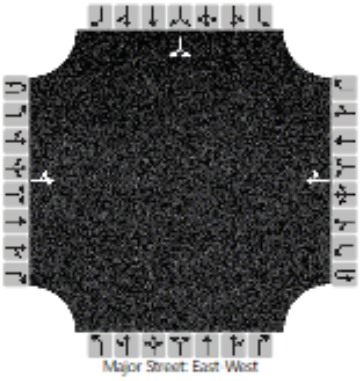
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	Number 2 Rd & Bloomfield
Jurisdiction	Lake County
East/West Street	Number 2 Rd
North/South Street	Bloomfield Ave
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	143				86	22						9		6
Percent Heavy Vehicles (%)		33												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.43												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.50												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													15	
Capacity, c (veh/h)		1306													806	
v/c Ratio		0.00													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
Control Delay (s/veh)		7.8	0.0												9.6	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)		0.2												9.6		
Approach LOS		A												A		

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HCS Two-Way Stop-Control Report

Item 2.

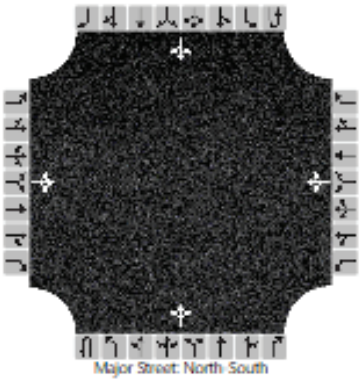
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Bkgd AM
Intersection Orientation	North-South
Project Description	5659

Site Information

Intersection	Palm Ave and Central Ave
Jurisdiction	Lake County
East/West Street	Number 2 Rd/W Central Ave
North/South Street	Palm Ave/SR 19
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		155	7	64		10	3	11		31	572	14		29	532	73
Percent Heavy Vehicles (%)		3	3	14		3	3	3		21				7		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.34		7.13	6.53	6.23		4.31				4.17		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.43		3.53	4.03	3.33		2.39				2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			260				28			36				33		
Capacity, c (veh/h)			116				133			818				894		
v/c Ratio			2.24				0.21			0.04				0.04		
95% Queue Length, Q_{95} (veh)			22.3				0.7			0.1				0.1		
Control Delay (s/veh)			643.4				39.2			9.6	0.7	0.7		9.2	0.6	0.6
Level of Service (LOS)			F				E			A	A	A		A	A	A
Approach Delay (s/veh)	643.4				39.2				1.1				1.0			
Approach LOS	F				E				A				A			

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HCS Two-Way Stop-Control Report

Item 2.

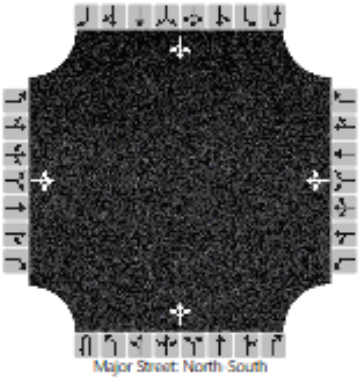
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Bkgd PM
Intersection Orientation	North-South
Project Description	5659

Site Information

Intersection	Palm Ave and Central Ave
Jurisdiction	Lake County
East/West Street	Number 2 Rd/W Central Ave
North/South Street	Palm Ave/SR 19
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		147	8	49		11	8	44		76	586	15		61	677	209
Percent Heavy Vehicles (%)		3	3	14		3	3	3		21				7		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.34		7.13	6.53	6.23		4.31				4.17		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.43		3.53	4.03	3.33		2.39				2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			237				73			88				71		
Capacity, c (veh/h)			29				83			606				875		
v/c Ratio			8.06				0.88			0.15				0.08		
95% Queue Length, Q_{95} (veh)			29.0				4.7			0.5				0.3		
Control Delay (s/veh)			3438.3				155.9			12.0	2.9	2.9		9.5	1.9	1.9
Level of Service (LOS)			F				F			B	A	A		A	A	A
Approach Delay (s/veh)	3438.3				155.9				3.9				2.4			
Approach LOS	F				F				A				A			

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HCS Two-Way Stop-Control Report

Item 2.

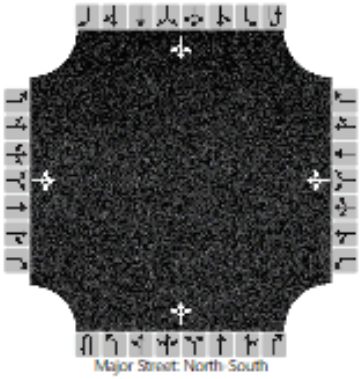
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected AM
Intersection Orientation	North-South
Project Description	5659

Site Information

Intersection	Palm Ave and Central Ave
Jurisdiction	Lake County
East/West Street	Number 2 Rd/W Central Ave
North/South Street	Palm Ave/SR 19
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		184	7	95		10	3	11		42	572	14		29	532	83
Percent Heavy Vehicles (%)		3	3	14		3	3	3		21				7		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.34		7.13	6.53	6.23		4.31				4.17		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.43		3.53	4.03	3.33		2.39				2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			329				28			48				33		
Capacity, c (veh/h)			114				115			810				894		
v/c Ratio			2.90				0.24			0.06				0.04		
95% Queue Length, Q_{95} (veh)			30.9				0.9			0.2				0.1		
Control Delay (s/veh)			935.5				45.8			9.7	0.9	0.9		9.2	0.6	0.6
Level of Service (LOS)			F				E			A	A	A		A	A	A
Approach Delay (s/veh)	935.5				45.8				1.5				1.0			
Approach LOS	F				E				A				A			

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HCS Two-Way Stop-Control Report

Item 2.

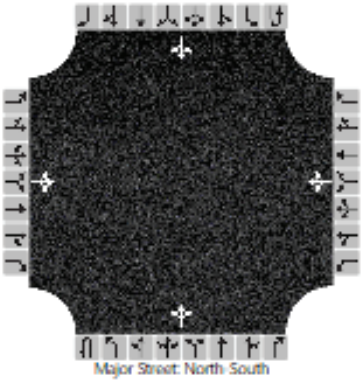
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected PM
Intersection Orientation	North-South
Project Description	5659

Site Information

Intersection	Palm Ave and Central Ave
Jurisdiction	Lake County
East/West Street	Number 2 Rd/W Central Ave
North/South Street	Palm Ave/SR 19
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		167	8	70		11	8	44		112	586	15		61	677	243
Percent Heavy Vehicles (%)		3	3	14		3	3	3		21				7		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.34		7.13	6.53	6.23		4.31				4.17		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.43		3.53	4.03	3.33		2.39				2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			285				73			130				71		
Capacity, c (veh/h)			20				55			585				875		
v/c Ratio			14.20				1.32			0.22				0.08		
95% Queue Length, Q_{95} (veh)			36.1				6.5			0.8				0.3		
Control Delay (s/veh)			6309.4				352.9			12.9	4.7	4.7		9.5	2.1	2.1
Level of Service (LOS)			F				F			B	A	A		A	A	A
Approach Delay (s/veh)	6309.4				352.9				6.0				2.5			
Approach LOS	F				F				A				A			

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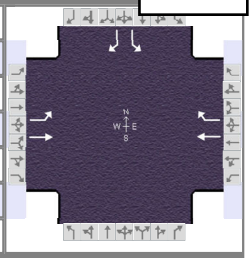
HCS Signalized Intersection Results Summary

Item 2.

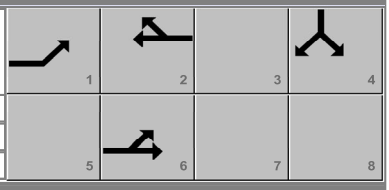
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.250
Analyst	SS	Analysis Date	Dec 22, 2022	Area Type	Other
Jurisdiction	Lake County	Time Period	Projected AM	PHF	0.89
Urban Street	CR 48	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	SR 19	File Name	CR 48 and SR 19 - Projected AM.xus		
Project Description	5659				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	240	108			182	608				384		205

Signal Information			
Cycle, s	105.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.8	45.0	28.4	0.0	0.0	0.0
Yellow	4.4	4.4	4.8	0.0	0.0	0.0
Red	2.1	2.0	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	18.3	69.7		51.4				35.7
Change Period, ($Y+R_c$), s	6.5	6.4		6.4				7.3
Max Allow Headway (*MAH*), s	4.1	4.2		4.2				4.2
Queue Clearance Time (g_s), s	11.1	5.2		47.0				27.7
Green Extension Time (g_e), s	0.8	4.8		0.0				0.7
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		1.00				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	270	121			204	683				431		230
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1737			1856					1725		1510
Queue Service Time (g_s), s	9.1	3.2			7.5					25.7		13.9
Cycle Queue Clearance Time (g_c), s	9.1	3.2			7.5					25.7		13.9
Green Ratio (*g/C*)	0.56	0.60			0.43					0.27		0.27
Capacity (*c*), veh/h	643	1043			792					465		407
Volume-to-Capacity Ratio (*X*)	0.420	0.116			0.258					0.928		0.566
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	5.7	2.0			5.6					19.6		8.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d_1), s/veh	12.9	9.0			19.5					37.5		33.2
Incremental Delay (d_2), s/veh	0.4	0.0			0.2					23.5		1.6
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	13.3	9.1			19.7	0.0				61.1		34.8
Level of Service (LOS)	B	A			B	A				E		C
Approach Delay, s/veh / LOS	12.0	B		4.5	A		0.0			51.9	D	
Intersection Delay, s/veh / LOS	22.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.69	A	1.91	B	1.96	B	1.96	B
Bicycle LOS Score / LOS	1.13	A	1.95	B				F

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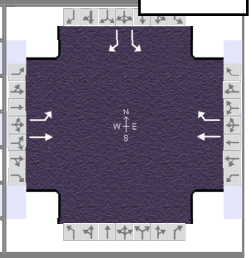
HCS Signalized Intersection Results Summary

Item 2.

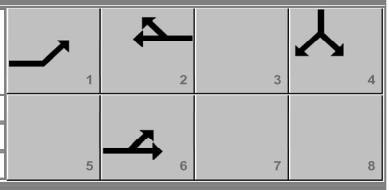
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.250
Analyst	SS	Analysis Date	Dec 22, 2022	Area Type	Other
Jurisdiction	Lake County	Time Period	Projected PM	PHF	0.97
Urban Street	CR 48	Analysis Year	2028	Analysis Period	1> 16:45
Intersection	SR 19	File Name	CR 48 and SR 19 - Projected PM.xus		
Project Description	5659				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	274	221			162	522				675		276

Signal Information			
Cycle, s	98.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.9	36.2	30.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.8	0.0	0.0	0.0
Red	2.1	2.0	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	18.4	61.0		42.6				37.3
Change Period, ($Y+R_c$), s	6.5	6.4		6.4				7.3
Max Allow Headway (MAH), s	4.1	4.2		4.2				4.2
Queue Clearance Time (g_s), s	11.1	8.0		33.9				32.0
Green Extension Time (g_e), s	0.8	4.0		2.3				0.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.24				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (v), veh/h	282	228			167	538				696		285
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1900			1856					1753		1585
Queue Service Time (g_s), s	9.1	6.0			6.1					30.0		15.0
Cycle Queue Clearance Time (g_c), s	9.1	6.0			6.1					30.0		15.0
Green Ratio (g/C)	0.51	0.56			0.37					0.31		0.31
Capacity (c), veh/h	662	1056			684					535		484
Volume-to-Capacity Ratio (X)	0.427	0.216			0.244					1.301		0.588
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	6.2	4.2			4.6					51.0		9.7
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d_1), s/veh	14.5	11.0			21.5					34.2		28.9
Incremental Delay (d_2), s/veh	0.4	0.1			0.2					148.8		1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (d), s/veh	14.9	11.1			21.7	0.0				182.9		30.8
Level of Service (LOS)	B	B			C	A				F		C
Approach Delay, s/veh / LOS	13.2	B		5.1	A		0.0			138.8	F	
Intersection Delay, s/veh / LOS	66.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.69	A	1.92	B	1.95	B	1.95	B
Bicycle LOS Score / LOS	1.33	A	1.65	B				F

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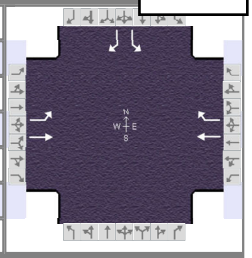
HCS Signalized Intersection Results Summary

Item 2.

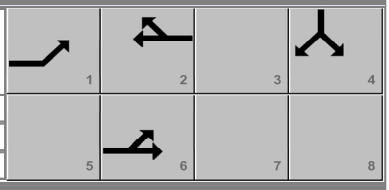
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.250
Analyst	SS	Analysis Date	Dec 22, 2022	Area Type	Other
Jurisdiction	Lake County	Time Period	Projected AM	PHF	0.89
Urban Street	CR 48	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	SR 19	File Name	CR 48 and SR 19 - Projected AM Optimized Sign…		
Project Description	5659 - Optimized Signal Timing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	240	108			182	608				384		205

Signal Information			
Cycle, s	63.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	15.0	19.2	0.0	0.0	0.0
Yellow	4.4	4.4	4.8	0.0	0.0	0.0
Red	2.1	2.0	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	15.5	36.9		21.4				26.5
Change Period, ($Y+R_c$), s	6.5	6.4		6.4				7.3
Max Allow Headway (*MAH*), s	4.1	4.2		4.2				4.2
Queue Clearance Time (g_s), s	9.3	4.5		17.0				16.7
Green Extension Time (g_e), s	0.0	3.4		0.0				2.5
Phase Call Probability	0.99	1.00		1.00				1.00
Max Out Probability	1.00	0.33		1.00				0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	270	121			204	683				431		230
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1737			1856					1725		1510
Queue Service Time (g_s), s	7.3	2.5			6.0					14.7		8.0
Cycle Queue Clearance Time (g_c), s	7.3	2.5			6.0					14.7		8.0
Green Ratio (*g/C*)	0.41	0.48			0.24					0.30		0.30
Capacity (*c*), veh/h	503	835			439					523		457
Volume-to-Capacity Ratio (*X*)	0.536	0.145			0.466					0.826		0.504
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	1.4			4.4					9.7		4.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d_1), s/veh	13.9	9.2			20.8					20.5		18.2
Incremental Delay (d_2), s/veh	1.1	0.1			0.8					3.4		0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	15.0	9.3			21.5	0.0				23.9		19.0
Level of Service (LOS)	B	A			C	A				C		B
Approach Delay, s/veh / LOS	13.2	B		5.0	A		0.0			22.2	C	
Intersection Delay, s/veh / LOS	12.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.69	A	1.91	B	1.94	B	1.94	B
Bicycle LOS Score / LOS	1.13	A	1.95	B				F

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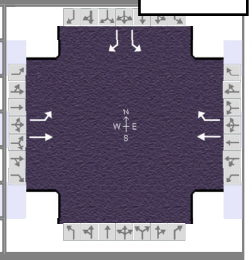
HCS Signalized Intersection Results Summary

Item 2.

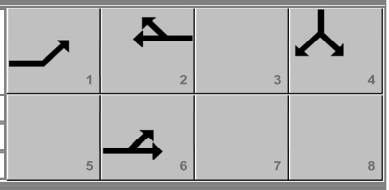
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.250
Analyst	SS	Analysis Date	Dec 22, 2022	Area Type	Other
Jurisdiction	Lake County	Time Period	Projected PM	PHF	0.97
Urban Street	CR 48	Analysis Year	2028	Analysis Period	1> 16:45
Intersection	SR 19	File Name	CR 48 and SR 19 - Projected PM Optimized Sign…		
Project Description	5659 - Optimized Signal Timing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	274	221			162	522				675		276

Signal Information			
Cycle, s	76.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	15.0	32.4	0.0	0.0	0.0
Yellow	4.4	4.4	4.8	0.0	0.0	0.0
Red	2.1	2.0	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	15.5	36.9		21.4				39.7
Change Period, ($Y+R_c$), s	6.5	6.4		6.4				7.3
Max Allow Headway (*MAH*), s	4.1	4.2		4.2				4.2
Queue Clearance Time (g_s), s	11.0	8.3		17.0				31.1
Green Extension Time (g_e), s	0.0	2.3		0.0				1.3
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	1.00	0.60		1.00				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	282	228			167	538				696		285
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1900			1856					1753		1585
Queue Service Time (g_s), s	9.0	6.3			6.1					29.1		9.7
Cycle Queue Clearance Time (g_c), s	9.0	6.3			6.1					29.1		9.7
Green Ratio (*g/C*)	0.34	0.40			0.20					0.42		0.42
Capacity (*c*), veh/h	445	756			363					742		671
Volume-to-Capacity Ratio (*X*)	0.635	0.301			0.460					0.938		0.424
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	7.1	4.5			4.7					20.6		5.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d_1), s/veh	20.8	15.8			27.2					21.1		15.5
Incremental Delay (d_2), s/veh	3.0	0.2			0.9					18.5		0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	23.8	16.0			28.1	0.0				39.6		16.0
Level of Service (LOS)	C	B			C	A				D		B
Approach Delay, s/veh / LOS	20.3	C		6.7	A		0.0			32.7	C	
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.71	A	1.93	B	1.94	B	1.94	B
Bicycle LOS Score / LOS	1.33	A	1.65	B				F

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HCS Two-Way Stop-Control Report

Item 2.

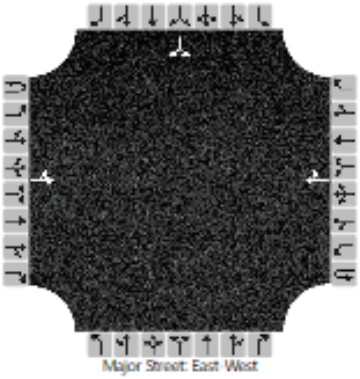
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	Number 2 Rd Site Access
Jurisdiction	Lake County
East/West Street	Number 2 Rd
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		11	53				120	21						62		33
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													103	
Capacity, c (veh/h)		1421													801	
v/c Ratio		0.01													0.13	
95% Queue Length, Q_{95} (veh)		0.0													0.4	
Control Delay (s/veh)		7.6	0.1												10.2	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	1.4												10.2			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

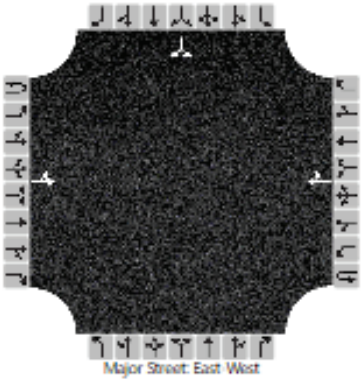
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	Number 2 Rd Site Access
Jurisdiction	Lake County
East/West Street	Number 2 Rd
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		38	120				86	71						42		22
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41													70	
Capacity, c (veh/h)		1400													704	
v/c Ratio		0.03													0.10	
95% Queue Length, Q_{95} (veh)		0.1													0.3	
Control Delay (s/veh)		7.6	0.2												10.7	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	2.0												10.7			
Approach LOS	A												B			

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APPENDIX G

Right and Left Turn Lanes Warrant Charts

Site Access @ Number 2 Rd - AM
Left Turn Lane Warrant

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

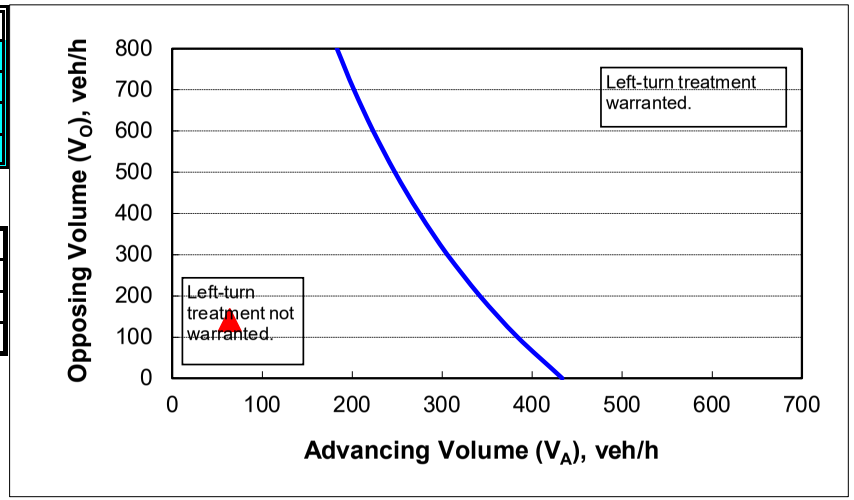
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	17%
Advancing volume (V_A), veh/h:	64
Opposing volume (V_O), veh/h:	141

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	366
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

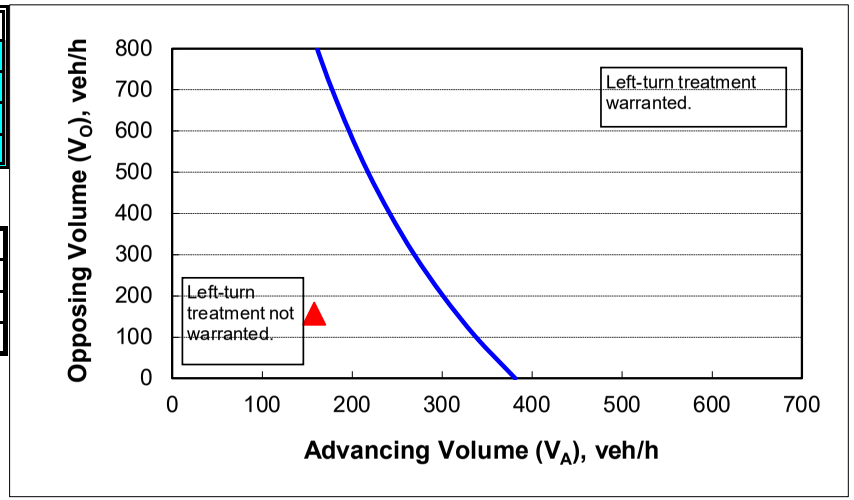
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	24%
Advancing volume (V_A), veh/h:	158
Opposing volume (V_O), veh/h:	157

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	316
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

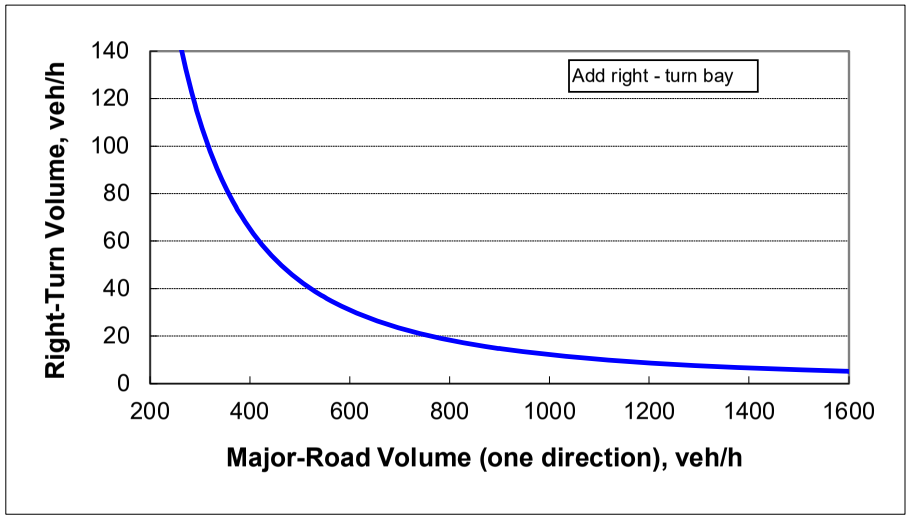
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	141
Right-turn volume, veh/h:	21

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	439
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

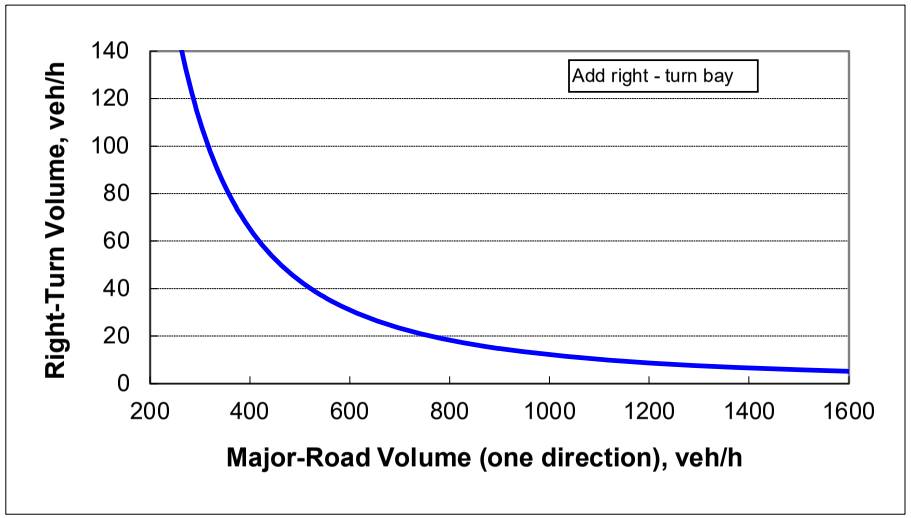
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	**Value**
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	157
Right-turn volume, veh/h:	71

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	361
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

Comment Response for No.2 Road

Staff Comments from 01.10.23 & DRC discussion 01.12.23

1. Number 2 Road is a Lake County facility, and their rules will govern the intersection design. However, the staff supports the recommendation that right and left turn lanes be provided at the entrance as the location for the entrance is on a curve with limited sight distance and the likelihood of high-speed traffic in the area.
   Response: Noted.
2. The project will need to contribute a fair share payment for signalization of the intersection of Central Avenue and SR 19 and the revised signals at CR 48 and SR 19. The Town code sets a maximum length for a cul-de-sac of 660 feet. It appears that two of the proposed cul-de-sacs exceed this limit. Unless the Town Council waives the requirement, some adjustment in the concept plan is needed. A future emergency accessway from the eastern cul-de-sac to the property to the southeast could be provided to offer an opportunity for future access, and some design of the road network near the western cul-de-sac could result in a shortened road.
   Response: Updates to the plan have been made. See updated concept plan for your review.

3. The proposed entrance area design should meet the requirements for the alternative access design as specified in Section 8.03.05 A. The Town Council adoption should note the application of the alternative rule.
   Response: Noted.

4. Staff requested a modified Land Use Map depicting the extent of MDR, Conservation and Public.
   Response: Noted and attached.

Thank you for your comments and we appreciate your reviewing our submittal,

Sincerely,

Alex Stringfellow | Principal
Ph: (352)-217-7710
alex@stringfellowplanning.com
StringfellowPlanning.com
STRINGFELLOW PLANNING & DESIGN

Comprehensive Plan Amendment Application

Please complete the application to the best of your knowledge, and submit the completed form and any required materials to the Town of Howey-in-the-Hills, 103 N. Palm Avenue, Howey-in-the-Hills, FL 34737

REQUESTED ACTION:

SMALL SCALE FUTURE LAND USE MAP AMENDMENT: ___
LARGE SCALE FUTURE LAND USE MAP AMENDMENT: X
TEXT AMENDMENT: ___

REQUESTED FUTURE LAND USE DESIGNATION: Medium Density Residential

SUPPORTING STATEMENT: (Describe reason for requested amendment. For land use map amendment, please compare the proposed land use with the current land use. Attach separate sheet if necessary.)

The reason for the request is to designate an appropriate future land use for multiple parcels proposed to be annexed. Given the scale and density of recently annexed and entitled projects, the applicant asserts that the MDR is an appropriate land use. The applicant does not propose to exceed the 300 unit threshold, which requires Village Mixed Use. Further, adjacent land uses allow for 4DU/ AC, as the applicant is requesting.

PROPERTY INFORMATION:

SHORT PARCEL ID (12 DIGITS): Parcel Tax ID: 27-20-25-0003-000-03100 Alt. Key: 3852069
Parcel Tax ID: 27-20-25-0002-000-00200 Alt. Key: 1101051
Parcel Tax ID: 27-20-25-0001-000-03300 Alt. Key: 3887680
Parcel Tax ID: 28-20-25-0001-000-00100 Alt. Key: 1036119

ADDRESS OF PROPERTY: **Number Two Road**

CROSS STREETS: **N.A.** AND **N.A.**

SIZE OF EXISTING PARCEL: +/- **161.3ac** _____ SQ. FT./[redacted] (circle one)

LEGAL DESCRIPTION (attach separate sheet if necessary):

See Attached

ZONING **A** CURRENT FUTURE LAND USE **Rural Transition**

SURROUNDING LAND USE & ZONING DESIGNATIONS:

	LAND USE	ZONING
NORTH	Urban Low (4DU/AC) & Rural Transition	A & PUD
SOUTH	Rural Transition	A and R-1
EAST	Urban Low (4DU/AC)	PUD
WEST	Rural	A

APPLICANT/AGENT:	
NAME: Tim Loucks / On behalf of Blue Sky Capital Group LLC	
COMPANY: Blue Sky Capital Group LLC	
ADDRESS: 103 Commerce Street, Suite 160	
CITY, STATE, ZIP: Lake Mary, FL 32746	
TELEPHONE: 407-963-1036	FAX:
EMAIL: tim@pibland.com	

OWNER (if different from applicant)	
NAME: Blue Sky Capital Group LLC	
COMPANY: Blue Sky Capital Group LLC	
ADDRESS: 103 Commerce Street, Suite 160	
CITY, STATE, ZIP: Lake Mary, Fl. 32746	
TELEPHONE: 407-963-1036	FAX:
EMAIL: tim@pibland.com	

SIGNATURE OF APPLICANT: x: _____ - managing member

SIGNATURE OF OWNER (if different): _____

***Please attach a notarized Authorization of Owner and/or notarized Power of Attorney, if applicant is different from owner.**

*If owner of the property is a corporation or company, a corporate resolution must be submitted with the application. An original resolution currently on file in the Planning Dept. that is less than one year old may be used. The resolution must state the name of the person(s) who have been resolved by the company as having authority to execute documents on behalf of the company. It must 1) be current; 2) state a termination date; 3) be signed and certified by the secretary; 4) be embossed with the corporate seal; and 5) be an original document.

*For every person doing business under a fictitious name, an Affidavit of Publication must be submitted.

THE FOLLOWING MUST BE SUBMITTED AT THE TIME OF APPLICATION:

__x__ One (1) current (no older than 2 years) signed and sealed survey of the subject property, including total acreage of the land use change

__x__ Legal Description of the subject property (Word format)

__x__ Vicinity Map

__x__ Traffic Impact Analysis, per section 8.02.10

__x__ For residential projects, verification from the Lake County School Board of submittal of the "School Planning and Concurrency Application" (Application available from Lake County School Board web site under Growth Planning.)

__x__ Environmental Impact Analysis, per section 4.02.06J

__x__ Authorization of owner, power of attorney, and/or affidavit of publication, if required (see above section)

U\P\Application\CPA app

_____ Application deposit made payable to: Town of Howey-in-the-Hills in the amount directed by the Town Clerk

Staff Use Only

Complete Application Received By & Date: _____

Incomplete Application Received By & Date: _____

Missing Items: _____

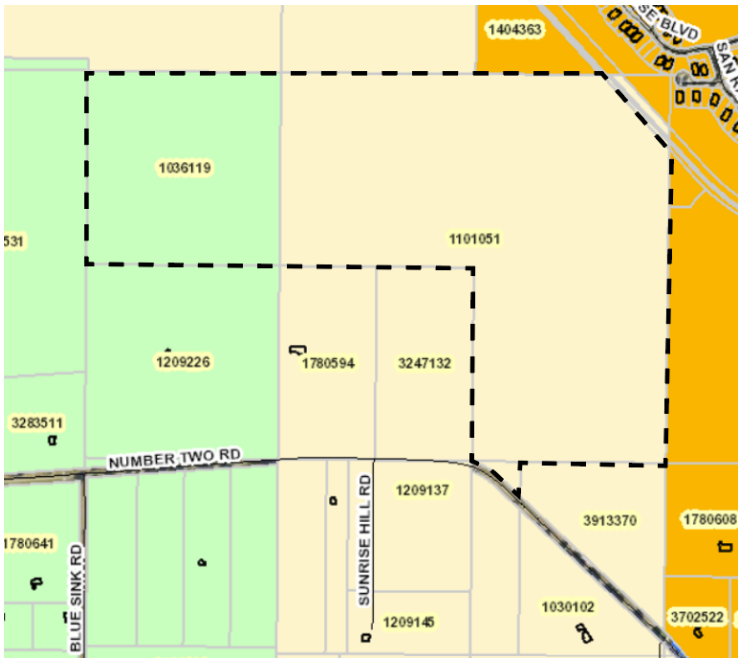
Scheduled Application Closing Date: _____

Scheduled Planning Board Meeting Date: _____

Scheduled City Commission Meeting Date: _____

Payment Received: Check Amount: $ _____ ***Date Paid:*** _____

The request attached herein is intended to assign an appropriate Land Use in parallel with an annexation. The existing land use for the parcels is pictured below:

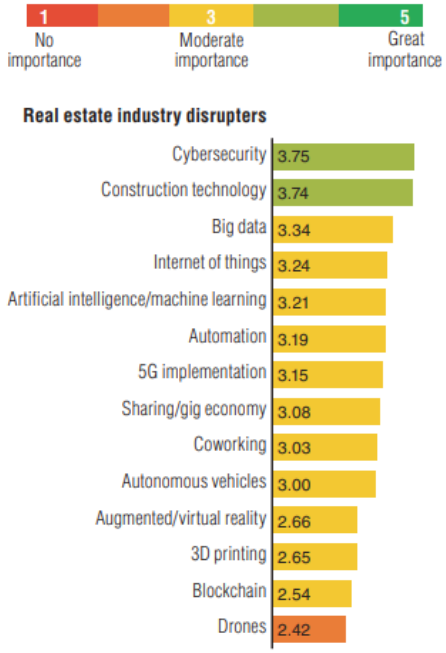


The application is requesting the below Future Land Use map change:

Consistent with the Land Use to the east and north, the applicant asserts that the land use is consistent with the surrounding area. Further, the applicant proposes to keep the western property as recreation/conservation. This effectively decreases the residential density of the site.

Justification for increasing the allowable residential: The United States has recently experienced its slowest population growth rates in the nation's history; the population grew just 0.35 percent in 2020. Against the national trend, Florida has seen a population boom, growing by 1 million residents since 2018. In spite of slowing population growth nationally, housing affordability has skyrocketed in recent years across the nation. Florida's growth creates an even heavier burden on aspiring home buyers. Supply chain challenges, increasing complexity of land development regulations, increasing interest rates and various other factors have driven up cost. The challenges to housing supply are so great, that many professionals agree that government or private sector intervention is required to curb the trend in affordability. Amidst this supply bottleneck, working from home has become more commonplace. In fact, the most disruptive industries in the market are typically supportive in allowing remote workers. See Exhibit 1-5 below:

Exhibit 1-5 **Importance of Disrupters for Real Estate in 2022**



Source: *Emerging Trends in Real Estate 2022* survey.

While technology and automation take center stage, light industrial land tenant vacancy has remained strong through the pandemic and market woes. In sum, the demand in the market is iron focused on a labor force that either works remotely or in a tech/industrial setting. This coupled with a residential supply issue, provides a powerful demand for residential development.

Impact to Utilities and Infrastructure. This Land Use change is estimated to increase the maximum allowable residential units from +/- 175 to 250, which is an increase of 75 units. For transportation, this change is expected to be de minimis. The anticipated utility demand estimate for water/sewer is as follows:

Use	Existing	Proposed	Change
Single Family	52,500 GPD	75,000	22,500 GPD

Further, the student generation for these additional units is estimated below:

250 units * .405 (students per home) = 102 students

This change represents an increase of +/- 31 students.

In conclusion, the applicant asserts that the changes requested here-in are justified in order to (1) meet current housing demands, (2) create consistency between the code and comprehensive plan and (3) provide clarity on the forthcoming applications. The applicant anticipates to coordinate and continue the public process for the Preliminary Plat at a later date, and anticipates coordination on the layout, conceptual designs and program opportunities for the site.

Sincerely,

Alex Stringfellow | Principal
Ph: (352)-217-7710
alex@stringfellowplanning.com
StringfellowPlanning.com
STRINGFELLOW
PLANNING & DESIGN

Bio-Tech Consulting Inc.
Environmental and Permitting Services

info@bio-techconsulting.com
www.bio-techconsulting.com

July 21, 2022

Bobby Luthra
Blue Sky Capital Group, LLC
103 Commerce St.
Lake Mary, FL 32746

Proj: Number 2 Road - Lake County, Florida
Parcel ID(s): 27-20-25-0002-000-00200, 27-20-25-0002-000-03200, 27-20-25-0003-000-03100, and 28-20-25-0001-000-00100
Sections 27 and 28, Township 20 South, Range 25 East
(BTC File #372-81)

Re: Environmental Assessment Report

Dear Mr. Luthra:

During June and July of 2022, Bio-Tech Consulting, Inc. (BTC) conducted an environmental assessment of the approximately 40.17-acre Number 2 Road; which is composed of four (4) separate parcels. The subject property exists along Number 2 Road on the southern portion of the site and is located west of Little Lake Harris; located within Sections 27 and 28, Township 20 South, Range 25 East, Lake County, Florida (**Figures 1, 2 & 3**). This environmental assessment includes the following elements:

- review of soil types mapped within the site boundaries;
- evaluation of land use types/vegetative communities present;
- field review for occurrence of protected flora and fauna, and
- permitting summary.

SOILS

According to the Soil Survey of Lake County, Florida, prepared by the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), ten (10) soil types exist within the subject site (**Figure 4**). These soil types include the following:

Orlando: Main Office
3025 East South Street
Orlando, FL 32803

Vero Beach Office
4445 N A1A
Suite 221
Vero Beach, FL 32963

Jacksonville Office
1157 Beach Boulevard
Jacksonville Beach, FL 32250

Tampa Office
6011 Benjamin Road
Suite 101 B
Tampa, FL 33634

Key West Office
1107 Key Plaza
Suite 259
Key West, FL 33040

Aquatic & Land
Management Operations
3825 Rouse Road
Orlando, FL 32817

407.894.5969
877.894.5969
407.894.5970 fax

- **Sparr sand, 0 to 5 percent slopes (#1)**
- **Candler sand, 0 to 5 percent slopes (#8)**
- **Arents (#17)**
- **Myakka-Myakka, wet, sands, 0 to 2 percent slopes (#28)**
- **Lochloosa sand (#30)**
- **Oklawaha muck (#32)**
- **Placid sand, frequently ponded, 0 to 2 percent slopes (#38)**
- **Placid and Myakka sands, depressional (#40)**
- **Swamp (#44)**
- **Tavares sand, 0 to 5 percent slopes (#45)**

The following presents a brief description of each of the soil types mapped for the subject property:

Sparr sand, 0 to 5 percent slopes (#1) consists of very deep, somewhat poorly drained, moderately slowly to slowly permeable soils on uplands of the coastal plain. They formed in thick beds of sandy and loamy marine sediments. Somewhat poorly drained; slow to moderately slow permeability in the subsoil. The water table is at depths of 20 to 40 inches for periods of 1 to 4 months. The water table is usually perched on the surface of the loamy layers but the loamy layers can also be saturated.

Candler sand, 0 to 5 percent slopes (#8) is a nearly level to gently sloping, excessively drained soil found on the rolling uplands of Florida's central ridge. The surface layer of this soil type generally consists of dark gray sand about 7 inches thick. The water table for this soil type is at a depth of more than 120 inches. Permeability is very rapid throughout the profile of this soil type.

Arents (#17) are deeply disturbed soils consisting of loamy soil material that has been mixed, reworked and leveled or shaped by earth-moving equipment. These units are mostly 12 to 60 inches thick. The water table for this soil type is at a depth of 30 to 60 inches except in low-lying areas, where it is at a depth of 10 to 30 inches, and in a few dry areas, where it is at a depth of more than 60 inches.

Myakka-Myakka, wet, sands, 0 to 2 percent slopes (#28) is a nearly level, poorly drained hydric soil that has a layer stained by organic material at a depth of less than 30 inches. The water table is normally at a depth of 10-40 inches during extended dry seasons. The surface and subsurface layers and the layer at a depth of 56 to 85 inches have rapid permeability, low water available water capacity, and very low natural fertility.

Lochloosa sand (#30) is a nearly level to gently sloping, somewhat poorly drained soil that has a loamy subsoil. This soil is mainly found on the upland ridge and to a lesser extent on the

flatwoods on knolls and ridges. Typically, the surface layer of this soil type is very dark gray sand about 7 inches thick. The water table for this soil type is at a depth of 40 to 60 inches for about 6 months and is below 60 inches during the rest of the year. Permeability of this soil type is rapid to a depth of about 33 inches and moderate below.

Oklawaha muck (#32) is a nearly level, very deep, very poorly drained fibrous soils found on floodplains, freshwater marshes, and depressions. The surface layer of these soil types generally consists of very dark brown unrubbed and rubbed muck, sapric material about 9 inches thick. The water table for this soil type is normally at the surface, and the soils are covered shallow water except during extended dry periods, when the water table falls to a depth of about 6 inches. Permeability of this soil type is slow. Slopes are less than 2%.

Placid sand, frequently ponded, 0 to 2 percent slopes (#38) is a nearly level, very poorly drained soil in low wet areas on the upland ridge and in the flatwoods. The surface layer of this soil type consists of sand about 18 inches thick. The upper 12 inches is black and the lower 6 inches is very dark gray mottled with very dark grayish brown and dark grayish brown. The water table for this soil type is at the surface for the most of the year. During extended dry periods it is within a depth of 15 inches. Shallow water covers many areas for 4 to 6 months in wet seasons. Permeability of this soil type is rapid throughout.

Placid and Myakka fine sands, depressional (#40) are very poorly drained hydric soils found in depressions mostly on the flatwoods. The surface layer of this soil type generally consists of black fine sand about 18 inches thick. Placid soil is ponded for at least 6 months during most years. Permeability of this soil type is rapid.

Swamp (#44) consists of level, very poorly drained mineral and organic soils that have not been classified because excess water and dense vegetation make a detailed investigation impractical. The Swamp mapping unit coincides with broad drainageways, broad, poorly defined streams, large depressions having no outlets, and large bay heads. The associated soils are flooded with water year round except during prolonged periods of drought. The associated land cover consists of dense wetland forests comprised of wetland hardwoods, cypress, black pines, cabbage palms, shrubs, vines, and grasses. This land cover provides shelter and some browse for cattle and wildlife. Establishing adequate water control and removing the dense vegetation to prepare these soils for cultivated crops or pasture are not feasible.

Tavares sand, 0 to 5 percent slopes (#45) is a nearly level to gently sloping soil, moderately well drained soil. It has a very dark grayish-brown sandy surface layer approximately 7 inches thick. Below this layer are 4 levels of sand beginning at 7 inches, 25 inches, 34 inches, and 61 inches. The water table for this soil type is at a depth of 40 to 60 inches for more than 6 months out of the year and below 60 inches during dry periods. This soil type is rapidly permeable

throughout.

The Florida Association of Environmental Soil Scientists (FAESS) considers the main components and inclusions present within the Myakka-Myakka, wet, sands, 0 to 2 percent slopes (#28), Oklawaha muck (#32), Placid sand, frequently ponded, 0 to 2 percent slopes (#38), Placid and Myakka fine sands, depressional (#40), and Swamp (#44) soil types to be hydric. This information can be found in the Hydric Soils of Florida Handbook, Fourth Edition (March, 2007).

LAND USE TYPES/VEGETATIVE COMMUNITIES

The subject site currently supports six (6) land use types/vegetative communities (Figure 5). These land use types/vegetative communities were identified utilizing the Florida Land Use, Cover and Forms Classification System, Level III (FLUCFCS, FDOT, January 1999). The on-site upland land use type/vegetative community is classified as Improved Pastures (211), Hardwood – Conifer Mixed (434), and Pine Plantation (441). The wetland/surface water land use types/vegetative communities are classified as Reservoirs less than 10 acres (534), Wetland Forested Mixed (630) and Vegetated Non-Forested Wetlands (640). The following provides a brief description of the on-site land use types/vegetative communities:

Uplands:

211 Improved Pastures

The center of the subject site consists of lands that were previously used as pasturelands, which is most consistent with the Improved Pastures (211) FLUCFCS classification. Vegetation observed within this land use type includes bahiagrass (*Paspalum notatum*), dog fennel (*Eupatorium capillifolium*), and scattered cabbage palm (*Sabal palmetto*). Vegetative species identified within the outer edge of this community includes slash pine (*Pinus ellottii*), camphor tree (*Cinnamomum camphora*), laurel oak (*Quercus laurifolia*), winged sumac (*Rhus copallinum*), loblolly bay (*Gordonia lasianthus*), saw palmetto (*Serenoa repens*), fetterbush (*Lyonia lucida*), rusty lyonia (*Lyonia ferruginea*), blackberry (*Rubus* sp.), Ceaserweed (*Urena lobata*), ragweed (*Ambrosia artemisiifolia*), muscadine grapevine (*Vitis rotundifolia*), greenbrier (*Smilax* sp.), and passionflower (*Passiflora incarnata*).

434 Hardwood – Conifer Mixed

The eastern and western portions of the subject site consist of lands which are most consistent with the Hardwood – Conifer Mixed (434) FLUCFCS classification. Vegetation observed within this land use type includes live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), slash pine (*Pinus elliottii*), American beauty berry (*Callicarpa americana*), Caesarweed (*Urena lobata*), greenbrier (*Smilax* spp.), dogfennel (*Eupatorium capillifolium*), ragweed (*Ambrosia artemisiifolia*), rosary pea (*Abrus precatorius*), prickly ashes (*Zanthoxylum* spp.), prickly pear (*Opuntia humifusa*), muscadine grapevine (*Vitis rotundifolia*), Pokeweed (*Phytolacca americana*), partridge pea (*Chamaecrista fasciculate*), and coral bean (*Erythrina herbacea*)

441 Pine Plantations

The eastern and southeastern portions of the subject site consist of an inactive pine plantation which is most consistent with the Pine Plantation (441) FLUCFCS classification. Vegetation observed within this land use type includes slash pine (*Pinus elliottii*), live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), cabbage palm (*Sabal palmetto*), American beauty berry (*Callicarpa americana*), ragweed (*Ambrosia artemisiifolia*), dogfennel (*Eupatorium capillifolium*), partridge pea (*Chamaecrista fasciculate*), muscadine grapevine (*Vitis rotundifolia*), greenbrier (*Smilax* spp.), pokeweed (*Phytolacca americana*), Caesarweed (*Urena lobata*), citrus (*Citrus* sp.), rosary pea (*Abrus precatorius*), bahiagrass (*Paspalum notatum*), rose natalgrass (*Melinis repens*), and lantana (*Lantana camara*).

Wetlands and Surface Waters:

534 Reservoirs less than 10 acres

There is an excavated stormwater pond within the northeastern portion of the site that is most consistent with the Reservoirs less than 10 acres (534) FLUCFCS classification. Vegetation observed within this land use type includes sawgrass (*Cladium mariscoides*), pickerel weed (*Pontederia cordata*), elderberry (*Sambucus nigra*), primrosewillow (*Ludwigia* sp.), Carolina willow (*Salix caroliniana*), blackberry (*Rubus* sp.), bahiagrass (*Paspalum notatum*), rose natalgrass (*Melinis repens*), and lantana (*Lantana camara*).

630 Wetland Forested Mixed

The western portion of the site consists of wetlands which are consistent with the Wetland Forested Mixed (630) FLUCFCS classification. Vegetation observed within this land use type includes water oak (*Quercus nigra*), red maple (*Acer rubrum*), scattered cypress (*Taxodium*

ascendens), swamp bay (*Persea palustris*), loblolly bay (*Gordonia lasianthus*), fetterbush (*Lyonia lucida*), common buttonbush (*Cephalanthus occidentalis*), dahoon holly (*Ilex cassine*), red root (*Lachnanthes caroliniana*), blackberry (*Rubus* sp.), netted chain fern (*Woodwardia areolata*), cinnamon fern (*Osmundastrum cinnamomeum*), greenbrier (*Smilax* sp.), netted chain fern (*Woodwardia areolata*), greenbrier (*Smilax* sp.), muscadine grapevine (*Vitis rotundifolia*).

640 Vegetated Non-Forested Wetlands

There are wetlands within the central, southern, and western portions of the site that are most consistent with the Vegetated Non-Forested Wetlands (640) FLUCFCS classification. Vegetation observed within this land use type includes sawgrass (*Cladium mariscoides*), pickerel weed (*Pontederia cordata*), elderberry (*Sambucus nigra*), primrosewillow (*Ludwigia* sp.), and Carolina willow (*Salix caroliniana*)

PROTECTED SPECIES

Using methodologies outlined in the Florida's Fragile Wildlife (Wood, 2001) and Florida Fish and Wildlife Conservation Commission's (FFWCC) Gopher Tortoise Permitting Guidelines (April 2008 - revised July 2021); a cursory assessment for "listed" floral and faunal species was conducted at the subject property on June 28 and July 7, 2022. This assessment included both direct observations and indirect evidence, such as tracks, burrows, tree markings and birdcalls that indicated the presence of species observed. The assessment focused on species that are "listed" by the FFWCC's Official Lists - Florida's Endangered Species, Threatened Species and Species of Special Concern (revised June 2021) that have the potential to occur in Lake County (See attached Table 1).

One (1) species identified is listed as "commercially exploited" by the FDACS. The harvesting of this species, cinnamon fern (*Osmundastrum cinnamomeum*), for commercial gain is prohibited. The FDACS protection of listed plant species centers around preventing the illegal collection, transport and sale of "listed" plants. The FDACS only issue permits for collection purposes and neither regulates nor prohibits the destruction of state-listed flora species as a result of development activities.

Reptiles and Amphibians
brown anole (*Anolis sagrei*)
green anole (*Anolis caroliniana*)
gopher tortoise (*Gopherus polyphemus*)
six-lined racerunner (*Cnemidophorus sexlineatus sexlineatus*)

Birds

Anhinga (*Anhinga anhinga*)
Belted Kingfisher (*Ceryle alcyon*)
Black Vulture (*Coragyps atratus*)
Blue Jay (*Cyanocitta cristata*)
Great Blue Heron (*Ardea herodias*)
Mourning Dove (*Zenaida macroura*)
Northern Mockingbird (*Mimus polyglottos*)
Northern Cardinal (*Cardinalis cardinalis*)
Red-shouldered Hawk (*Buteo lineatus*)

Mammals
eastern cottontail (*Sylvilagus floridanus*)
eastern gray squirrel (*Sciurus carolinensis*)
coyote (*Canis latrans*)
nine-banded armadillo (*Dasypus novemcinctus*)
racoon (*Procyon lotor*)
Virginia opossum (*Didelphis virginiana*)

One (1) of the above wildlife species, the gopher tortoise (*Gopherus polyphemus*), is identified in the FFWCC's Official Lists - Florida's Endangered Species, Threatened Species and Species of Special Concern (revised June 2021). The following provides a brief description of these and additional wildlife species as they relate to the development of the site.

Gopher Tortoise (Gopherus polyphemus)
State Listed as "Threatened" by FFWCC

Numerous gopher tortoise burrows (*Gopherus polyphemus*) have been identified within the on-site upland areas. Currently the gopher tortoise is classified as a "Category 2 Candidate Species" by the U.S. Fish and Wildlife Service (USFWS), and as of September 2007, is now classified as "Threatened" by FFWCC, and as "Threatened" by FCREPA. The basis of the "Threatened" classification by the FFWCC for the gopher tortoise is due to habitat loss and destruction of burrows. Gopher tortoises are commonly found in areas with well-drained soils associated with xeric pine-oak hammock, scrub, pine flatwoods, pastures and abandoned citrus groves. Several other protected species known to occur in Lake County have a possibility of occurring in this area, as they are gopher tortoise commensal species. However, none of these species were observed during the survey conducted.

The FFWCC provides three (3) options for developers that have gopher tortoises on their property. These options include: 1) avoidance (i.e., 25-foot distance from construction), 2)

preservation of habitat, and 3) off-site relocation. As such, permitting through FFWCC prior to any construction activities will be required.

The subject site was surveyed for the existence of gopher tortoises through the use of pedestrian transects. The survey covered approximately 100% of the suitable habitat present within the subject site boundaries. Thirty (30) active/inactive gopher tortoise burrows were observed and recorded using a handheld GPS (Figure 6a). Based on the tortoise population that exists and the expected development plan for the property, off-site relocation will be required through FFWCC within the areas proposed for development. This number is based on the factored occupation rate of 0.614 (Auffenburg-Franz). Therefore, for the purpose of estimating costs associated with the subject site, as many as nineteen (19) gopher tortoises are estimated to occupy these burrows.

If relocation efforts cannot be completed within 90 days of a formal gopher tortoise survey, FFWCC requires an additional survey to be conducted.

Bald Eagle (Haliaeetus leucocephalus)
State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940)

In August of 2007, the US Fish and Wildlife Service (USFWS) removed the Bald Eagle from the list of federally endangered and threatened species. Additionally, the Bald Eagle was removed from FFWCC's imperiled species list in April of 2008. Although the Bald Eagle is no longer protected under the Endangered Species Act, it is still protected under the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and FFWCC's Bald Eagle rule (Florida Administrative Code 68A-16.002 Bald Eagle *(Haliaeetus leuchocephalus)*.

In May of 2007, the USFWS issued the National Bald Eagle Management Guidelines. In April of 2008, the FFWCC adopted a new Bald Eagle Management Plan that was written to closely follow the federal guidelines. In November of 2017, the FFWCC issued "A Species Action Plan for the Bald Eagle" in response to the sunset of the 2008 Bald Eagle Management Plan. Under the USFWS's management plans, buffer zones are recommended based on the nature and magnitude of the project or activity. The recommended protective buffer zone is 660 feet or less from the nest tree, depending on what activities or structures are already near the nest. As provided within the above referenced Species Action Plan, the USFWS is the regulating body responsible for issuing permits for Bald Eagles. In 2017, the need to obtain a State permit (FFWCC) for the take of Bald Eagles or their nests in Florida was eliminated following revisions to Rule 68A-16.002, F.A.C. A USFWS Bald Eagle "Non-Purposeful Take Permit" is not needed for any activity occurring outside of the 660-foot buffer zone. No activities are permitted within 330 feet of a nest without a USFWS permit.

In addition to the on-site evaluation for listed species, BTC conducted a review of FFWCC's database and Audubon's Eagle Watch program database for recorded Bald Eagle nests within the surrounding 660 feet of the subject site. This review revealed that there are no Bald Eagle nests through the 2020-2021 nesting season, within 660 feet of the project site boundaries (Figure 6b). Thus, no developmental constraints are expected with respect to Bald Eagle nests.

USFWS CONSULTATION AREAS

The U.S. Fish and Wildlife Service has established "consultation areas" for certain listed species (Figure 7). Generally, these consultation areas only become an issue if USFWS consultation is required, which is usually associated with permitting through the U.S. Army Corps of Engineers. The reader should be aware that species presence and need for additional review are often determined to be unnecessary early in the permit review process due to lack of appropriate habitat or other conditions. However, the USFWS makes the final determination.

Consultation areas are typically very regional in size, often spanning multiple counties where the species in question are known to exist. Consultation areas by themselves do not indicate the presence of a listed species. They only indicate an area where there is a potential for a listed species to occur and that additional review might be necessary. Such review might include the need for species-specific surveys using established methodologies that have been approved by the USFWS.

The following paragraphs include a list of the USFWS Consultation Areas associated with the subject property. Also included, is a brief description of the respective species habitat and potential for additional review:

Sand Skink (Neoseps reynoldsi)
Federally Listed as "Threatened" by USFWS

The subject site falls within the Sand Skink Consultation Area for the United States Fish and Wildlife Service (USFWS). The sand skink is listed as "Threatened" by the USFWS. The sand skink exists in areas vegetated with sand pine *(Pinus clausa)* - rosemary *(Ceratiola ericoides)* scrub or a long leaf pine *(Pinus palustris)* - turkey oak *(Quercus laevis)* association. Habitat destruction is the primary threat to this species' survival. Citrus groves, residential, commercial and recreational facilities have depleted the xeric upland habitat of the sand skink. All properties within the limits of this consultation area that are located at elevations greater than 80' and contain suitable (moderate-to-well drained) soils are believed by USFWS to be areas of potential sand skink habitat.

A formal sand skink survey has been completed (2022) for the subject site. While no skinks were observed on the site, a formal report detailing the negative results of this survey will be provided in a separate report. Any impacts to occupied sand skink habitat will require the issuance of an Incidental Take permit through the USFWS and mitigation to off-set the habitat loss.

Florida Scrub-Jay (Aphelocoma coerulescens)
Federally Listed as "Threatened" by USFWS

Currently the Florida Scrub-Jay is listed as threatened by the USFWS. Florida Scrub-jays are largely restricted to scattered, often small and isolated patches of sand pine scrub, xeric oak, scrubby flatwoods, and scrubby coastal stands in peninsular Florida (Woolfenden 1978a, Fitzpatrick et al. 1991). They avoid wetlands and forests, including canopied sand pine stands. Optimal Scrub-jay habitat is dominated by shrubby scrub, live oaks, myrtle oaks, or scrub oaks from 1 to 3 m (3 to 10 ft.) tall, covering 50% to 90 % of the area; bare ground or sparse vegetation less than 15 cm (6 in) tall covering 10% to 50% of the area; and scattered trees with no more than 20% canopy cover (Fitzpatrick et al. 1991).

No Scrub-jays were observed on the subject site during the cursory survey conducted by BTC. As no suitable habitat exists within the limits of the site, it is not anticipated that a formal survey would be required by the USFWS or another agency to determine if any Florida Scrub-Jays utilize any portions of the site.

Everglade Snail Kite (Rostrhamus sociabilis)
Federally Listed as "Endangered" by USFWS

The subject site falls within the USFWS Consultation Area for the Everglade Snail Kite. Currently the Everglade Snail Kite is listed as "Endangered" by the USFWS. Everglade Snail Kites are similar in size to Red-shouldered Hawks. All Everglade Snail Kites have deep red eyes and a white rump patch. Males are slate gray, and females and juveniles vary in amounts of white, light brown, and dark brown, but the females always have white on their chin. Everglade Snail Kites vocalize mainly during courtship and nesting. They may occur in nearly all of the wetlands of central and southern Florida. They regularly occur in lake shallows along the shores and islands of many major lakes, including Lakes Okeechobee, Kissimmee, Tohopekaliga (Toho) and East Toho. They also regularly occur in the expansive marshes of southern Florida such as Water Conservation Areas 1, 2, and 3, Everglades National Park, the upper St. John's River marshes and Grassy Waters Preserve.

No Everglade Snail Kites were observed on the site during the cursory wildlife survey conducted by BTC. As no suitable habitat exists within the limits of the site, it is not anticipated that a

formal survey would be required by the USFWS or another agency to determine if any Everglade Snail Kites utilize any portions of the site.

ENVIRONMENTAL CONSTRAINTS

The onsite wetlands and surface waters on the site are in the process of being delineated by BTC in accordance with local, state and federal guidelines utilizing pink "Bio-Tech Consulting" flagging tape (Figure 8). Once flagging is complete, an updated map will be submitted for review. All wetland/surface water flag locations will need to be approved by the appropriate regulatory agencies during the permitting process. The site resides in the Southern Ocklawaha River drainage basin (Figure 9).

St. Johns River Water Management District (SJRWMD)

There is a SJRWMD Environmental Resource Pemit (ERP), Permit #19298-4, associated with the lake in the northeastern portion of the site. This ERP aproved the excavation and enhancement of the wetland areas within the above mentioned lake associated with the adjoining Mission Inn Resort single-family subdivision on November 10, 2000. This permit expired on November 10, 2005. Since this permit has expired and there are no other ERP's associated with the subject site, a new ERP application will be required through the SJRWMD to authorize construction and operation of a stormwater management system for the site in association with the proposed project and for all wetland/surface water impacts in association with the proposed project. Impacts to the project's wetland and/or other surface water communities would be permittable by SJRWMD as long as the issues of elimination and reduction of wetland impacts have been addressed and as long as the mitigation offered is sufficient to offset the functional losses incurred via the proposed impacts. Coordination with the Division of Historical Resources (DHR) and the FFWCC will be necessary as part of the ERP process.

Florida Department of Environmental Protection (FDEP)

State 404 Program

In December of 2020, the Florida Department of Environmental Protection (FDEP) assumed federal permitting authority for all wetland and surface water resources under Section 404 of the Clean Water Act (CWA). While the ERP and State 404 Programs are joint ERP applications, the State 404 Program is a separate program from the existing ERP Program described above. For those project's whose wetland and surface water resources are associated with tidal waters or traditional navigable waters, under Section 10 of the Rivers and Harbors Act, the US Army Corps of Engineers (USACE) will retain federal permitting authority and a separate Application will need to be submitted to the USACE. These "retained" resources also include wetlands

and/or other surface waters that fall within the 300-foot guide line established from the ordinary high-water mark or mean high tide line of the retained waters.

FDEP currently considers all wetland and/or surface water resources to be federally jurisdictional unless the applicant provides documentation proving otherwise under the current Navigable Waters Protection Rule (NWPR). Impacts to the project's wetland and other surface water communities should be permittable by FDEP as long as the issues of elimination and reduction of wetland impacts have been addressed and as long as the mitigation offered is sufficient to offset the functional losses incurred by the proposed impacts. In addition, regulated activities proposed in waters assumed by the State 404 Program are still required to meet all standards mandated under the CWA Section 404(b)(1) guidelines, this includes alternate site analysis. Coordination with the USFWS will be necessary as part of the Section 404 permitting process through FDEP.

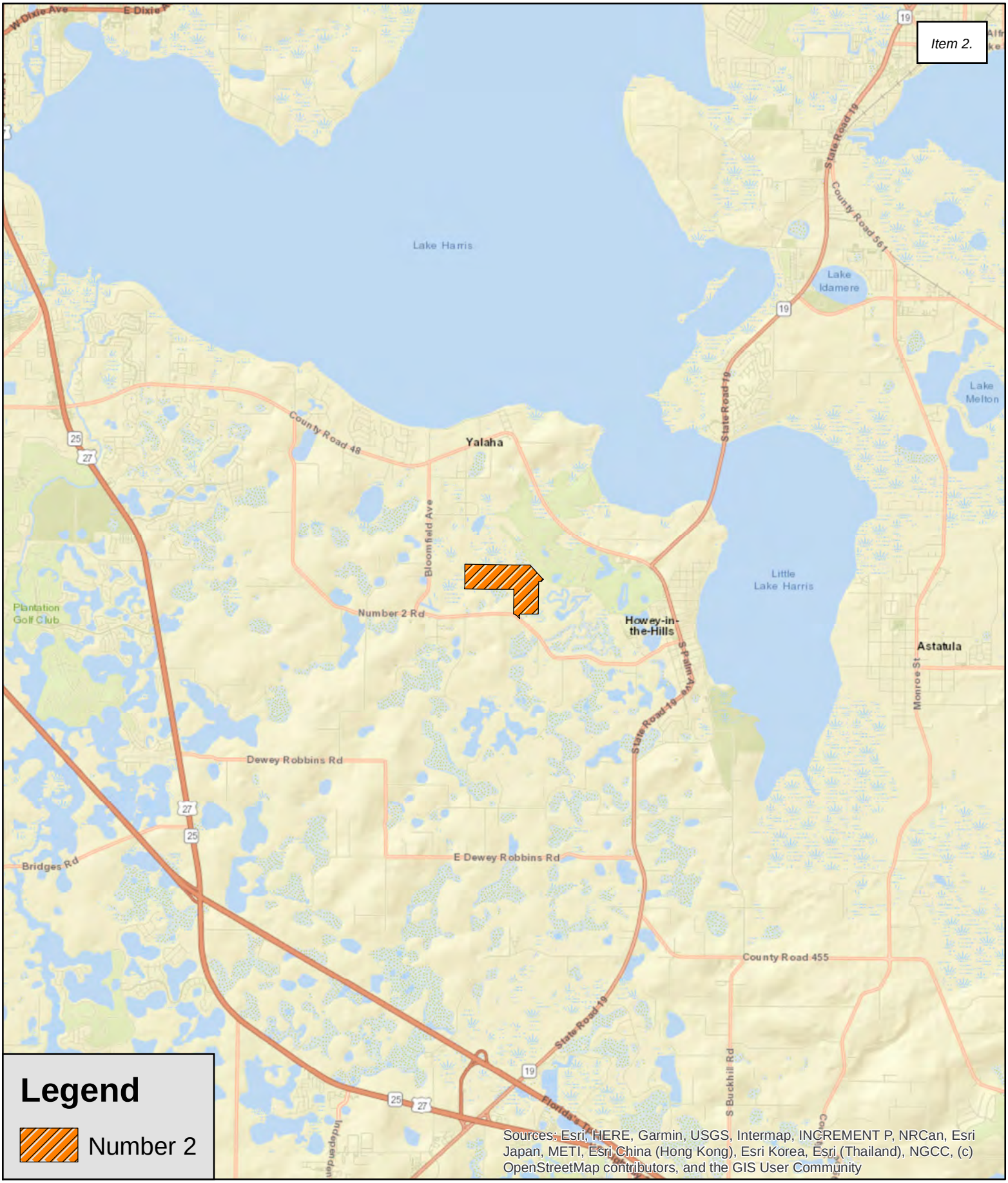
The environmental limitations described in this document are based on observations and technical information available on the date of the on-site evaluation. This report is for general planning purposes only. The limits of any on-site wetlands/surface waters can only be determined and verified through field delineation and/or on-site review by the pertinent regulatory agencies. The wildlife surveys conducted within the subject property boundaries do not preclude the potential for any listed species, as noted on Table 1 (attached), currently or in the future.

Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

Mark Ausley
Director

Attachments



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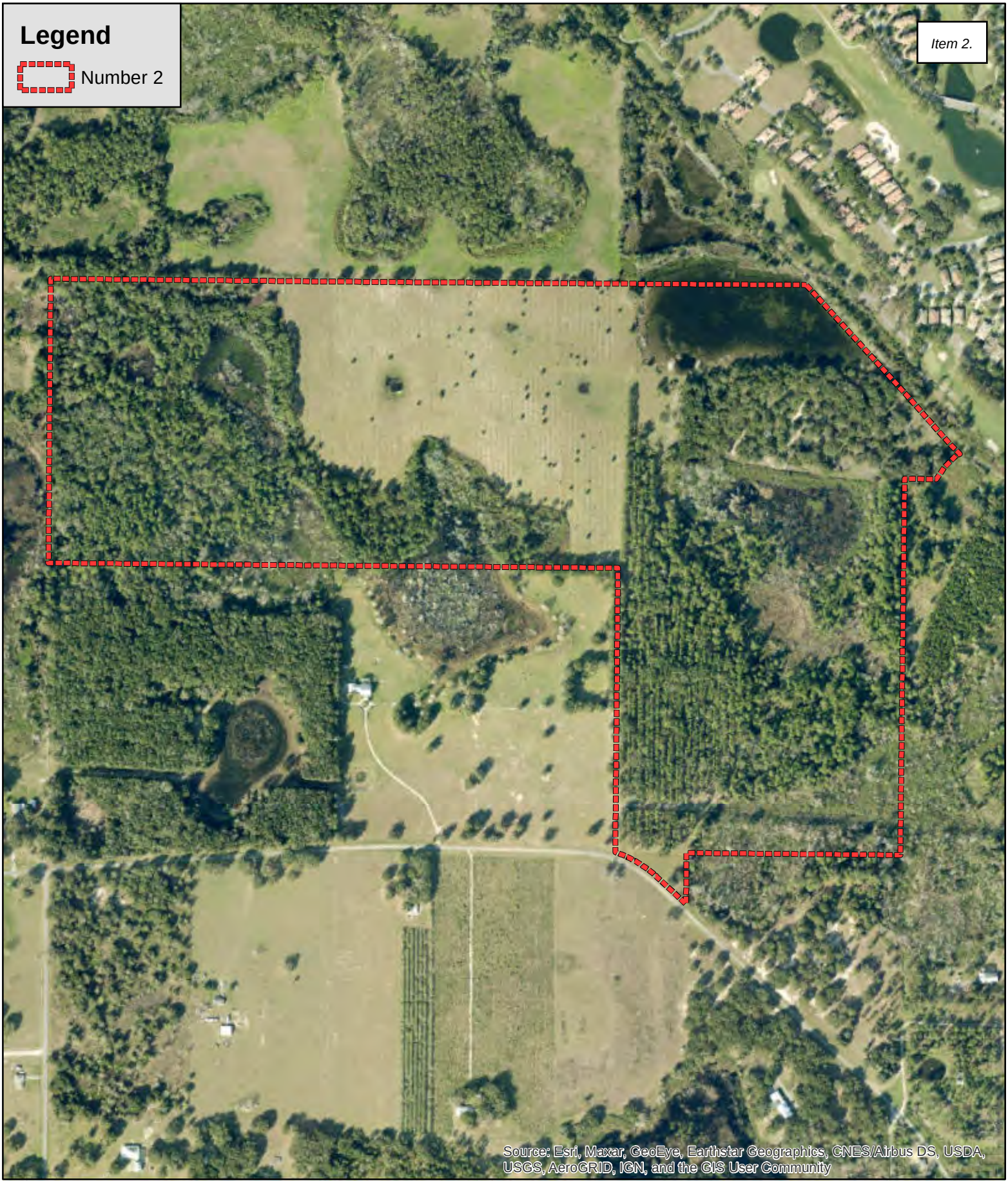
Number 2 Road
Lake County, Florida
Figure 1
Location Map

N W E S

1 Miles

Project #: 372-18
Produced By: [illegible]
Date: 6/19/2022



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Number 2 Road
Lake County, Florida
Figure 2
2021 Aerial Photograph

N
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640
Feet

Project #: 372-18
Produced By: H
Date: 4/2/2022

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Number 2 Road
Lake County, Florida
Figure 3
USGS Topographic Map

N
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525 Feet

Project #: 372-18
Produced By: [illegible]
Date: 7/15/2022

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Lake County, Florida
Figure 4
SSURGO Soils Map

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525
Feet

Project #: 372-18
Produced By: [illegible]
Date: 7/15/2022

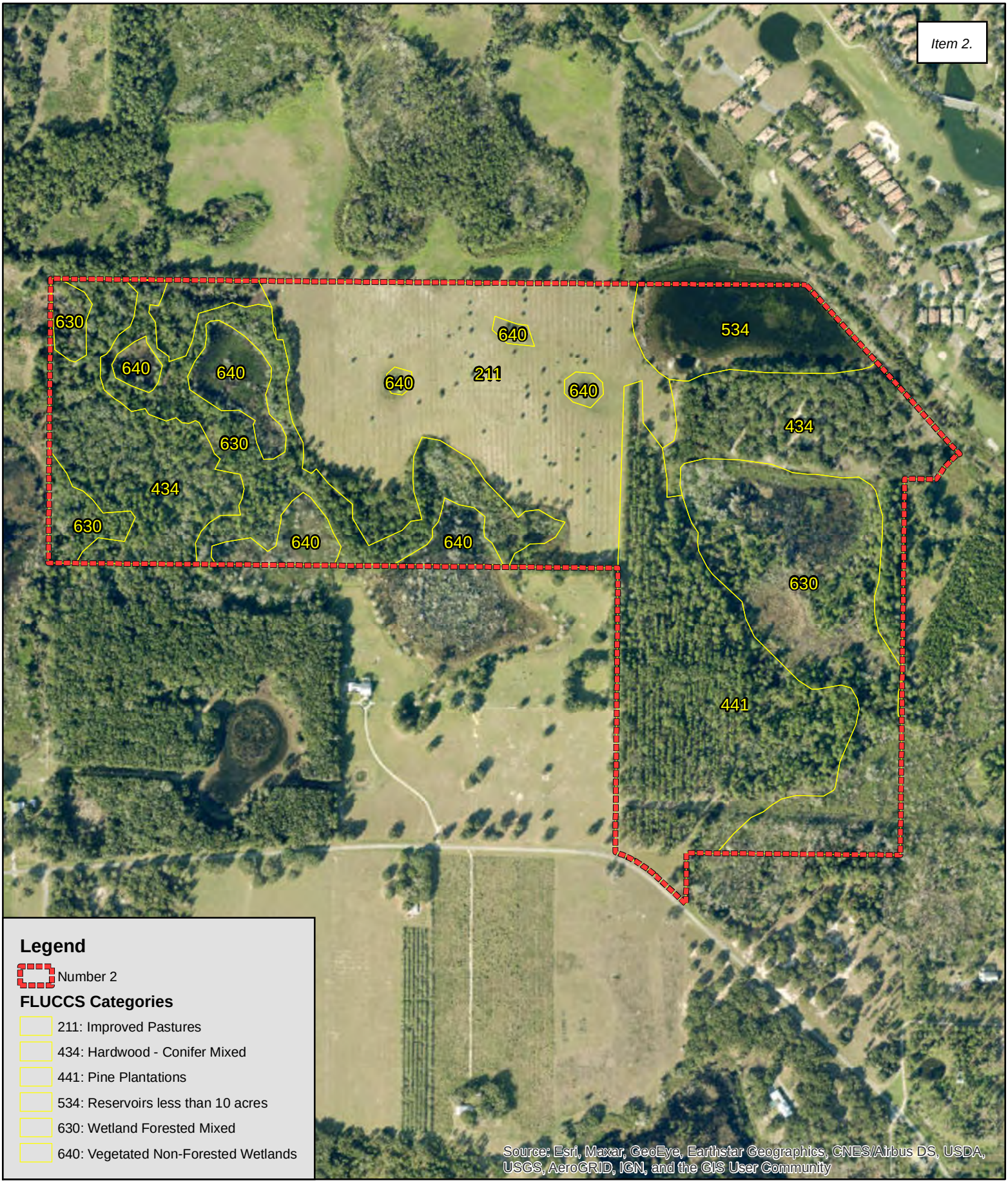

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Figure 5
FLUCCS Map

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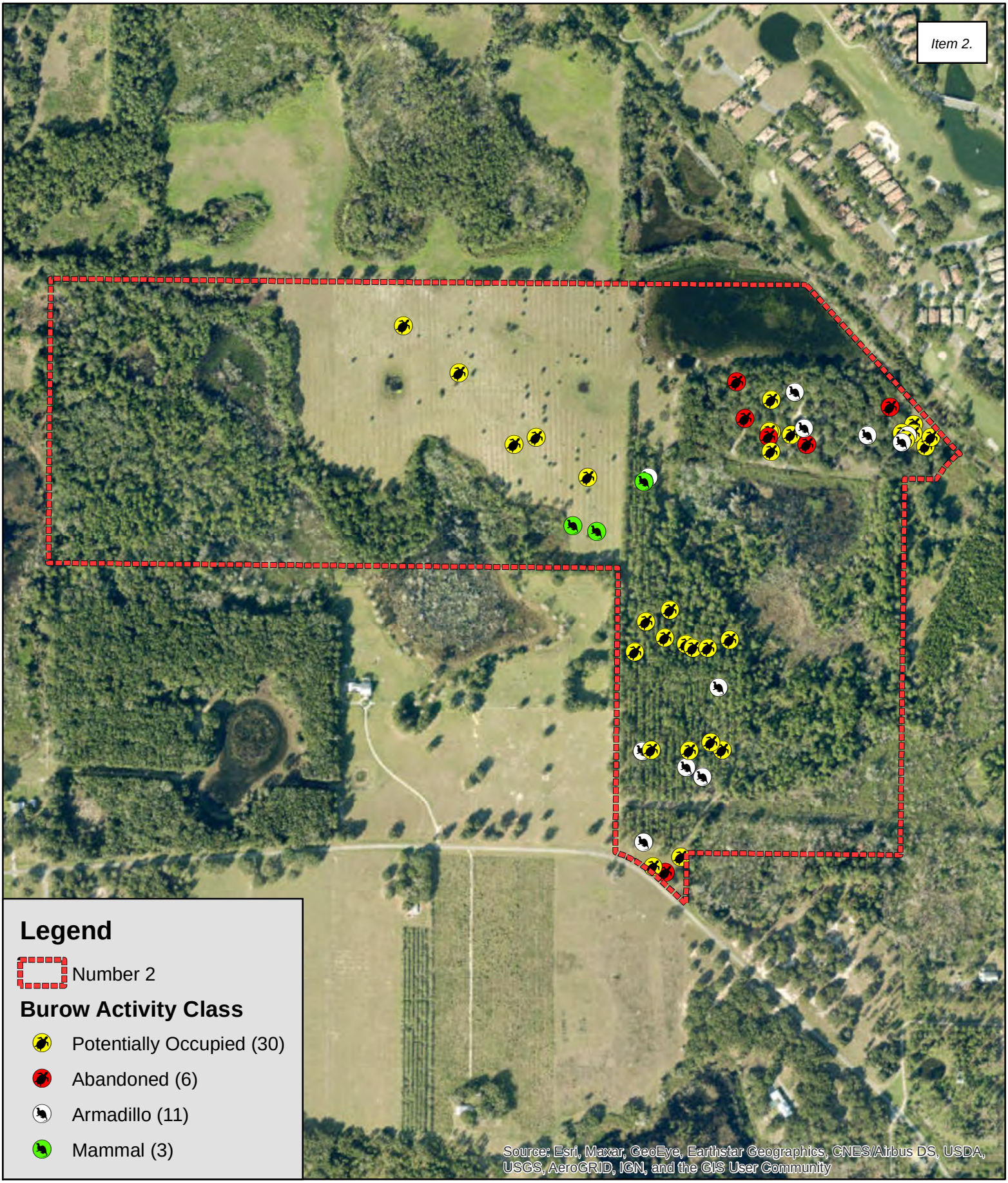
Project #: 372-18
Produced By: [illegible]
Date: 7/15/2022



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Number 2 Road
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Figure 6a
Wildlife Survey Map

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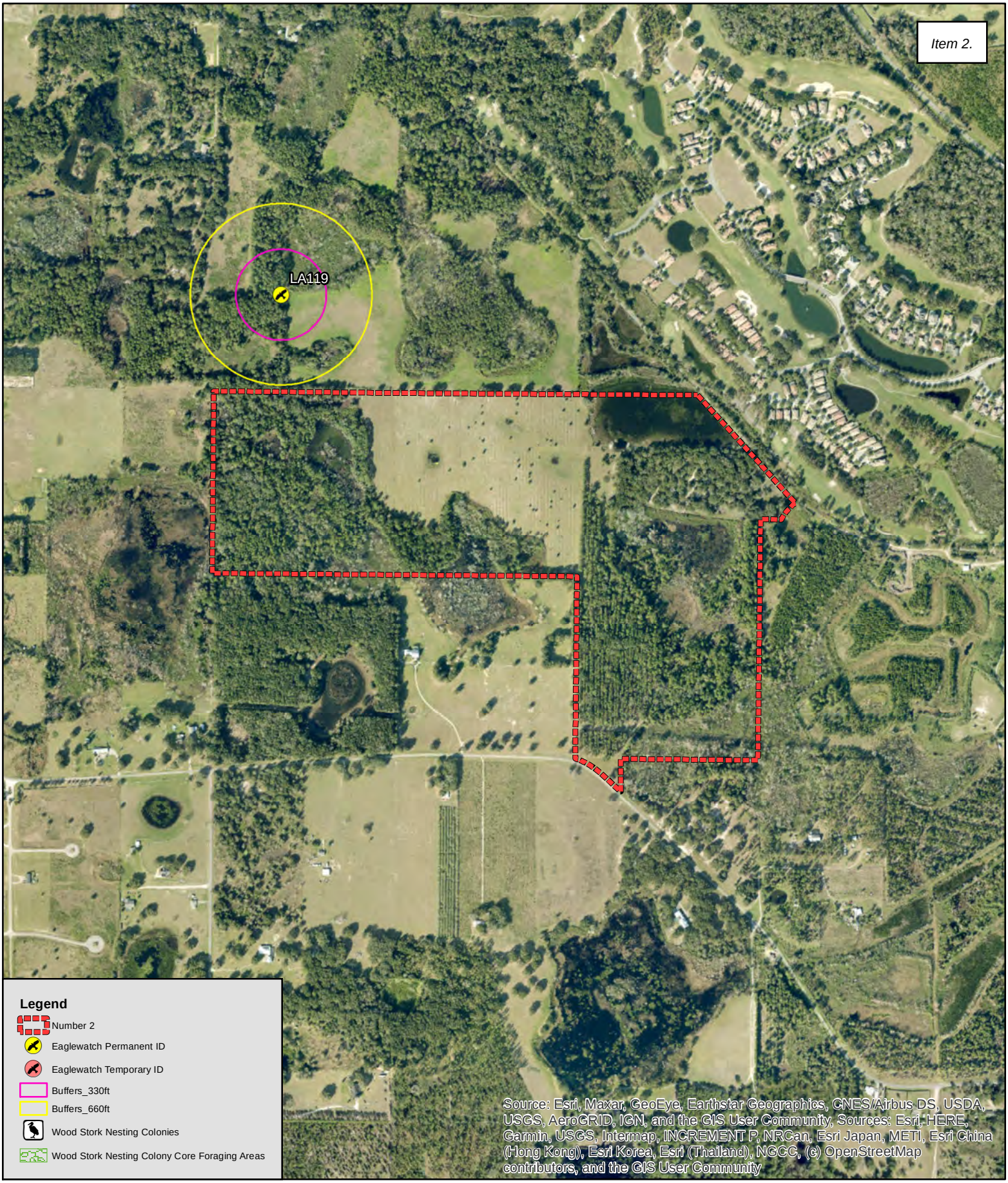
Feet

Project #: 372-18
Produced By: [illegible]
Date: 7/11/2022



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Number 2 Road
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Figure 6b
Wildlife Proximity Map

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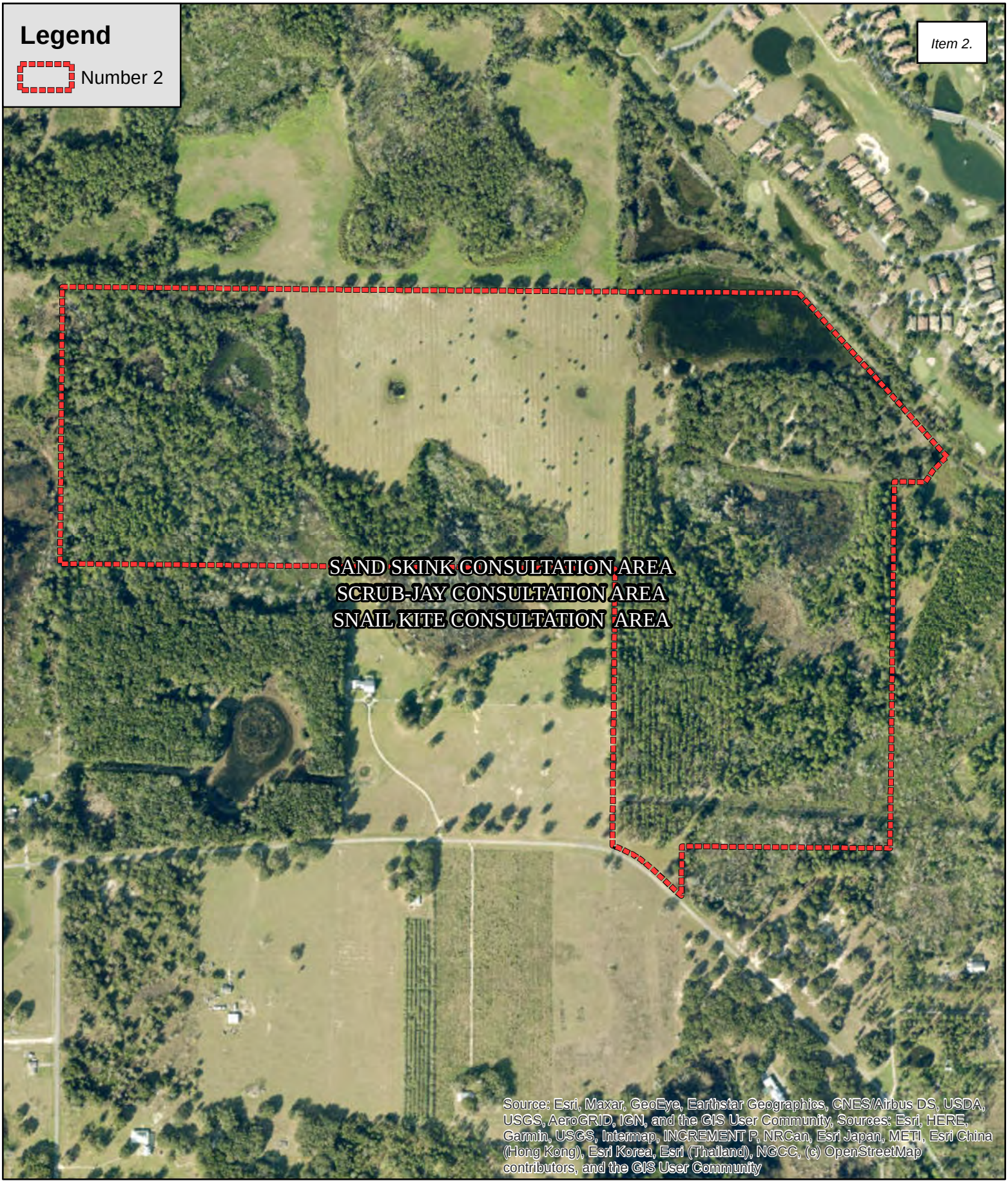
Project #: 372-18
Produced By: [illegible]
Date: 6/19/2022



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Lake County, Florida
Figure 7
USFWS Consultation Map

N
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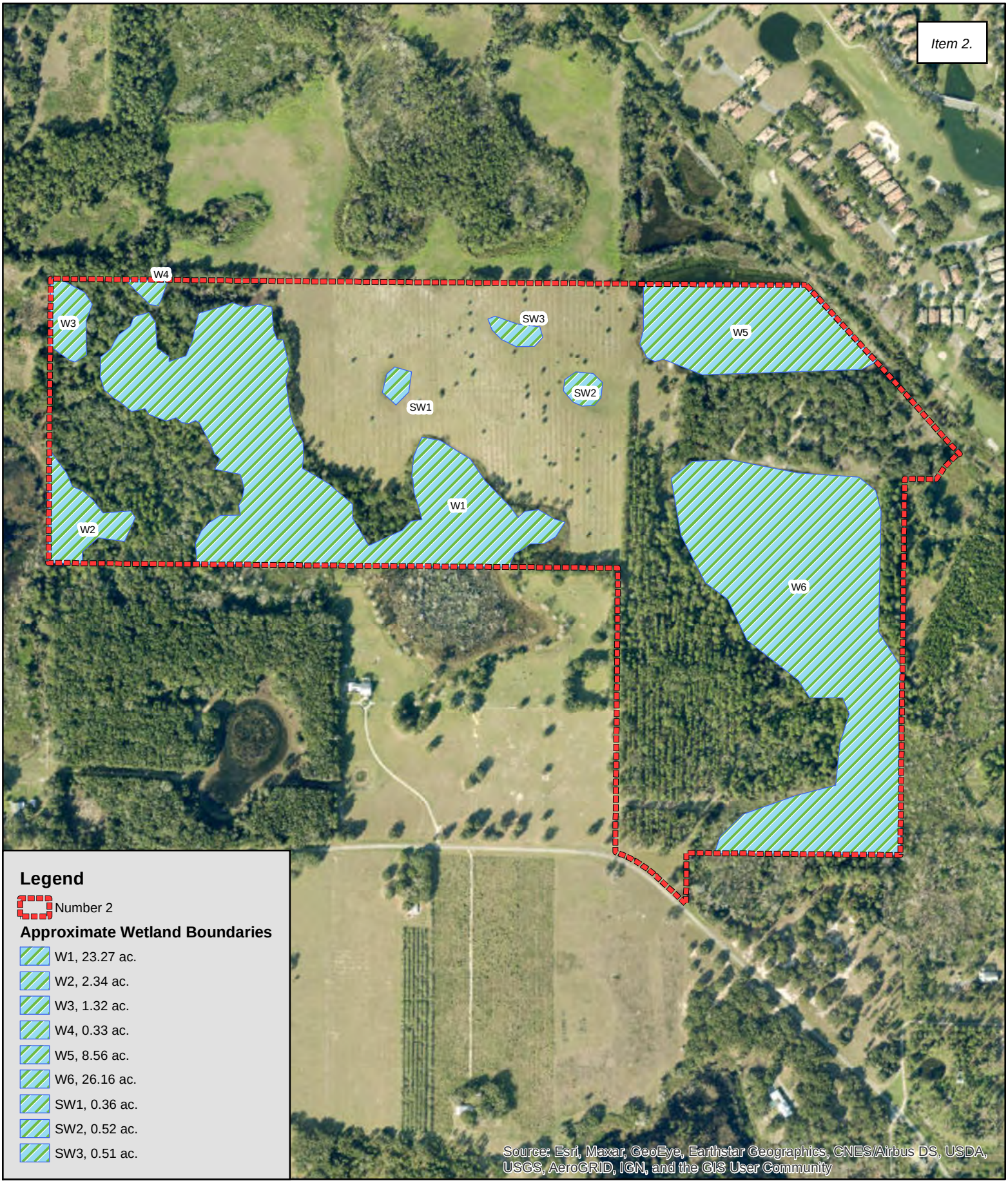
650 Feet

Project #: 372-18
Produced By: [illegible]
Date: 6/19/2022



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Number 2 Road
Lake County, Florida
Figure 8
Approximate Wetland Boundaries

N
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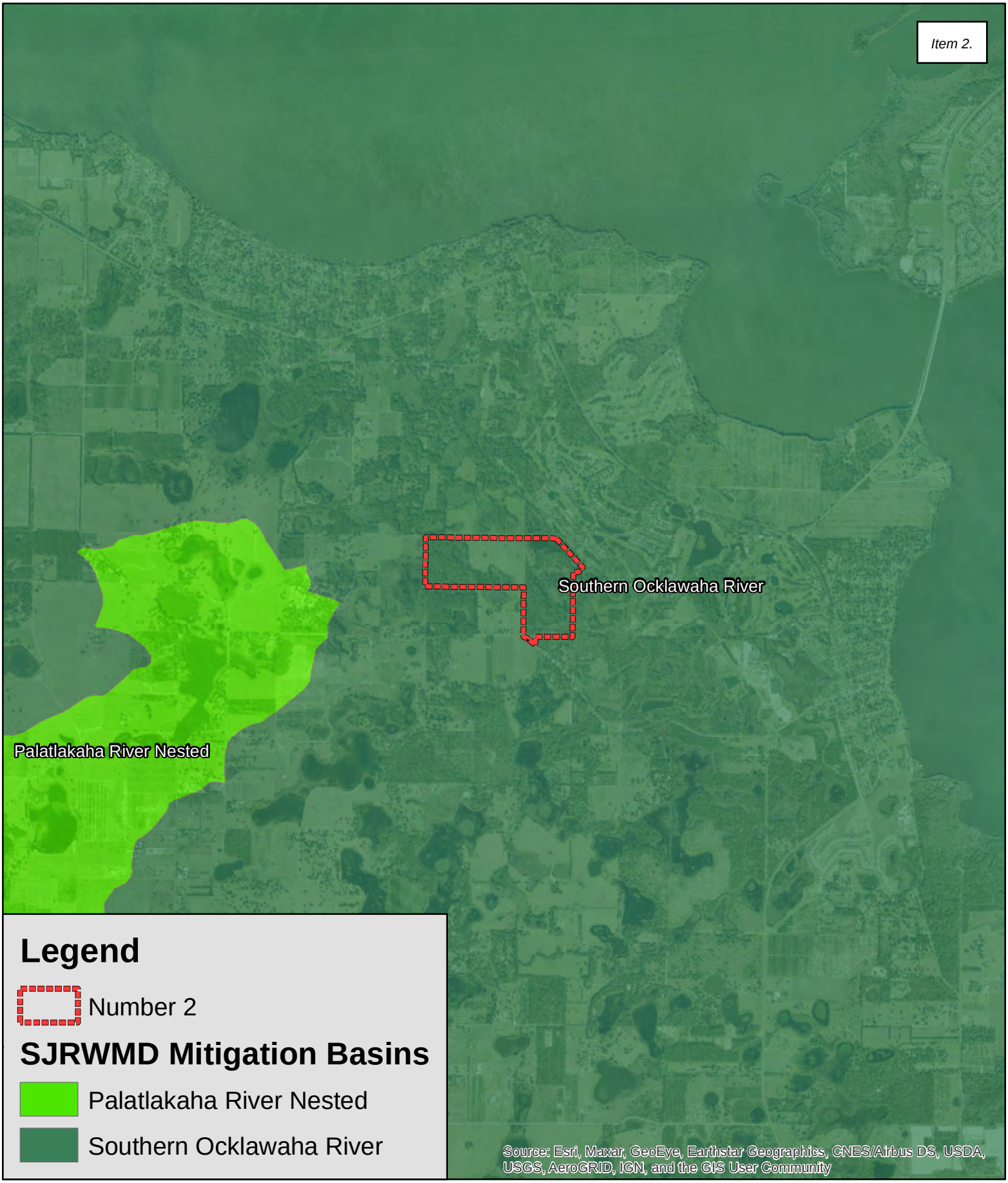
525 Feet

Project #: 372-18
Produced By: [illegible]
Date: 7/21/2022



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Number 2 Road
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Figure 9
Mitigation Basin Map

N
W E
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3,000 Feet

Project #: 372-18
Produced By: [illegible]
Date: 6/19/2022

Table 1 :	Potentially Occuring Listed Wildlife and Plant Species in Lake County, F		
Scientific Name	**Common Name**	**Federal Status**	**State Status**
FISH			
Pteronotropis welaka	Bluenose Shiner	N	ST
REPTILES			
Alligator mississippiensis	American Alligator	SAT	FT(S/A)
Drymarchon corais couperi	Eastern Indigo Snake	LT	FT
Gopherus polyphemus	Gopher Tortoise	C	ST
Lampropeltis extenuata	Short-Tailed Snake	N	ST
Pituophis melanoleucus mugitus	Florida Pine Snake	N	ST
Plestiodon reynoldsi	Sand Skink	LT	FT
BIRDS			
Antigone canadensis pratensis	Florida Sandhill Crane	N	ST
Aphelocoma coerulescens	Florida Scrub-Jay	LT	FT
Athene cunicularia floridana	Florida Burrowing Owl	N	ST
Egretta caerulea	Little Blue Heron	N	ST
Egretta tricolor	Tricolored Heron	N	ST
Falco sparverius paulus	Southeastern American kestrel	N	ST
Grus americana	Whooping Crane	XN	FXN
Mycteria americana	Wood Stork	LT	FT
Picoides borealis	Red-Cockaded Woodpecker	LE	FE
MAMMALS			
Trichechus manatus	West Indian Manatee	LT	FT
VASCULAR PLANTS			
Bonamia grandiflora	Florida bonamia	LT	E
Carex chapmanii	Chapman's Sedge	N	T
Centrosema arenicola	Sand Butterfly Pea	N	E
Chionanthus pygmaeus	pygmy fringe tree	LE	E
Clitoria fragrans	scrub pigeon-wing	LT	E
Coelorachis tuberculosa	Piedmont Jointgrass	N	T
Coeleataenia abscissa	Cutthroat Grass	N	E
Cucurbita okeechobeensis	Okeechobee Gourd	LE	E
Eriogonum longifolium var *gnaphalifolium*	Scrub Buckwheat	LT	E
Hartwrightia floridana	Hartwrightia	N	T
Hasteola robertiorum	Florida Hasteola	N	E
Illicium parviflorum	Star Anise	N	E
Justicia cooleyi	Cooley's Water-Willow	LE	E
Lechea cernua	Nodding Pinweed	N	T
Matelea floridana	Florida Spiny-Pod	N	E
Monotropa hypopithys	Pinesap	N	E
Najas filifolia	Narrowleaf Naiad	N	T
Nemastylis floridana	Celestial Lily	N	E
Nolina brittoniana	Britton's Beargrass	LE	E
Paronychia chartacea ssp *chartacea*	Paper-Like Nailwort	LT	E
Pecluma plumula	Plume Polypody	N	E
Pecluma ptilota var. bourgeauana	Comb Polypody	N	E
Polygala lewtonii	Lewton's Polygala	LE	E
Polygonella myriophylla	Small's Jointweed	LE	E
Prunus geniculata	Scrub Plum	LE	E

Pteroglossaspis ecristata	Giant Orchid	N	T
Salix floridana	Florida Willow	N	E
Sideroxylon alachuense	Silver Buckthorn	N	E
Stylisma abdita	Scrub Stylisma	N	E
Vicia ocalensis	Ocala Vetch	N	E
Warea amplexifolia	Clasping Warea	LE	E
Warea carteri	Carter's Warea	LE	E

FEDERAL LEGAL STATUS

LE-Endangered: species in danger of extinction throughout all or a significant portion of its range.
LT-Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
SAT-Endangered due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.

C-Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.
XN-Non-essential experimental population.
N-Not currently listed, nor currently being considered for listing as Endangered or Threatened.

STATE LEGAL STATUS - ANIMALS

FE- Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service
FT- Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service
FXN- Federal listed as an experimental population in Florida
FT(S/A)- Federal Threatened due to similarity of appearance
ST- State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.
SSC-Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* for Pandion haliaetus (Osprey) indicates that this status applies in Monroe county only.)
N-Not currently listed, nor currently being considered for listing.

*** State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940)*

STATE LEGAL STATUS - PLANTS

E-Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.
T-Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.
N-Not currently listed, nor currently being considered for listing.

TMH CONSULTING, INC.
Community Planning Services

TMHConsulting@cfl.rr.com
97 N. Saint Andrews Dr.
Ormond Beach, FL 32174
PH: 386.316.8426

MEMORANDUM

TO: Howey-in-the-Hills Planning Board
CC: J. Brock, Town Clerk
FROM: Thomas Harowski, AICP, Planning Consultant
SUBJECT: Comprehensive Plan Future Land Use Map Amendment
Zoning Map Amendment
DATE: February 8, 2023

The subject property is an approximately 160-acre group of four parcels located to the west of the Mission Inn golf course property and north of Number Two Road (location map attached). The property is owned by Blue Sky Capital LLC and the project is currently using Cedar Creek as the project name. The Town has previously dealt with parcel under the name Daryl Carter Trust, and the property may be identified in some of the Town reports under the previous name. The Planning Board has previously dealt with the parcel in recommending annexation of the subject property. To complete the package of amendments that accompany annexation, the Town needs to adopt an amendment to the future land use map and provide a zoning designation consistent with the future land use plan.

As a follow-up to annexation, the applicant is seeking an amendment to the future land use map to designate approximately 80 acres of the property as medium density residential. About 60-acres is proposed as conservation and another 20+ acres designated as Public/Utility. The accompanying map shows the distribution of the proposed land uses with the medium density residential located on the eastern two-thirds of the property. Conservation areas based on surface waters and wetlands are interspersed with the medium density residential land use and in the western one-third of the property. The Public/Utility designation is applied in upland areas in the western 40-acres of the property. A portion of the Public/Utility area is being devoted to stormwater retention for the proposed development and the balance of the Public/Utility area is being reserved for the potential development of a wastewater treatment facility.

The applicant is NOT seeking a planned unit development classification, but has requested the Town's MDR-2 Single-Family Residential zoning be applied. Should the Town approve the application, MDR-2 will be applied to the medium density residential area, Conservation will be applied to the areas designated for conservation and preservation, and the balance of the tract will be zoned Public (PUB). The applicant has submitted a concept development plan which shows how the proposed project complies

with the requested zoning designations. The concept plan will be discussed in more detail below.

The annexation of the subject property is contingent upon approval of the requested comprehensive plan amendment and zoning pattern. Should either the land use designation or zoning not be approved by the Town, the parcel will remain in unincorporated Lake County and continue with the county land use and zoning designations.

Comprehensive Plan Future Land Use Map Amendment Review

The review of the requested amendment of the future land use map will examine the consistency with the Town's comprehensive plan goals, objectives and policies; the issue of potential urban sprawl; and the issue of the ability to provide public services to the proposed project.

The current land use designations under the County comprehensive plan are Rural Transition for all of the parcel except for the western 40 acres which is designated as rural and the small area along the old rail line which is designated as Urban Low Density. The County rural protection area boundary runs along the eastern line of the western 40 acres. The area included within the rural protection area is proposed as conservation and low intensity public use and is therefore consistent with the rural protection area objectives. The rural transition land use allows development up to one unit per acre and the rural land use allows development at one unit per five acres. The applicant's calculation of potential residential development under the current Lake County land use is 84.5 units with project proposed at 171 total units. The Town's medium density land use classifiaction would allow up to four units per acre or a maximum of 322 units for the 80.5 acres. Under the Town's comprehensive plan the Conservation and Public/Utility land use classifications have no residential development allowed.

Housing Demand

The applicant has stated that there is a need for additional housing to address a backlog of housing demand and to reduce pressure on housing prices as a reason for expanding the total inventory of approved housing in the Town. In recent months the town has seen three major projects with entitlements of about 1,600 housing units go dormant while three smaller projects (Watermark, Cedar Creek and Whispering Heights) with about 570 units total continue to move through the review process. It may be that economy is moving into a period where smaller, less expensive projects will become more practical for development. It is interesting to note that all three of these projects are also standard single-family development with amenities and lot sizes at the MDR-2 level and larger.

We know that Lake County has been a strong housing market, especially as housing demand extends northward from the Four Corners area through Groveland and now Howey. Demand also remains strong to west in the area served by Leesburg. For

the housing projects located within the Town and its nearby exetnded area, the issue of demand may be more one of timing for projects rather than total demand.

Urban Sprawl

One of the questions that need to be examined whenever the urban development envelope is expanded is whether the proposed project will create or contribute to urban sprawl. The question was raised with the applicant as part of the Development Review Committee consideration of the proposed project. The applicant responded with a detailed analysis of the urban sprawl criteria, and a copy of this assessment is attached. The following conclusions can be drawn from the analysis:

- From a land use perspective, the proposed project can be viewed as an extension of the developed and proposed housing areas within the Mission Inn planned unit development .

- The previous conclusion is supported by the concentration of the housing area within the eastern portion of the project area.

- The location of wetlands and reservation of a significant area of upland for Public/Utility use creates a step-down of development intensity from the Mission Inn PUD through the residential portion of the proposed project to the existing wetland and agricultural area to the west.

- The proposed plan supports the Lake County rural protection corridor concept.

- The project site is a little remote for effective utility service with water and sewer and careful consideration will need to be given to these issues. Typically the urban sprawl concern with water and sewer utilties is the inificient use of existing water and sewer services while extending services to outlying areas. The Town's situation is a little different in that the water and sewer systems have little available capacity anywhere in the system. While plans are underway to upgrade the services, the opportunity exists to extend these services in any direction where a logical extension of the urban area is proposed.

- The traffic analysis identified the need to make some signal improvements within the current network, and eventually Number Two Road will need improvement, but the applicants will be required to contribute the fair share portion of their project demand to the overall system upgrades.

Concurrency Analysis

The preceeding comments highlight some of the concurrency issues. Sewer service needs a system expansion to support the project and there is one avenue to do this through the community development district service provider. The Town has adequate water treatment capacity from the central plant, but line extensions to the project site need to be addressed. Traffic will raise some issues that will need to be

addressed through the fair share contribution process, and the applicant will need to make improvements to Number Two Road through the dedication of additional right-of-way and the provision of turn lanes at the project entrance.

The school district conducted an analysis of school capacity to serve the project. This review was done in February of 2022 for a 313 unit project. School capacity was available but marginal at that time. The project is much smaller now which will reduce anticipated student generation, but the school assessment will need to be updated. The assessment done at this point for general planning purposes is not a commitment or reservation of capacity, but rather a planning tool for the school and Town to use in assessing overall demand going forward. No commitment of capacity will occur until the project receives a final subdivision plan approval, and at that time the project will need to provide any mitigation that may be required at that point.

Other Commentary

An enviromental survey was consucted for the site including surveys for gopher tortoise, sand skink, scrub jay and eagles. No sand skinks or scrub jays were found on the site. One eagle nest was identified to the northwest but is sufficiently removed that the buffer areas do not intrude onto the subject proprty. Gopher tortoise were identified and will need to be addressed through properly permitted actions at the time of development.

Zoning Proposal

The zoning program is straight forward given that the applicant is asking for standard zoning classifications. A zoning assignment of MDR-2, Medium Density Residential applied to the development area is consistent with the Medium Density Residential Land Use classification. The areas identified as being wetlands or otheriwse designated as non-development areas should be designated as Conservation. The area proposed for potemtial utility development should be zoned as Public.

- The MDR-2 zoned area will allow for development of the proposed single-famiy housing along with the roads, planned amenity center and some of the storm water management faciities.

- The Conservation zoned areas allow no development by right, but would permit low intensity recreation and site security uses as conditional uses. The conditional use designation requires the Town Council to approve each allowable use.

- The Public use designated area lies in the upland areas of the western portion of the tract. The Public zone is used for government buildings and essential utilities. In this project the essential utilities will include some storm water management areas and the potential location for a wastewater treatment facility to serve the project and potentially other development is the future.

Concept Plan Review

The applicants have submitted a concept development plan that is keyed to the requested MDR-2 zoning and the Medium Density Residential land use classification. The concept plan is being evaluated for compliance with the zoning requirements and other requirements of the land development code and comprehensive plan. The salient elements of the plan include:

- Single-family residential lots (171) meeting the minimum lot size of 75 feet by 120 feet.

- The residential density is 2.14 units per acre as a net density (residential area only) and 1.07 units per acre gross density (total project area).

- The project includes a centrally located amenity center along with four additional satellite amenity locations.

- Site access is from Number Two Road and because of the shape of the parcel only one exterior connection is possible.

- The road network does provide alterate access to sub-neighborhoods within the proejct, and the primary access has been designed to meet the requirements of Section 8.03.05 A,. The project provides for a potential emergency access connection to the east if future development in that area permits a future connection.

- Areas where existing conditions and soils are prohibitive for development have been designated as conservation areas. The design will be required to include the minimum wetlands buffers per code and will require complaince with the building setback requirements from wetland areas.

- Stormwater facilities have been located adjacent to conservation areas where appropriate in the design to further distance residential development from the wetland areas.

- Public land uses have been allocated to the western 40 acres of the site and concentrated on the upland portions of thewesern 40 acres. The Public area will include some stormwater retention area and provides the opportunity for placement of a sewage treatement plant on the site if other options cannot be provided.

- The design excludes residential development from the county's rural protection area and the design provides for a transition from more urban uses to agricultural uses.

In part the uses allocated to the site and the locations for development activity are directed by the Town's policies on development adjacent to wetlands. The Town's comprehensive plan policies prohibit the altering of wetlands to create additional area for strucutres. As applied to this project proposal, no wetland areas may be filled to create residential building pads. The comprehensive plan and land development regulations also require a minimum 25-foot buffer from wetlands and a minimum 50-foot setback from a wetland to a structure. The application of these policies requires the plan to identify wetland areas and provide for the protection of these areas as conservation sites. The conservation areas as shown represent the best available data on wetlands, but prior to development a formal wetland determination will be conducted and the residential portion of the property adjusted as necessary.

Preliminary Subdivision Plan

Once the annexation, land use amendment and zoning program are complete, the applicant will present a preliminary subdivision plan for review. A preliminary subdivision plan was advertised, but the plan as submitted lacks some of the required elements. Most of the items are technical such as title block information, a complete legend and an added legal description (one is included in the overall submittal), but the preliminary subdivision plan also requires a tree survey which is not currently avalable. The applicant will need to resubmit the preliminary subdivision plan at a later date once the tree survay data becomes available.

Recommendation

The applicant has presented a land use and zoning pattern that seems reasonable for the intended project. Application of the Town's standards for wetland protection and the future land uses as proposed will effectively limit the number of units that can be constructed under the MDR-2 zoning regardless of the maximum allowable density under Medium Density Land Use.

The next most logical option is to assign a lower density land use such as low density single family residential which has a maximum development level of two units per acre. The concern with the low density residential land use is that the MDR-2 is not consistent with that designation. The only allowable zoning under the Low Density Residential is Single-Family (SFR) or planned unit development. The SFR zoning requires a minimum one-half acre lot with 100 feet by 150 feet lot dimensions. Other than agricultural zoning, the Town does not have a land use or zoning category that approximates the current County designations.

The proposed plan is a reasonable allocation of uses to the site and protective of wetlands on the site and Lake County the rural protection area. Actual development density approximates the maximum density allowed for Low Density Residential, but the allocation of Medium Density Residential and MDR-2 zoning is needed to support the proposed lot sizes. A total of 171 units is proposed by the concept plan, and the limitations of the lot size required by MDR-2 zoning and the available residential area suggests that the total number of units will not increase significantly. Final engineering

may create the opportunity for an additional couple of units, but it just as likely that the total unit count will decrease following formal wetlands determinations and more detailed engineering. If the Planning Board wishes to support the annexation of the project areas as previously recommended, the proposed comprehensive plan designation and proposed zoning is a reasonable choice.

CEDAR CREEK - CONCEPTUAL PLAN

Legend

- Wetlands - 59.94 Acres
- 50' Wetland Buffer
- Stormwater - 17.93 Acres (18%)
- Open Space - 49.57 Acres (49%) - Includes SW & Buffers
- 75' x 120' Single Family Homes - 171
- Community Amenities

ACREAGE & DENSITY
Gross Acreage: ± 161.04 Acres
Net Acreage: ± 101.1 Acres
Proposed Units: 171 (1.69 du/ac)

0' 100' 200' 400' 800'

N

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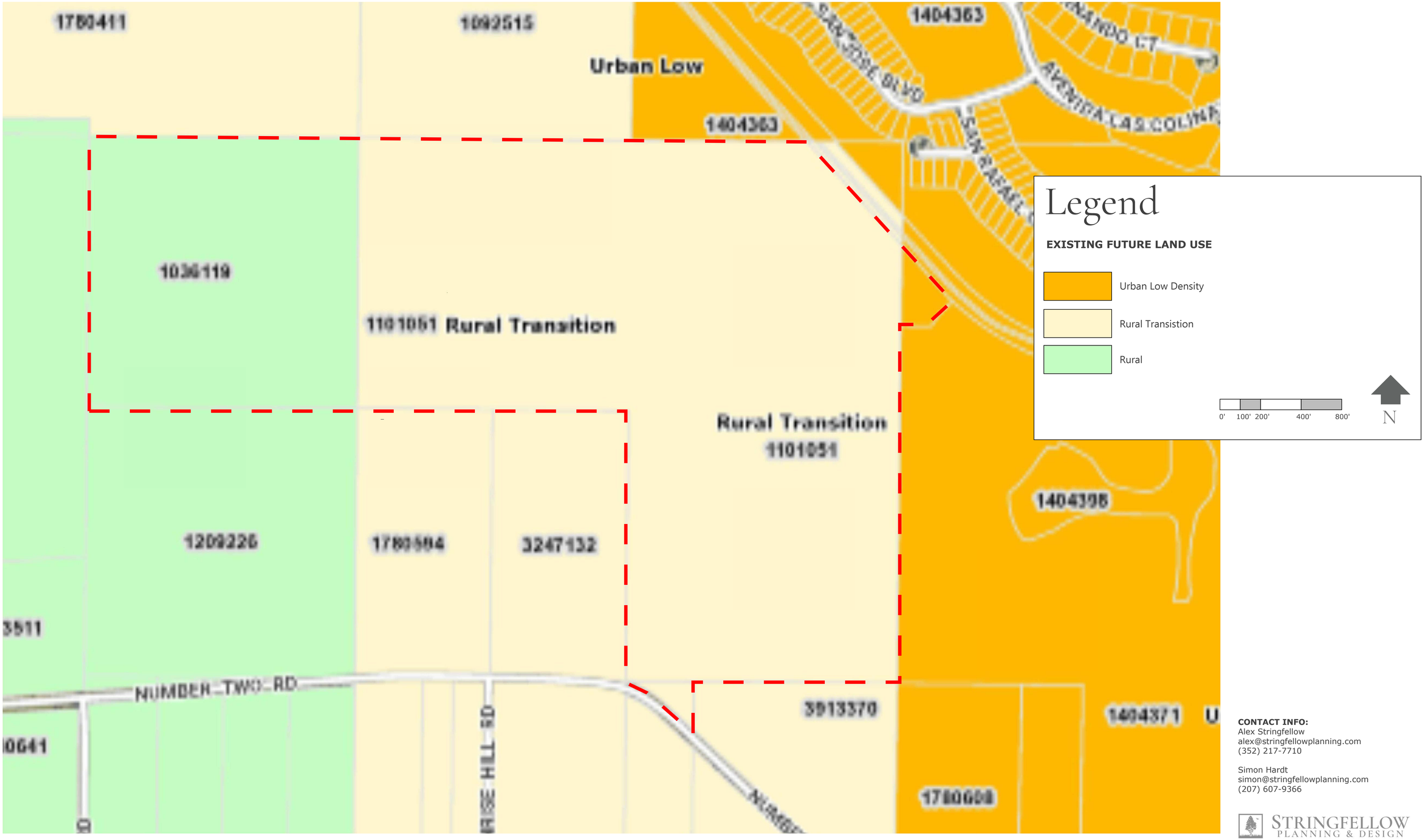
Simon Hardt
simon@stringfellowplanning.com
(207) 607-9366

STRINGFELLOW PLANNING & DESIGN

CEDAR CREEK - EXISTING FUTURE LAND USE MAP



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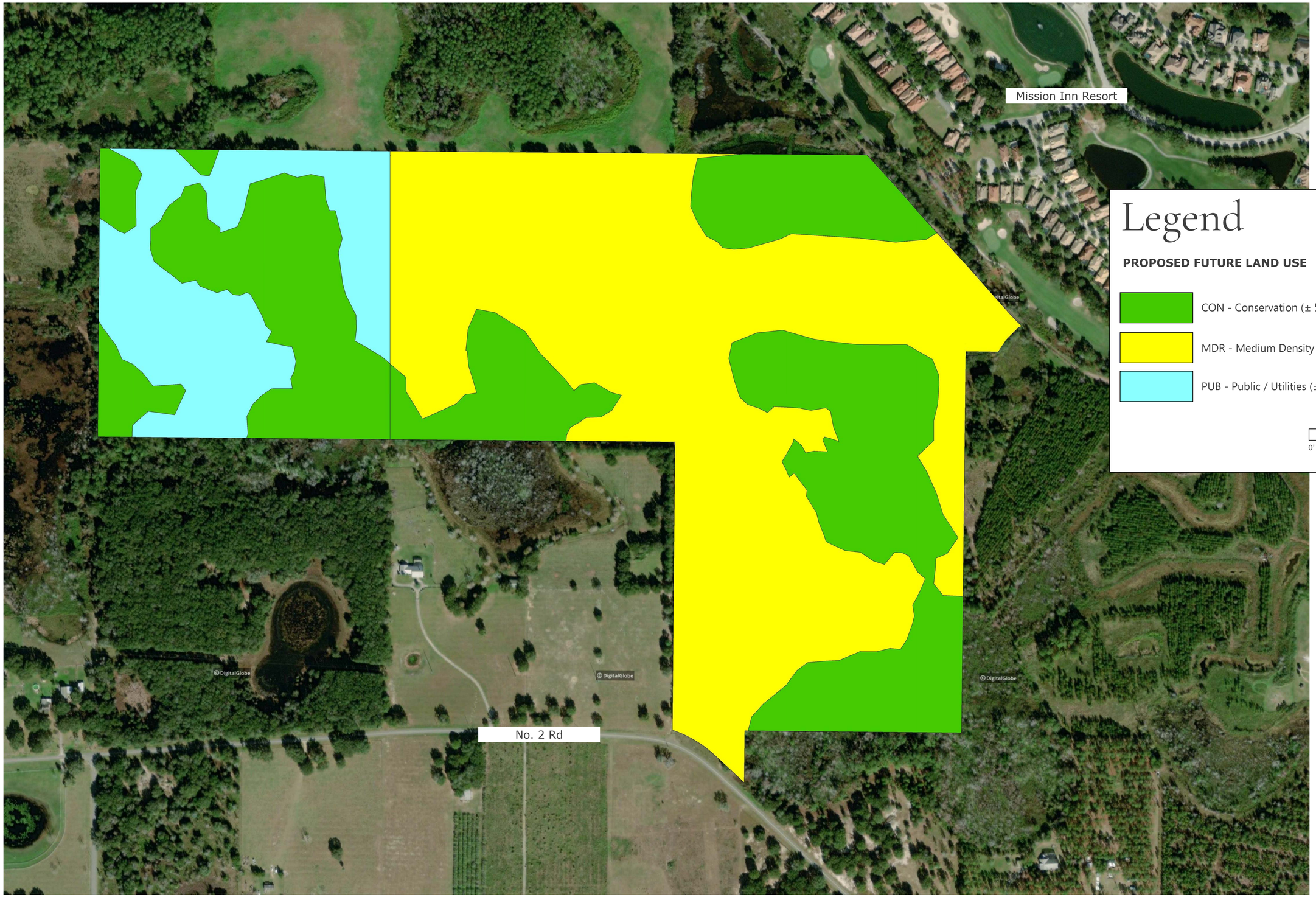
STRINGFELLOW PLANNING & DESIGN

CEDAR CREEK - PROPOSED FUTURE LAND USE



Legend

PROPOSED FUTURE LAND USE

- CON - Conservation (± 59.94 Acres)
- MDR - Medium Density Residential (± 80.38 Acres)
- PUB - Public / Utilities (± 20.66 Acres)

0' 100' 200' 400' 800'

N

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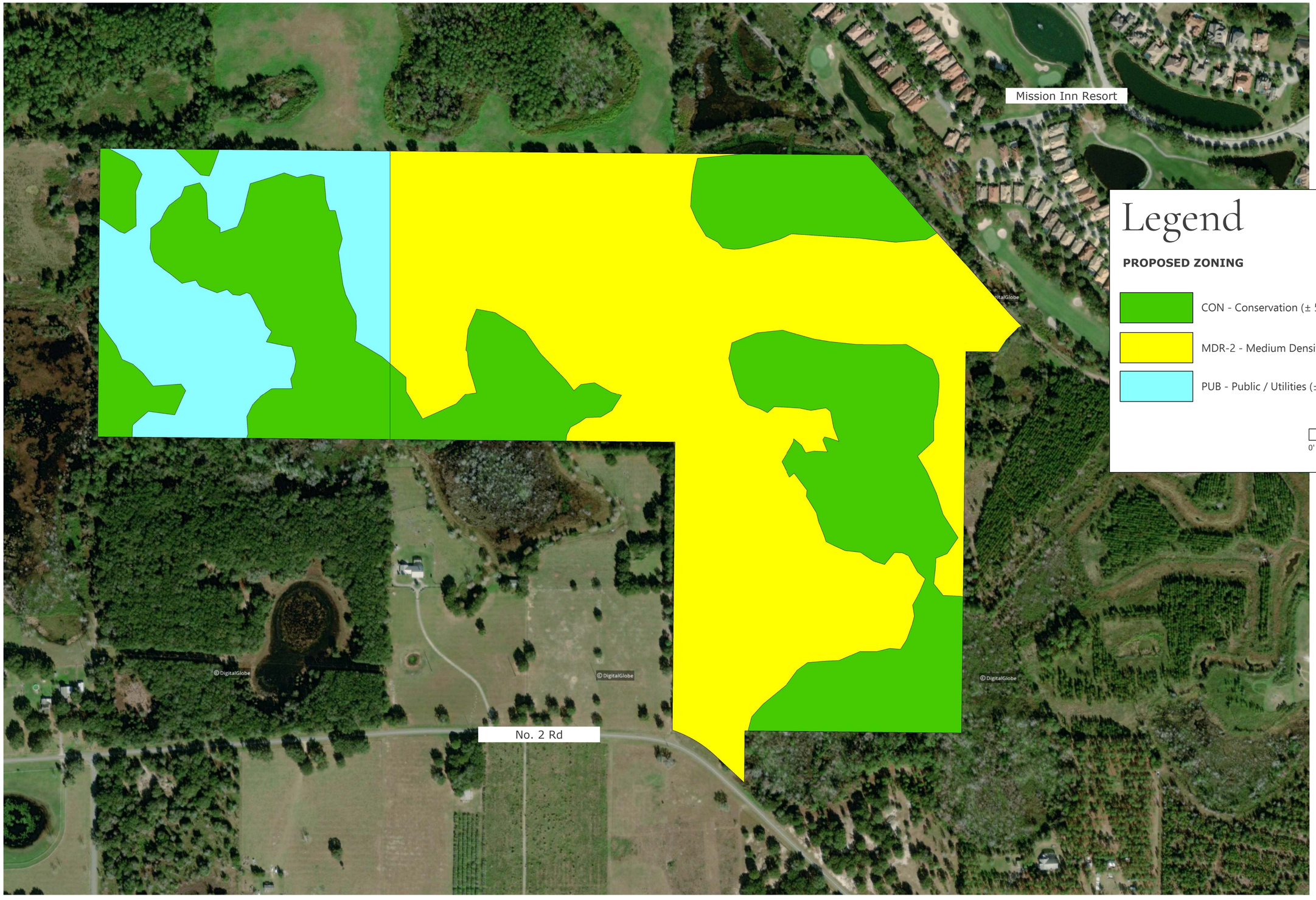
CEDAR CREEK - PROPOSED ZONING



Legend

PROPOSED ZONING

- CON - Conservation (± 59.94 Acres)
- MDR-2 - Medium Density Residential (± 80.38 Acres)
- PUB - Public / Utilities (± 20.66 Acres)

0' 100' 200' 400' 800'

N

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STRINGFELLOW PLANNING & DESIGN

ORDINANCE 2023-007

AN ORDINANCE OF THE TOWN OF HOWEY IN THE HILLS, FLORIDA, PERTAINING TO LAND USE; PROVIDING FINDINGS OF THE TOWN COUNCIL; AMENDING THE TOWN'S OFFICIAL ZONING MAP TO REZONE FOUR PARCELS OF LAND TOTALING APPROXIMATELY 160 ACRES AND LOCATED GENERALLY NORTH OF NUMBER TWO ROAD AND EAST OF BLOOMFIELD AVENUE, AS MORE PARTICULARLY DESCRIBED IN ATTACHMENT A TO THE ORDINANCE, FROM LAKE COUNTY "AGRICULTURE" ZONING TO TOWN "MEDIUM DENSITY RESIDENTIAL 2" ZONING; PROVIDING FOR SEVERABILITY, CONFLICTS, CODIFICATION, AND AN EFFECTIVE DATE.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA:

Section 1. Findings. In enacting this ordinance, the Town Council of the Town of Howey-in-the-Hills, Florida makes the following findings and declarations:

(1) Under Ordinance 2022-013 the four parcels described in **Attachment A** to this ordinance ("**Property**") were annexed into the Town limits pursuant to the authority of Chapter 171 of Florida Statutes and that certain Interlocal Service Boundary Agreement("**ISBA**") among Lake County, Florida, the Town, and certain other municipalities in central Lake County and dated February 15, 2013.

(2) The Town's Comprehensive Plan designates or will designate the Property on the Town's Future Land Use Map for a combination of future land uses consisting of "Medium Density Residential," "Public/Utility," and "Conservation."

(3) Current zoning of the Property is Lake County / Agriculture.

(4) The owner of the Property intends to develop and use the Property for single-family residential purposes and has requested rezoning of the Property to Town / Medium Density Residential 2 (MDR-2).

(5) The Town Council finds that rezoning the Property from Lake County / Agriculture to Town / MDR-2 will be consistent with both the Town's Comprehensive Plan and the Town's Land Development Code ("LDC") and will not adversely affect the public health, safety, and welfare of the Town and its residents and property owners.

Section 2. Amendment of the Official Zoning Map. The Town Council hereby amends the Town's Official Zoning Map to zone the Property for Medium Density Residential 2 (MDR-2).

Section 3. Development and Use of the Property. Development and use of the Property under its MDR-2 zoning is subject to the conditions, requirements, restrictions, and other terms of the following:

(1) This Ordinance 2023-007;
(2) The Town's Comprehensive Plan and Land Development Code; and
(3) The Town Code and all other Town ordinances governing the development of the Property.

Section 4. Severability. If any part of this ordinance is declared by a court of competent jurisdiction to be void, unconstitutional, or unenforceable, the remaining parts of this ordinance shall remain in full effect. To that end, this ordinance is declared to be severable.

Section 5. Conflicts. If this ordinance conflicts with other ordinances in regulation of the development and use of the Property, this ordinance shall control and supersede to the extent of the conflict.

Section 6. Codification. The amendment to the Official Zoning Map in Section 2 shall be codified and made part of the Town's LDC and Official Zoning Map, but not the Town's Code of Ordinances.

Section 7. Effective Date; Potential "Sunset" Date.

a) **Effective Date.** This Section 7 of this ordinance shall take effect upon enactment. The remaining sections of this ordinance shall take effect on the later of

i. The date of enactment of this ordinance by the Town Council,
ii. The date on which the annexation of the Property takes effect pursuant to Chapter 171 of Florida Statutes and the IBSA, or
iii. The date on which an amendment to the Town's comprehensive plan, designating the future land use for the Property to be a combination of Medium Density Residential, Public/Utility, and Conservation, takes effect.

b) **Potential "Sunset" Date**. If this entire ordinance has not taken effect as of _____ 1, 202__, it shall be deemed repealed and void without further action by the Town Council.

ORDAINED AND ENACTED this ____ day of _____, 2023, by the Town Council of the Town of Howey-in-the-Hills, Florida.

TOWN OF HOWEY-IN-THE-HILLS, FLORIDA
By: its Town Council

By:_____
Hon. Martha MacFarlane, Mayor

ATTEST:

_____
John Brock
Town Clerk

APPROVED AS TO FORM AND LEGALITY
(for the use and reliance of the Town only)

_____
Thomas J. Wilkes
Town Attorney

Planning and Zoning Meeting held _____, **2023**

First Reading held **_____, 2023**

Second Reading held **_____, 2023**

Advertised **_____, 2023, _____, 2023**

and _ **_____, 2023**

Attachment A
to
Ordinance 2023-007

LEGAL DESCRIPTIONS OF THE "PROPERTY"

1. Parcel ID No.'s: **27-20-25-0002-000-00200**
28-20-25-0001-000-00100
27-20-25-0003-000-03100
27-20-25-0001-000-03300

2. Alternate Key No.'s: **1101051**
1036119
3852069
3887680

3. LEGAL DESCRIPTIONS:

PARCEL 1:
THAT PORTION OF THE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2737, PAGES 1678 THROUGH 1680, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND LYING IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTH 1/4 SECTION CORNER OF SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA; THENCE ON A BEARING RELATED TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, AND ALONG THE EAST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 27, RUN S00'27'46"W A DISTANCE OF 506.08 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 975, PAGE 1473, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AS FIELD MONUMENTED, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE ALONG SAID SOUTHWESTERLY LINE RUN THE FOLLOWING THREE COURSES; S 41'36'25"E A DISTANCE OF 89.22 FEET. S41'38'46"E A DISTANCE OF 180.32 FEET, TO A POINT ON A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 1406.26 FEET TO WHICH A RADIAL LINE BEARS S48'23'43"W; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04'21'46" AN ARC DISTANCE OF 107.08 FEET, TO A POINT ON THE NORTHWESTERLY LINE OF THE LANDS DESCRIBED AS ENVIRONMENTAL EASEMENT NO. 22, AS FOUND ON PAGE 1463 OF OFFICIAL RECORDS BOOK 1121, PAGES 1441 THROUGH 1478, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG SAID NORTHWESTERLY LINE RUN THE FOLLOWING THREE (3)

COURSES; S68'35'23"W A DISTANCE OF 16.30 FEET, S44'30'53"W A DISTANCE OF 80.19 FEET, S33'10'29"W A DISTANCE OF 65.77 FEET; THENCE DEPARTING SAID NORTHWESTERLY LINE RUN N89'29'24"W A DISTANCE OF 148.97 FEET TO A POINT ON THE WEST LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF AFORESAID SECTION 27; THENCE ALONG SAID WEST LINE RUN N00'27'46"E A DISTANCE OF 395.61 FEET TO THE POINT OF BEGINNING.

Plus:

PARCEL 2:
A PARCEL OF LAND SITUATE IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA, BEING THAT PART OF THE WEST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 27 LYING NORTHERLY OF NUMBER TWO ROAD (PUBLIC ROAD), BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID WEST 1/4; THENCE SOUTH 89'40'19" EAST ALONG THE NORTH LINE OF SAID SOUTHWEST 1/4 332.52 FEET; THENCE SOUTH 00·05'49" WEST ALONG THE EAST LINE OF SAID WEST 1/4 243.34 FEET; THENCE NORTHWESTERLY ALONG THE NORTHERLY MAINTAINED RIGHT OF WAY LINE OF NUMBER TWO ROAD (PUBLIC ROADWAY) 410 FEET MORE OR LESS; THENCE NORTH 00'05'49" EAST ALONG THE WEST LINE OF SAID NORTHEAST 1/4 10.09 FEET TO THE POINT OF BEGINNING.

Plus:

PARCEL 3:
THE NORTH 1/2 OF THE NORTHWEST 1/4; LESS AND EXCEPT ANY PORTION THEREOF LYING NORTHEASTERLY OF THE SOUTHWESTERLY BOUNDARY OF THOSE LANDS DESCRIBED AS TRACT 3, AS RECORDED IN OFFICIAL RECORDS BOOK 1076, PAGE 0802, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; SAID SOUTHWESTERLY BOUNDARY ALSO BEING THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD; TOGETHER WITH THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, ALL IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA.

Plus:

PARCEL 4:
THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA.

#49470575 v1

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Govt Public Notices

received this notice directly (for example, people in apartments, nursing homes, schools and businesses). You can do this by posting this notice in a public place or distributing copies by hand or mail.
This notice is being sent to you by the Clermont Water Systems. Water System IDs # 3354779 and #3350215

8444386 2/13/2023

CITY OF CLERMONT
EVALUATION & APPRAISAL REPORT
ORDINANCE NO. 2023-001

The adoption of the proposed ordinance will be heard by the City Council on Tuesday, February 28, 2023 at 6:30 PM.

ORDINANCE NO. 2023-001
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLERMONT, LAKE COUNTY, FLORIDA, ADOPTING THE EVALUATION AND APPRAISAL REPORT PERTAINING TO THE COMPREHENSIVE PLAN FOR THE CITY OF CLERMONT, FLORIDA, PURSUANT TO THE LOCAL GOVERNMENT COMPREHENSIVE PLANNING ACT, CHAPTER 163, PART II, FLORIDA STATUTES BY ADOPTING THE EVALUATION AND APPRAISAL REPORT; SETTING FORTH THE AUTHORITY FOR ADOPTION OF THE EVALUATION AND APPRAISAL REPORT; SETTING FORTH THE PURPOSE AND INTENT OF THE COMPREHENSIVE PLAN AMENDMENT; ESTABLISHING THE LEGAL STATUS OF THE COMPREHENSIVE PLAN AMENDMENT; PROVIDING FOR CONFLICT, SEVERABILITY, THE ADMINISTRATIVE CORRECTION OF SCRIVENERS ERROR, PUBLICATION AND AN EFFECTIVE DATE.

All meetings will be held in Clermont City Hall, 1st floor Council Chambers, located at 685 West Montrose Street. All interested parties will be given an opportunity to express their views on this matter.
This ordinance is available for public inspection in the Development Services Office, 685 W. Montrose Street, Monday through Friday between the hours of 8:00 AM and 5:00 PM.
Please be advised that, under State law, if you should decide to appeal a decision made with respect to this matter, you will need a record of the proceedings, and may need to ensure that a verbatim record is made. Persons with disabilities who need assistance should contact the City Clerk's office, (352) 241-7330, at least 48 hours prior to the public hearings.

Tracy Ackroyd Howe, MMC
City Clerk
Daily Commercial
February 13, 2023

2/13/23

NOTICE OF PUBLIC HEARING
TOWN OF HOWEY-IN-THE-HILLS, FLORIDA
Ordinance No. 2023-006
AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO LAND USE; PROVIDING FINDINGS OF THE TOWN COUNCIL; AMENDING THE FUTURE LAND

Govt Public Notices

USE MAP DESIGNATION OF THE TOWN'S COMPREHENSIVE PLAN FOR FOUR PARCELS OF LAND TOTALING APPROXIMATELY 160 ACRES AND LOCATED GENERALLY NORTH OF NUMBER TWO ROAD AND EAST OF BLOOMFIELD AVENUE, ALL AS LEGALLY DESCRIBED IN ATTACHMENT A TO THE ORDINANCE, FROM LAKE COUNTY LAND-USE DESIGNATIONS OF "RURAL" AND "RURAL TRANSITION" TO TOWN DESIGNATIONS OF "MEDIUM DENSITY RESIDENTIAL," "PUBLIC / UTILITIES," AND "CONSERVATION;" PROVIDING FOR CONFLICTS, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.
The Planning and Zoning Board for the Town of Howey-in-the-Hills will hold a public hearing for Ordinance 2023-006 on February 23, 2023, at 06:00 P.M. (or as soon thereafter as the matter may be considered). All public hearings will be held in the Town Hall at 101 North Palm Avenue, Howey-in-the-Hills, Florida. No final action regarding the proposed Ordinance will be made at this public hearing. Following the public hearing, the Planning and Zoning Board shall provide a recommendation on the Ordinance to the Town Council. The Town Council will take final action on the requests.
Ordinance 2023-006 is available in the Town Clerks Office. 101 N. Palm Ave., Howey-in-the-Hills, FL 34737 for inspection during normal business hours of Mon-Thurs 8 a.m. – 5 p.m. In compliance with the Americans with Disabilities Act (ADA) anyone who needs a special accommodation for this meeting should contact the Town Clerk at least 48 hours before the meeting.
Persons are advised that if they decide to appeal any decision made at this meeting, they will need a record of the proceeding, and for such purposes, they may need to ensure that a verbatim record of the proceeding is made which includes testimony and evidence upon which the appeal is based per Section 286.0105 of the Florida Statutes.
John Brock, Town Clerk
Town of Howey-in-the-Hills
Publish Date - February 13, 2023

8440095 2/13/2023

NOTICE OF PUBLIC HEARING
TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

Ordinance No. 2023-007

AN ORDINANCE OF THE TOWN OF HOWEY IN THE HILLS, FLORIDA, PERTAINING TO LAND USE; PROVIDING FINDINGS OF THE TOWN COUNCIL; AMENDING THE TOWN'S OFFICIAL ZONING MAP TO REZONE FOUR PARCELS OF LAND TOTALING APPROXIMATELY 160 ACRES AND LOCATED GENERALLY NORTH OF NUMBER TWO ROAD AND EAST OF BLOOMFIELD AVENUE, AS MORE PARTICULARLY DESCRIBED IN ATTACHMENT A TO THE ORDINANCE, FROM LAKE COUNTY "AGRICULTURE" ZONING TO TOWN "MEDIUM DENSITY RESIDENTIAL 2" ZONING; PROVIDING FOR SEVERABILITY, CONFLICTS, CODIFICATION, AND AN EFFEC-

Govt Public Notices

TIVE DATE.
The Planning and Zoning Board for the Town of Howey-in-the-Hills will hold a public hearing for Ordinance 2023-007 on February 23, 2023, at 06:00 P.M. (or as soon thereafter as the matter may be considered). All public hearings will be held in the Town Hall at 101 North Palm Avenue, Howey-in-the-Hills, Florida. No final action regarding the proposed Ordinance will be made at this public hearing. Following the public hearing, the Planning and Zoning Board shall provide a recommendation on the Ordinance to the Town Council. The Town Council will take final action on the requests.
All parties in interest and persons for or against the proposed ordinance shall have an opportunity to be heard at said public hearings. Copies of Ordinance 2023-007 and its related materials are available in the Town Clerks Office. 101 N. Palm Ave., Howey-in-the-Hills, FL 34737 for inspection during normal business hours of Mon-Thurs 8 a.m. – 5 p.m. In compliance with the Americans with Disabilities Act (ADA) anyone who needs a special accommodation for this meeting should contact the Town Clerk at least 48 hours before the meeting.
Persons are advised that if they decide to appeal any decision made at this meeting, they will need a record of the proceeding, and for such purposes, they may need to ensure that a verbatim record of the proceeding is made which includes testimony and evidence upon which the appeal is based per Section 286.0105 of the Florida Statutes.

John Brock, Town Clerk
Town of Howey-in-the-Hills
8439808 Feb. 13, 2023

NOTICE OF PUBLIC HEARINGS
FOR PRELIMINARY
SUBDIVISION PLAN APPROVAL

The Planning and Zoning Board for the Town of Howey-in-the-Hills will hold a public hearing on February 23, 2023 at 6:00 p.m., (or as soon thereafter as the matter may be considered), at Town Hall at 101 North Palm Avenue, Howey-in-the-Hills, Florida 34737.

The Town of Howey-in-the-Hills Planning and Zoning Board will consider an application from Tim Loucks on behalf of Blue Sky Capital Group LLC for a Preliminary Subdivision Plan approval on approximately 160 +- acres. The subdivision would be located on parcels identified with Alternate Keys # 3852069, 1101051, 3887680, and 1036119. The proposed subdivision is located generally North of Number Two Road and East of Bloomfield Avenue.

No final action regarding the proposed application will be made at this public hearing before the Planning and Zoning Board. Following the public hearing, the Planning and Zoning Board shall provide a recommendation on the applications and proposed amendment to the Town Council. The Town Council will take final action on the request.

Copies of the applications and related public records may be viewed at the Town Clerk's Office, 101 North Palm Avenue, Howey-in-

Govt Public Notices

the-Hills, Florida 34737, for inspection during normal business hours of Mon-Thurs 8:00 a.m. - 5:00 p.m. Persons with disabilities needing assistance to participate in this proceeding should contact the Town Clerk at least 48 hours before the meeting. One or more of the subject public hearings may be held remotely and interested parties should contact the Town Clerk for information on participation.

Persons are advised that if they decide to appeal any decision made at this meeting, they will need a record of the proceeding, and for such purposes, they may need to ensure that a verbatim record of the proceeding is made which includes the testimony and evidence upon which the appeal is based, per Section 286.0105 F.S.

John Brock, Town Clerk
Town of Howey-in-the-Hills
Publish Date – February 13, 2023

#8442799 2/13/23

Public Notices

IN THE CIRCUIT COURT OF THE FIFTH JUDICIAL CIRCUIT OF FLORIDA IN AND FOR LAKE COUNTY
GENERAL JURISDICTION DIVISION
CASE NO. 2022-CA-001943
U.S. BANK TRUST NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY, BUT SOLELY AS TRUSTEE OF LSF10 MASTER PARTICIPATION TRUST,
Plaintiff,
vs.
CORI L JENKINS, et al.,
Defendant.

NOTICE OF ACTION
To: UNKNOWN TENANT IN POSSESSION 1
225 INDIANA ST
LEESBURG, FL 34748
UNKNOWN TENANT IN POSSESSION 2
225 INDIANA ST
LEESBURG, FL 34748
LAST KNOWN ADDRESS STATED, CURRENT RESIDENCE UNKNOWN
YOU ARE HEREBY NOTIFIED that an action to foreclose covering the following real and personal property described as follows, to-wit:
BEGINNING 448 FEET SOUTH OF THE SOUTHEAST CORNER OF LOT 3, BLOCK 64, IN THE CITY OF LEESBURG, ACCORDING TO OFFICIAL MAP OF THE SAID CITY, RUN THENCE WEST 152 FEET, THENCE SOUTH 60 FEET, THENCE EAST 152 FEET, THENCE NORTH 60 FEET TO POINT OF BEGINNING. ALSO DESCRIBED AS LOT 9, BLOCK D, JOHN K. MCWILLMAN SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 5, PAGE 34, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.
has been filed against you and you are required to a copy of your written defenses, if any, to it on Nicholas J. Vanhook, McCalla Raymer Leibert Pierce, LLC, 225 East Robinson Street, Suite 155, Orlando, FL 32801 and file the original with the Clerk of the above-styled Court on or before or 30 days

Public Notices

from the first publication, otherwise a Judgment may be entered against you for the relief demanded in the Complaint.
WITNESS my hand and seal of said Court on the 3 day of February, 2023.

Gary J. Cooney
CLERK OF THE CIRCUIT COURT
As Clerk of the Court
BY: /s/; Deputy Clerk

8440680 2/13, 2/20/2023

IN THE CIRCUIT COURT OF THE FIFTH JUDICIAL CIRCUIT OF FLORIDA IN AND FOR LAKE COUNTY
GENERAL JURISDICTION DIVISION
CASE NO. 2022-CA-001943
U.S. BANK TRUST NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY, BUT SOLELY AS TRUSTEE OF LSF10 MASTER PARTICIPATION TRUST,
Plaintiff,
vs.
CORI L JENKINS, et al.,
Defendant.

NOTICE OF ACTION
To: UNKNOWN SPOUSE OF CORI L JENKNS
225 INDIANA ST
LEESBURG, FL 34748
LAST KNOWN ADDRESS STATED, CURRENT RESIDENCE UNKNOWN
YOU ARE HEREBY NOTIFIED that an action to foreclose Mortgage covering the following real and personal property described as follows, to-wit:
BEGINNING 448 FEET SOUTH OF THE SOUTHEAST CORNER OF LOT 3, BLOCK 64, IN THE CITY OF LEESBURG, ACCORDING TO THE OFFICIAL MAP OF THE SAID CITY, RUN THENCE WEST 152 FEET, THENCE SOUTH 60 FEET, THENCE EAST 152 FEET, THENCE NORTH 60 FEET TO THE POINT OF BEGINNING. ALSO DESCRIBED AS LOT 9, BLOCK D, JOHN K. MCWILLMAN SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 5, PAGE 34, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.
has been filed against you and you are required to file a copy of your written defenses, if any, to it on Nicholas J Vanhook, Esq., McCalla Raymer Leibert Pierce, LLC, 225 East Robinson Street, Suite 155, Orlando, FL 32801 and file the original with the Clerk of the above-styled Court on or before or 30 days from the first publication, otherwise a Judgment may be entered against you for the relief demanded in the Complaint.
WITNESS my hand and seal of said Court on the 3 day of February, 2023

Gary J. Cooney
CLERK OF THE CIRCUIT COURT
As Clerk of the Court
BY: /s/ Deputy Clerk

x 2/13, 2/20/2023

IN THE CIRCUIT COURT
OF THE FIFTH JUDICIAL
CIRCUIT IN AND FOR
LAKE COUNTY, FLORIDA
CASE NO. 2020 CP 2181

IN RE: ESTATE OF
MARIA HOLMES,
Deceased

NOTICE OF UNCLAIMED FUNDS
TO: UNKNOWN HEIRS OF MARIA

Public Notices

HOLMES AND ALL OTHERS WHO MAY CLAIM AN INTEREST IN THE ABOVE ESTATE
YOU ARE HEREBY NOTIFIED that you may be an interested person in the Estate of MARIA HOLMES, who died on APRIL 16, 2020 and whose curator is GINETTE M. SINK. An order authorizing a deposit of funds to the registry of the court has been entered by this Court. Funds in the amount of $15,059.25 have been received by the Clerk of Circuit Court for deposit into the registry of the court, to be disposed of as directed by Section 733.816, Florida Statutes. Those funds remaining after any valid claim is ordered by this Court to be paid will be deposited with the Chief Financial Officer of the State of Florida after six months have expired from the first publication of this notice.
Any claims to the above referenced funds should be filed with Gary Cooney, Clerk of Circuit Court, 550 W. Main Street, P.O. Box 7800, Tavares, FL 32778 on or before six months have expired from the first publication of this notice.
Dated at Tavares, Lake County, Clerk, Florida this 8th day of February, 2023.
GARY COONEY
CLERK OF CIRCUIT COURT
By: /s/ Charlene Olsen
Deputy Clerk
8440354 2/13, 3/13/2023

Public Sale

NOTICE OF PUBLIC SALE
The following personal property of DORIS MAXINE HADLEY, if deceased any unknown heirs or assigns, PAUL DUANE HADLEY, if deceased any unknown heirs or assigns, and KIM DUANE HADLEY, will, on February 20, 2023, at 10:00 a.m., at 43 Ohara Street, Lot #43, Leesburg, Lake County, Florida 34788; be sold for cash to satisfy storage fees in accordance with Florida Statutes, Section 715.109:

1973 CHAM MOBILE HOME,
VIN: 0439516856D,
TITLE NO.: 0006057229
and all other personal property located therein

PREPARED BY:
J. Matthew Bobo
Lutz, Bobo & Telfair, P.A.
2 North Tamiami Trail, Suite 500
Sarasota, Florida 34236
8412922 2/6, 2/13/2023

NOTICE OF PUBLIC SALE:
J-D TOWING AND ROADSIDE SERVICE, INC gives notice that on 02/26/2023 at 10:00 AM the following vehicles(s) may be sold by public sale at 1130 E NORTH BLVD to satisfy the lien for the amount owed on each vehicle for any recovery, towing, or storage services charges and administrative fees allowed pursuant to Florida statute 713.78.

1FTEX15H5KKA47537 1989 FORD
NC014004127 1980 HOND
NC014004229 1980 HOND

This notification is published in DAILY COMMERCIAL on 02/13/2023.

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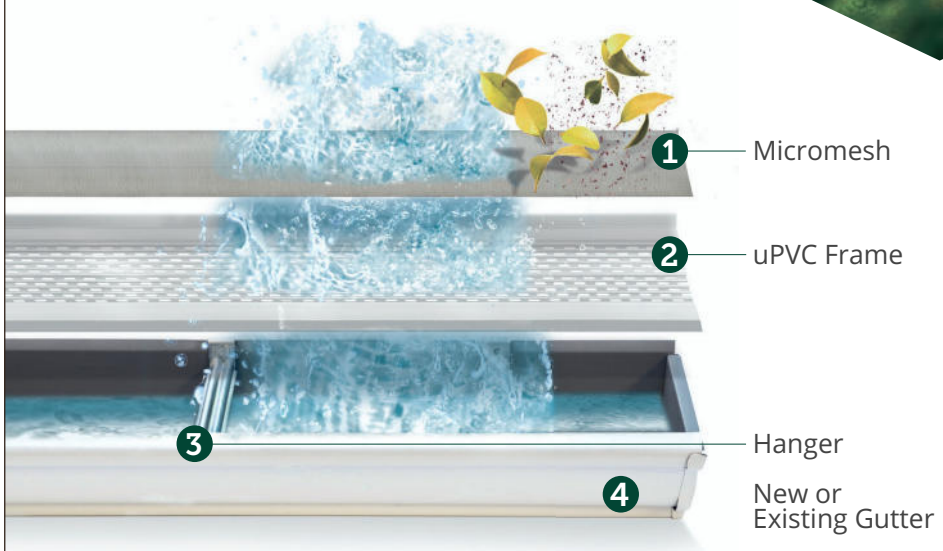

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–Bill & Jan M. ★★★★★

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[2]The leading consumer reporting agency conducted a 16 month outdoor test of gutter guards in 2010 and recognized LeafFilter as the "#1 rated professionally installed gutter guard system in America." *For those who qualify. One coupon per household. No obligation estimate valid for 1 year. **Must present at time of estimate. See Representative for full warranty details. Manufactured in Plainwell, Michigan and processed at LMT Mercer Group in Ohio.
AR #0366920922, CA #1035795, CT #HIC.0649905, FL #CBC056678, IN #RCE-51604, IA #C127230, LA #559544, Suffolk HIC License #H-52229, MI # 2102212986, #262000022, #262000403, #2106212946, MD #MHIC111225, MA #176447, MT #226192, MN #IR731804, NE #50145, NM #408693, NJ #13VH09953900, #H-19114, OR #218294, PA #PA069383, RI #41354, TN #7656, UT #423330, VA #2705169445, WA #LEAFFNW822JZ, WV #WV056912

SELL IT BUY IT FIND IT SELL IT BUY IT FIND IT

TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

GENERAL LAND DEVELOPMENT APPLICATION

101 N. Palm Avenue, Howey-in-the-Hills, Florida 34737
Phone: (352) 324-2290 • Fax: (352) 324-2126

Date Received: Application ID: Received By:

REQUESTED ACTION

- [x] Comp Plan Amendment
- [ ] PUD
- [ ] Conditional Use
- [ ] Land Development Code Text
- [ ] Variance
- [x] Rezoning
- [ ] Subdivision Minor
- [ ] Other
- [ ] Site Plan (check one below)
  - [ ] Preliminary
  - [ ] Final
- [ ] Subdivision (check one below)
  - [ ] Preliminary Subdivision
  - [ ] Final Subdivision
  - [ ] Final Plat

Describe Request: Request to amend the future land use map to MDR and the zoning map to MDR-2 on the subject property.

APPLICANT INFORMATION:

Name: Blue Sky Capital LLC E-Mail: tim@pibland.com

Address: 103 Commerce Street, Suite 160 Lake Mary Fl. 32746 Phone: 407-963-1036 Fax: _____

- [ ] Owner
- [X] Agent for Owner
- [ ] Attorney for Owner

OWNER INFORMATION:

Contact: Tim Loucks

Name: Blue Sky Capital Group LLC E-Mail: tim@pibland.com

Address: 103 Commerce Street, Suite 160 Phone: 407-963-1036

Lake Mary, FL 32746 Fax: _____

PROPERTY INFORMATION:

Address: Number 2 Road

General Location: West and North of Number 2 Road approximately 0.3 miles west of Heald Lane.

Current Zoning: A Current Land Use: Rural Transition

Parcel Size: +/- 161.3 Acres Tax Parcel #:

Legal Description Attached ☒ Yes ☐ No Survey Attached ☒ Yes ☐ No

Pre-Application Meeting Date: _____
(Attach Pre-Application Form)

Application Fee: $_____

Applicant's Signature: _____
(Signature) *(Date)*

_____
(Print)

Owner's Signature: _____ 12/16/2022
(Provide letter of Authorization) *(Signature)* *(Date)*

Sadique Jaffer - Managing Member
(Print)

Applications must be complete to initiate the review process.

TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

PETITION FOR REZONING
CHECKLIST AND REQUIREMENTS

VARIANCE APPLICATION CHECKLIST

- ☐ General Land Development Application
- ☐ Application Fee and Estimated Deposit
- ☐ Description of Requested Zoning Amendment
- ☐ List of property owners within 300 feet
- ☐ One signed and sealed survey of the property (no more than 2 years old).
- ☐ Legal Description
- ☐ Notarized Authorization of Owner (if applicant is other than owner or attorney for owner).

PUBLIC NOTIFICATION (Sec. 4.13.03)

The applicant shall provide written notice to property owners within 300 feet regarding his intention to seek a rezoning. Notice shall be sent by certified mail no later than ten (10) days prior to the scheduled meeting and shall include the date, time and place of the public hearing and a description of the proposed rezoning. A notice letter will be provided to the applicant by the Town.

In addition to written notice Town staff shall also post a notice on the subject property ten days prior to the public hearing and publish a notice of the hearing in a newspaper of general circulation at least ten (10) days prior to the public hearing.

REZONING HEARING PROCESS

The Planning and Zoning Board shall review the application for rezoning at its next available meeting following receipt of a completed application. The Planning and Zoning Board shall make a recommendation to the Town Council as to whether to approve, approve with changes or deny the rezoning. Upon receipt of the recommendation from the Planning and Zoning Board, the Town Council shall schedule a public hearing on the rezoning application and shall approve, approve with changes or deny the rezoning.

REZONING REQUEST

The applicant is seeking a rezoning of the property described in the attached legal description as follows:

Proposed Zoning:
Requested Zoning: MDR - 2
Zoning on Adjacent Parcels: North: A and PUD (County)
East: PUD (County)
South: PUD and R-1 (County)
West: A (County)
Parcel Size:

REZONING REQUIREMENTS

The following items must be completed in sufficient detail to allow the Town to determine if the application complies with the criteria for approving a rezoning. Attach any supplemental information that can assist in understanding the rezoning request.

1. Is the rezoning request consistent with the Town's comprehensive plan? Refer to justification document.
2. Describe any changes in circumstances of conditions affecting the property and the surrounding area that support a change in the current zoning. The applicant believes the provisions of utilities for this site is more feasible than in the recent past, making this property viable for development.
3. Will the proposed rezoning have any negative effects on adjacent properties? The project does not currently have any occupied buildings within close proximity to its property line. Any effects will be minimal.
4. Will the proposed rezoning have any impacts upon natural resources? Wetland impacts are minimized to isolated wetlands only and the applicant is providing ample Open Space.
5. Will the proposed rezoning have any impacts upon adjacent properties? Any impacts will be offset by improvements to infrastructure, as agreed to by the developer and City.
6. Will the rezoning create any impacts on services including schools, transportation, utilities, stormwater management and solid waste disposal? Refer to school concurrency determiniation and traffic study. The remaining services will be adequately provided to all residents of the development.
7. Are there any mistakes in the assignment of the current zoning classification? No.

Blue Sky Capital Group LLC - Sadique Jaffer, Managing Member
Print Applicant Name

Applicant Signature

12/16/2022
Date

In response to the Urban Sprawl policies provided by staff. The applicant has provided responses to these policies as justification for the project.

Urban Sprawl Policy Responses (in blue)

The Town does not and will continue not to promote the approval of development that will contribute to "urban sprawl." An analysis corresponding to measures the Town implements to discourage a proliferation of urban sprawl is featured in this section

1. Promotes, allows or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses in excess of demonstrated need.
    a. The applicant is requesting MDR land use and MDR-2 Zoning which is allowable on a site of this acreage and density. The mixed use requirement is intended for larger scale projects with more units and land area. In contrast to the initial submittal, the applicant has reduced the allowable density by almost 50%.

    The Town has adopted a Planned Unit Development ordinance and Village Mixed Use and Town Center Mixed Use land uses. There has not been any significant development of low intensity single family subdivisions. The Town's Concurrency Management System, subdivision regulations, and zoning regulations discourages this type of development. This type of development is discouraged where adequate public services are available.

2. Promotes, allows or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development. The applicant is not proposing urban development, but transitional, large lot, residential development.

    All new development must prove that it will be served by adequate public facilities prior to the issuance of a development order. The new development must also demonstrate that it will not degrade the level of service beyond the adopted standard. Noted.

3. Promotes, allows or designates urban development in radial, strip, isolated or ribbon patterns generally emanating from existing urban developments. The development provides parallel roadways within the project to allow for access and alternative routes. Stub out streets are not compatible with land uses to the west. The applicant would be willing to provide reasonable street stub-outs where (1) they do not impact wetlands, (2) construction is not physically constrained or (3) where the City would not approve development.

Justification (Comprehensive Plan Policies)

The Town's Village Mixed Use and Town Center Overlay Mixed Use categories preclude strip commercial-type development and isolated single uses. N/A.

4. As a result of premature or poorly planned conversion of rural land to other uses, fails adequately to protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems. Our project protects a significant amount of upland and wetland lands.

   The Town protects and conserves all natural resources by enforcing the requirements of this Comprehensive Plan and the Town's Land Development Regulations. The Town delineates wetlands and other environmentally sensitive lands as Conservation on the Town's Existing and Future Land Use Maps. No buildings are permitted on Conservation lots in Town except for boardwalks, docks, observation decks, and similar facilities as allowed by the Town and all regulatory agencies. Our project protects a significant amount of upland and wetland lands.

5. Fails adequately to protect adjacent agricultural areas and activities, including silviculture, and including active agricultural and silvicultural activities as well as passive agricultural activities and dormant, unique and prime farmlands and soils. Project does not impact surrounding agricultural uses.

6. Fails to maximize use of existing public facilities and services. N/A

   The Town annually updates and adopts a Concurrency Management System Report to ensure that existing public facilities and services have enough capacity to support the population demand. All deficiencies are identified along with capital plans to address those deficiencies. Any deficiencies are incorporated in the Capital Improvements Element. Improvement required by the applicant will be included in this process.

7. Fails to maximize use of future public facilities and services. N/A

   The Town annually updates and adopts a Concurrency Management System Report to ensure that future public facilities and services are adequately signed to address future needs. Applicant is tracking future improvements and coordinating with staff on such items.

8. Allows for land use patterns or timing which disproportionately increase the cost in time, money and energy, of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government. No comment from staff indicates this is an issue.

Justification (Comprehensive Plan Policies)

The Town has concurrency requirements for potable water, sewer, solid waste, drainage, parks and recreation, roads, and public schools. Noted.

9. Fails to provide a clear separation between rural and urban uses. The project is sub-urban and provides a rational transition from the medium density land uses to the east and the agricultural uses to the west. The applicant is also preserving a large portion of the site for conservation purposes, with a limited amount of stormwater ponds.

   The Town feels that the adopted open space, and minimum development intensity and density standards are sufficient to ensure a clear separation between rural and urban uses. Noted.

10. Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities. N/A

    The Town promotes infill development or redevelopment of existing neighborhoods and communities and has created a Town Center Overlay to address infill and redevelopment in the historic Town Center. Noted.

11. Fails to encourage an attractive and functional mix of uses.

    The Town has adopted a Planned Unit Development Ordinance which would permit an attractive and functional mix of uses in appropriate areas of the Town. There are about 855 acres of land designated as Village Mixed Use on the Town's Future Land Use Map and majority of this land is vacant. This project is not within the 855 acres of land designated on the Town's Future Land Use Map.

12. Results in poor accessibility among linked or related land uses. N/A

    Solutions to better manage traffic within the historic downtown area and to discourage additional traffic have been implemented. Uses have also been linked with bicycle paths and sidewalks. The Town requires new subdivisions or developments to address circulation, access control, off-street parking and landscaping of median strips and rights-of-way.

13. Results in the loss of significant amounts of functional open space. The project has ample Open Space.

    The Town requires that levels of service be met for park land and open space. Each new development will include open space and recreational components. Noted.

    The Town shall continue to discourage the approval of any development or redevelopment projects that will promote urban sprawl. Noted, project is a transitional development proposal.

Below are updated numbers on the projects estimated impacts as further justification, given their limited increase from a land use perspective.

Current Land Use Density =
Lake County Rural Transition 1DU/AC * 80.5 Net Acres = 80.5 units
Lake County Rural Land Use 1DU/5AC * 19.5 Net Acres = 4 Units
Allowable Density in Lake County = 84.5 Units
Proposed: 180 Units

Impact to Utilities and Infrastructure. This Land Use change is estimated to increase the maximum allowable residential units from +/- 84.5 to 180, which is an increase of 100 units. Demand assumptions are 300 gallons per day (GPD) for each unit for both potable water and sewer. The anticipated utility demand based on land use for water/sewer is as follows:

Type	Current Demand	Proposed Demand	Change in Demand
Single Family	25,350 GPD	54,000 GPD	28,650 GPD

Student Generation Estimates.
The student generation for these additional units is estimated below:
180 units * .405 (students per home) = 73 students
This change represents an increase of +/- 39 students.

In conclusion, the applicant asserts that the changes requested here-in are consistent with the Comprehensive Plan and further: (1) provide transition from urban to rural lands, (2) make services/ utilities viable in this area and (3) provide an amenitized development for the City. The applicant anticipates to coordinate and continue the public process for the Preliminary Plat at a later date.

Sincerely,

Alex Stringfellow | Principal
Ph: (352)-217-7710
alex@stringfellowplanning.com
StringfellowPlanning.com
STRINGFELLOW PLANNING & DESIGN

Bio-Tech Consulting Inc.
Environmental and Permitting Services

info@bio-techconsulting.com
www.bio-techconsulting.com

July 21, 2022

Bobby Luthra
Blue Sky Capital Group, LLC
103 Commerce St.
Lake Mary, FL 32746

Proj: Number 2 Road - Lake County, Florida
Parcel ID(s): 27-20-25-0002-000-00200, 27-20-25-0002-000-03200, 27-20-25-0003-000-03100, and 28-20-25-0001-000-00100
Sections 27 and 28, Township 20 South, Range 25 East
(BTC File #372-81)

Re: Environmental Assessment Report

Dear Mr. Luthra:

During June and July of 2022, Bio-Tech Consulting, Inc. (BTC) conducted an environmental assessment of the approximately 40.17-acre Number 2 Road; which is composed of four (4) separate parcels. The subject property exists along Number 2 Road on the southern portion of the site and is located west of Little Lake Harris; located within Sections 27 and 28, Township 20 South, Range 25 East, Lake County, Florida (**Figures 1, 2 & 3**). This environmental assessment includes the following elements:

- review of soil types mapped within the site boundaries;
- evaluation of land use types/vegetative communities present;
- field review for occurrence of protected flora and fauna, and
- permitting summary.

SOILS

According to the Soil Survey of Lake County, Florida, prepared by the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), ten (10) soil types exist within the subject site (**Figure 4**). These soil types include the following:

Orlando: Main Office
3025 East South Street
Orlando, FL 32803

Vero Beach Office
4445 N A1A
Suite 221
Vero Beach, FL 32963

Jacksonville Office
1157 Beach Boulevard
Jacksonville Beach, FL 32250

Tampa Office
6011 Benjamin Road
Suite 101 B
Tampa, FL 33634

Key West Office
1107 Key Plaza
Suite 259
Key West, FL 33040

Aquatic & Land
Management Operations
3825 Rouse Road
Orlando, FL 32817

407.894.5969
877.894.5969
407.894.5970 fax

- **Sparr sand, 0 to 5 percent slopes (#1)**
- **Candler sand, 0 to 5 percent slopes (#8)**
- **Arents (#17)**
- **Myakka-Myakka, wet, sands, 0 to 2 percent slopes (#28)**
- **Lochloosa sand (#30)**
- **Oklawaha muck (#32)**
- **Placid sand, frequently ponded, 0 to 2 percent slopes (#38)**
- **Placid and Myakka sands, depressional (#40)**
- **Swamp (#44)**
- **Tavares sand, 0 to 5 percent slopes (#45)**

The following presents a brief description of each of the soil types mapped for the subject property:

Sparr sand, 0 to 5 percent slopes (#1) consists of very deep, somewhat poorly drained, moderately slowly to slowly permeable soils on uplands of the coastal plain. They formed in thick beds of sandy and loamy marine sediments. Somewhat poorly drained; slow to moderately slow permeability in the subsoil. The water table is at depths of 20 to 40 inches for periods of 1 to 4 months. The water table is usually perched on the surface of the loamy layers but the loamy layers can also be saturated.

Candler sand, 0 to 5 percent slopes (#8) is a nearly level to gently sloping, excessively drained soil found on the rolling uplands of Florida's central ridge. The surface layer of this soil type generally consists of dark gray sand about 7 inches thick. The water table for this soil type is at a depth of more than 120 inches. Permeability is very rapid throughout the profile of this soil type.

Arents (#17) are deeply disturbed soils consisting of loamy soil material that has been mixed, reworked and leveled or shaped by earth-moving equipment. These units are mostly 12 to 60 inches thick. The water table for this soil type is at a depth of 30 to 60 inches except in low-lying areas, where it is at a depth of 10 to 30 inches, and in a few dry areas, where it is at a depth of more than 60 inches.

Myakka-Myakka, wet, sands, 0 to 2 percent slopes (#28) is a nearly level, poorly drained hydric soil that has a layer stained by organic material at a depth of less than 30 inches. The water table is normally at a depth of 10-40 inches during extended dry seasons. The surface and subsurface layers and the layer at a depth of 56 to 85 inches have rapid permeability, low water available water capacity, and very low natural fertility.

Lochloosa sand (#30) is a nearly level to gently sloping, somewhat poorly drained soil that has a loamy subsoil. This soil is mainly found on the upland ridge and to a lesser extent on the

flatwoods on knolls and ridges. Typically, the surface layer of this soil type is very dark gray sand about 7 inches thick. The water table for this soil type is at a depth of 40 to 60 inches for about 6 months and is below 60 inches during the rest of the year. Permeability of this soil type is rapid to a depth of about 33 inches and moderate below.

Oklawaha muck (#32) is a nearly level, very deep, very poorly drained fibrous soils found on floodplains, freshwater marshes, and depressions. The surface layer of these soil types generally consists of very dark brown unrubbed and rubbed muck, sapric material about 9 inches thick. The water table for this soil type is normally at the surface, and the soils are covered shallow water except during extended dry periods, when the water table falls to a depth of about 6 inches. Permeability of this soil type is slow. Slopes are less than 2%.

Placid sand, frequently ponded, 0 to 2 percent slopes (#38) is a nearly level, very poorly drained soil in low wet areas on the upland ridge and in the flatwoods. The surface layer of this soil type consists of sand about 18 inches thick. The upper 12 inches is black and the lower 6 inches is very dark gray mottled with very dark grayish brown and dark grayish brown. The water table for this soil type is at the surface for the most of the year. During extended dry periods it is within a depth of 15 inches. Shallow water covers many areas for 4 to 6 months in wet seasons. Permeability of this soil type is rapid throughout.

Placid and Myakka fine sands, depressional (#40) are very poorly drained hydric soils found in depressions mostly on the flatwoods. The surface layer of this soil type generally consists of black fine sand about 18 inches thick. Placid soil is ponded for at least 6 months during most years. Permeability of this soil type is rapid.

Swamp (#44) consists of level, very poorly drained mineral and organic soils that have not been classified because excess water and dense vegetation make a detailed investigation impractical. The Swamp mapping unit coincides with broad drainageways, broad, poorly defined streams, large depressions having no outlets, and large bay heads. The associated soils are flooded with water year round except during prolonged periods of drought. The associated land cover consists of dense wetland forests comprised of wetland hardwoods, cypress, black pines, cabbage palms, shrubs, vines, and grasses. This land cover provides shelter and some browse for cattle and wildlife. Establishing adequate water control and removing the dense vegetation to prepare these soils for cultivated crops or pasture are not feasible.

Tavares sand, 0 to 5 percent slopes (#45) is a nearly level to gently sloping soil, moderately well drained soil. It has a very dark grayish-brown sandy surface layer approximately 7 inches thick. Below this layer are 4 levels of sand beginning at 7 inches, 25 inches, 34 inches, and 61 inches. The water table for this soil type is at a depth of 40 to 60 inches for more than 6 months out of the year and below 60 inches during dry periods. This soil type is rapidly permeable

throughout.

The Florida Association of Environmental Soil Scientists (FAESS) considers the main components and inclusions present within the Myakka-Myakka, wet, sands, 0 to 2 percent slopes (#28), Oklawaha muck (#32), Placid sand, frequently ponded, 0 to 2 percent slopes (#38), Placid and Myakka fine sands, depressional (#40), and Swamp (#44) soil types to be hydric. This information can be found in the Hydric Soils of Florida Handbook, Fourth Edition (March, 2007).

LAND USE TYPES/VEGETATIVE COMMUNITIES

The subject site currently supports six (6) land use types/vegetative communities (Figure 5). These land use types/vegetative communities were identified utilizing the Florida Land Use, Cover and Forms Classification System, Level III (FLUCFCS, FDOT, January 1999). The on-site upland land use type/vegetative community is classified as Improved Pastures (211), Hardwood – Conifer Mixed (434), and Pine Plantation (441). The wetland/surface water land use types/vegetative communities are classified as Reservoirs less than 10 acres (534), Wetland Forested Mixed (630) and Vegetated Non-Forested Wetlands (640). The following provides a brief description of the on-site land use types/vegetative communities:

Uplands:

211 Improved Pastures

The center of the subject site consists of lands that were previously used as pasturelands, which is most consistent with the Improved Pastures (211) FLUCFCS classification. Vegetation observed within this land use type includes bahiagrass (*Paspalum notatum*), dog fennel (*Eupatorium capillifolium*), and scattered cabbage palm (*Sabal palmetto*). Vegetative species identified within the outer edge of this community includes slash pine (*Pinus ellottii*), camphor tree (*Cinnamomum camphora*), laurel oak (*Quercus laurifolia*), winged sumac (*Rhus copallinum*), loblolly bay (*Gordonia lasianthus*), saw palmetto (*Serenoa repens*), fetterbush (*Lyonia lucida*), rusty lyonia (*Lyonia ferruginea*), blackberry (*Rubus* sp.), Ceaserweed (*Urena lobata*), ragweed (*Ambrosia artemisiifolia*), muscadine grapevine (*Vitis rotundifolia*), greenbrier (*Smilax* sp.), and passionflower (*Passiflora incarnata*).

434 Hardwood – Conifer Mixed

The eastern and western portions of the subject site consist of lands which are most consistent with the Hardwood – Conifer Mixed (434) FLUCFCS classification. Vegetation observed within this land use type includes live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), slash pine (*Pinus elliottii*), American beauty berry (*Callicarpa americana*), Caesarweed (*Urena lobata*), greenbrier (*Smilax* spp.), dogfennel (*Eupatorium capillifolium*), ragweed (*Ambrosia artemisiifolia*), rosary pea (*Abrus precatorius*), prickly ashes (*Zanthoxylum* spp.), prickly pear (*Opuntia humifusa*), muscadine grapevine (*Vitis rotundifolia*), Pokeweed (*Phytolacca americana*), partridge pea (*Chamaecrista fasciculate*), and coral bean (*Erythrina herbacea*)

441 Pine Plantations

The eastern and southeastern portions of the subject site consist of an inactive pine plantation which is most consistent with the Pine Plantation (441) FLUCFCS classification. Vegetation observed within this land use type includes slash pine (*Pinus elliottii*), live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), cabbage palm (*Sabal palmetto*), American beauty berry (*Callicarpa americana*), ragweed (*Ambrosia artemisiifolia*), dogfennel (*Eupatorium capillifolium*), partridge pea (*Chamaecrista fasciculate*), muscadine grapevine (*Vitis rotundifolia*), greenbrier (*Smilax* spp.), pokeweed (*Phytolacca americana*), Caesarweed (*Urena lobata*), citrus (*Citrus* sp.), rosary pea (*Abrus precatorius*), bahiagrass (*Paspalum notatum*), rose natalgrass (*Melinis repens*), and lantana (*Lantana camara*).

Wetlands and Surface Waters:

534 Reservoirs less than 10 acres

There is an excavated stormwater pond within the northeastern portion of the site that is most consistent with the Reservoirs less than 10 acres (534) FLUCFCS classification. Vegetation observed within this land use type includes sawgrass (*Cladium mariscoides*), pickerel weed (*Pontederia cordata*), elderberry (*Sambucus nigra*), primrosewillow (*Ludwigia* sp.), Carolina willow (*Salix caroliniana*), blackberry (*Rubus* sp.), bahiagrass (*Paspalum notatum*), rose natalgrass (*Melinis repens*), and lantana (*Lantana camara*).

630 Wetland Forested Mixed

The western portion of the site consists of wetlands which are consistent with the Wetland Forested Mixed (630) FLUCFCS classification. Vegetation observed within this land use type includes water oak (*Quercus nigra*), red maple (*Acer rubrum*), scattered cypress (*Taxodium*

ascendens), swamp bay (*Persea palustris*), loblolly bay (*Gordonia lasianthus*), fetterbush (*Lyonia lucida*), common buttonbush (*Cephalanthus occidentalis*), dahoon holly (*Ilex cassine*), red root (*Lachnanthes caroliniana*), blackberry (*Rubus* sp.), netted chain fern (*Woodwardia areolata*), cinnamon fern (*Osmundastrum cinnamomeum*), greenbrier (*Smilax* sp.), netted chain fern (*Woodwardia areolata*), greenbrier (*Smilax* sp.), muscadine grapevine (*Vitis rotundifolia*).

640 Vegetated Non-Forested Wetlands

There are wetlands within the central, southern, and western portions of the site that are most consistent with the Vegetated Non-Forested Wetlands (640) FLUCFCS classification. Vegetation observed within this land use type includes sawgrass (*Cladium mariscoides*), pickerel weed (*Pontederia cordata*), elderberry (*Sambucus nigra*), primrosewillow (*Ludwigia* sp.), and Carolina willow (*Salix caroliniana*)

PROTECTED SPECIES

Using methodologies outlined in the Florida's Fragile Wildlife (Wood, 2001) and Florida Fish and Wildlife Conservation Commission's (FFWCC) Gopher Tortoise Permitting Guidelines (April 2008 - revised July 2021); a cursory assessment for "listed" floral and faunal species was conducted at the subject property on June 28 and July 7, 2022. This assessment included both direct observations and indirect evidence, such as tracks, burrows, tree markings and birdcalls that indicated the presence of species observed. The assessment focused on species that are "listed" by the FFWCC's Official Lists - Florida's Endangered Species, Threatened Species and Species of Special Concern (revised June 2021) that have the potential to occur in Lake County (See attached Table 1).

One (1) species identified is listed as "commercially exploited" by the FDACS. The harvesting of this species, cinnamon fern (*Osmundastrum cinnamomeum*), for commercial gain is prohibited. The FDACS protection of listed plant species centers around preventing the illegal collection, transport and sale of "listed" plants. The FDACS only issue permits for collection purposes and neither regulates nor prohibits the destruction of state-listed flora species as a result of development activities.

Reptiles and Amphibians
brown anole (*Anolis sagrei*)
green anole (*Anolis caroliniana*)
gopher tortoise (*Gopherus polyphemus*)
six-lined racerunner (*Cnemidophorus sexlineatus sexlineatus*)

Birds

Anhinga (*Anhinga anhinga*)
Belted Kingfisher (*Ceryle alcyon*)
Black Vulture (*Coragyps atratus*)
Blue Jay (*Cyanocitta cristata*)
Great Blue Heron (*Ardea herodias*)
Mourning Dove (*Zenaida macroura*)
Northern Mockingbird (*Mimus polyglottos*)
Northern Cardinal (*Cardinalis cardinalis*)
Red-shouldered Hawk (*Buteo lineatus*)

Mammals
eastern cottontail (*Sylvilagus floridanus*)
eastern gray squirrel (*Sciurus carolinensis*)
coyote (*Canis latrans*)
nine-banded armadillo (*Dasypus novemcinctus*)
racoon (*Procyon lotor*)
Virginia opossum (*Didelphis virginiana*)

One (1) of the above wildlife species, the gopher tortoise (*Gopherus polyphemus*), is identified in the FFWCC's Official Lists - Florida's Endangered Species, Threatened Species and Species of Special Concern (revised June 2021). The following provides a brief description of these and additional wildlife species as they relate to the development of the site.

Gopher Tortoise (Gopherus polyphemus)
State Listed as "Threatened" by FFWCC

Numerous gopher tortoise burrows (*Gopherus polyphemus*) have been identified within the on-site upland areas. Currently the gopher tortoise is classified as a "Category 2 Candidate Species" by the U.S. Fish and Wildlife Service (USFWS), and as of September 2007, is now classified as "Threatened" by FFWCC, and as "Threatened" by FCREPA. The basis of the "Threatened" classification by the FFWCC for the gopher tortoise is due to habitat loss and destruction of burrows. Gopher tortoises are commonly found in areas with well-drained soils associated with xeric pine-oak hammock, scrub, pine flatwoods, pastures and abandoned citrus groves. Several other protected species known to occur in Lake County have a possibility of occurring in this area, as they are gopher tortoise commensal species. However, none of these species were observed during the survey conducted.

The FFWCC provides three (3) options for developers that have gopher tortoises on their property. These options include: 1) avoidance (i.e., 25-foot distance from construction), 2)

preservation of habitat, and 3) off-site relocation. As such, permitting through FFWCC prior to any construction activities will be required.

The subject site was surveyed for the existence of gopher tortoises through the use of pedestrian transects. The survey covered approximately 100% of the suitable habitat present within the subject site boundaries. Thirty (30) active/inactive gopher tortoise burrows were observed and recorded using a handheld GPS (Figure 6a). Based on the tortoise population that exists and the expected development plan for the property, off-site relocation will be required through FFWCC within the areas proposed for development. This number is based on the factored occupation rate of 0.614 (Auffenburg-Franz). Therefore, for the purpose of estimating costs associated with the subject site, as many as nineteen (19) gopher tortoises are estimated to occupy these burrows.

If relocation efforts cannot be completed within 90 days of a formal gopher tortoise survey, FFWCC requires an additional survey to be conducted.

Bald Eagle (Haliaeetus leucocephalus)
State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940)

In August of 2007, the US Fish and Wildlife Service (USFWS) removed the Bald Eagle from the list of federally endangered and threatened species. Additionally, the Bald Eagle was removed from FFWCC's imperiled species list in April of 2008. Although the Bald Eagle is no longer protected under the Endangered Species Act, it is still protected under the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and FFWCC's Bald Eagle rule (Florida Administrative Code 68A-16.002 Bald Eagle *(Haliaeetus leuchocephalus)*.

In May of 2007, the USFWS issued the National Bald Eagle Management Guidelines. In April of 2008, the FFWCC adopted a new Bald Eagle Management Plan that was written to closely follow the federal guidelines. In November of 2017, the FFWCC issued "A Species Action Plan for the Bald Eagle" in response to the sunset of the 2008 Bald Eagle Management Plan. Under the USFWS's management plans, buffer zones are recommended based on the nature and magnitude of the project or activity. The recommended protective buffer zone is 660 feet or less from the nest tree, depending on what activities or structures are already near the nest. As provided within the above referenced Species Action Plan, the USFWS is the regulating body responsible for issuing permits for Bald Eagles. In 2017, the need to obtain a State permit (FFWCC) for the take of Bald Eagles or their nests in Florida was eliminated following revisions to Rule 68A-16.002, F.A.C. A USFWS Bald Eagle "Non-Purposeful Take Permit" is not needed for any activity occurring outside of the 660-foot buffer zone. No activities are permitted within 330 feet of a nest without a USFWS permit.

In addition to the on-site evaluation for listed species, BTC conducted a review of FFWCC's database and Audubon's Eagle Watch program database for recorded Bald Eagle nests within the surrounding 660 feet of the subject site. This review revealed that there are no Bald Eagle nests through the 2020-2021 nesting season, within 660 feet of the project site boundaries (Figure 6b). Thus, no developmental constraints are expected with respect to Bald Eagle nests.

USFWS CONSULTATION AREAS

The U.S. Fish and Wildlife Service has established "consultation areas" for certain listed species (Figure 7). Generally, these consultation areas only become an issue if USFWS consultation is required, which is usually associated with permitting through the U.S. Army Corps of Engineers. The reader should be aware that species presence and need for additional review are often determined to be unnecessary early in the permit review process due to lack of appropriate habitat or other conditions. However, the USFWS makes the final determination.

Consultation areas are typically very regional in size, often spanning multiple counties where the species in question are known to exist. Consultation areas by themselves do not indicate the presence of a listed species. They only indicate an area where there is a potential for a listed species to occur and that additional review might be necessary. Such review might include the need for species-specific surveys using established methodologies that have been approved by the USFWS.

The following paragraphs include a list of the USFWS Consultation Areas associated with the subject property. Also included, is a brief description of the respective species habitat and potential for additional review:

Sand Skink (Neoseps reynoldsi)
Federally Listed as "Threatened" by USFWS

The subject site falls within the Sand Skink Consultation Area for the United States Fish and Wildlife Service (USFWS). The sand skink is listed as "Threatened" by the USFWS. The sand skink exists in areas vegetated with sand pine *(Pinus clausa)* - rosemary *(Ceratiola ericoides)* scrub or a long leaf pine *(Pinus palustris)* - turkey oak *(Quercus laevis)* association. Habitat destruction is the primary threat to this species' survival. Citrus groves, residential, commercial and recreational facilities have depleted the xeric upland habitat of the sand skink. All properties within the limits of this consultation area that are located at elevations greater than 80' and contain suitable (moderate-to-well drained) soils are believed by USFWS to be areas of potential sand skink habitat.

A formal sand skink survey has been completed (2022) for the subject site. While no skinks were observed on the site, a formal report detailing the negative results of this survey will be provided in a separate report. Any impacts to occupied sand skink habitat will require the issuance of an Incidental Take permit through the USFWS and mitigation to off-set the habitat loss.

Florida Scrub-Jay (Aphelocoma coerulescens)
Federally Listed as "Threatened" by USFWS

Currently the Florida Scrub-Jay is listed as threatened by the USFWS. Florida Scrub-jays are largely restricted to scattered, often small and isolated patches of sand pine scrub, xeric oak, scrubby flatwoods, and scrubby coastal stands in peninsular Florida (Woolfenden 1978a, Fitzpatrick et al. 1991). They avoid wetlands and forests, including canopied sand pine stands. Optimal Scrub-jay habitat is dominated by shrubby scrub, live oaks, myrtle oaks, or scrub oaks from 1 to 3 m (3 to 10 ft.) tall, covering 50% to 90 % of the area; bare ground or sparse vegetation less than 15 cm (6 in) tall covering 10% to 50% of the area; and scattered trees with no more than 20% canopy cover (Fitzpatrick et al. 1991).

No Scrub-jays were observed on the subject site during the cursory survey conducted by BTC. As no suitable habitat exists within the limits of the site, it is not anticipated that a formal survey would be required by the USFWS or another agency to determine if any Florida Scrub-Jays utilize any portions of the site.

Everglade Snail Kite (Rostrhamus sociabilis)
Federally Listed as "Endangered" by USFWS

The subject site falls within the USFWS Consultation Area for the Everglade Snail Kite. Currently the Everglade Snail Kite is listed as "Endangered" by the USFWS. Everglade Snail Kites are similar in size to Red-shouldered Hawks. All Everglade Snail Kites have deep red eyes and a white rump patch. Males are slate gray, and females and juveniles vary in amounts of white, light brown, and dark brown, but the females always have white on their chin. Everglade Snail Kites vocalize mainly during courtship and nesting. They may occur in nearly all of the wetlands of central and southern Florida. They regularly occur in lake shallows along the shores and islands of many major lakes, including Lakes Okeechobee, Kissimmee, Tohopekaliga (Toho) and East Toho. They also regularly occur in the expansive marshes of southern Florida such as Water Conservation Areas 1, 2, and 3, Everglades National Park, the upper St. John's River marshes and Grassy Waters Preserve.

No Everglade Snail Kites were observed on the site during the cursory wildlife survey conducted by BTC. As no suitable habitat exists within the limits of the site, it is not anticipated that a

formal survey would be required by the USFWS or another agency to determine if any Everglade Snail Kites utilize any portions of the site.

ENVIRONMENTAL CONSTRAINTS

The onsite wetlands and surface waters on the site are in the process of being delineated by BTC in accordance with local, state and federal guidelines utilizing pink "Bio-Tech Consulting" flagging tape (Figure 8). Once flagging is complete, an updated map will be submitted for review. All wetland/surface water flag locations will need to be approved by the appropriate regulatory agencies during the permitting process. The site resides in the Southern Ocklawaha River drainage basin (Figure 9).

St. Johns River Water Management District (SJRWMD)

There is a SJRWMD Environmental Resource Pemit (ERP), Permit #19298-4, associated with the lake in the northeastern portion of the site. This ERP aproved the excavation and enhancement of the wetland areas within the above mentioned lake associated with the adjoining Mission Inn Resort single-family subdivision on November 10, 2000. This permit expired on November 10, 2005. Since this permit has expired and there are no other ERP's associated with the subject site, a new ERP application will be required through the SJRWMD to authorize construction and operation of a stormwater management system for the site in association with the proposed project and for all wetland/surface water impacts in association with the proposed project. Impacts to the project's wetland and/or other surface water communities would be permittable by SJRWMD as long as the issues of elimination and reduction of wetland impacts have been addressed and as long as the mitigation offered is sufficient to offset the functional losses incurred via the proposed impacts. Coordination with the Division of Historical Resources (DHR) and the FFWCC will be necessary as part of the ERP process.

Florida Department of Environmental Protection (FDEP)

State 404 Program

In December of 2020, the Florida Department of Environmental Protection (FDEP) assumed federal permitting authority for all wetland and surface water resources under Section 404 of the Clean Water Act (CWA). While the ERP and State 404 Programs are joint ERP applications, the State 404 Program is a separate program from the existing ERP Program described above. For those project's whose wetland and surface water resources are associated with tidal waters or traditional navigable waters, under Section 10 of the Rivers and Harbors Act, the US Army Corps of Engineers (USACE) will retain federal permitting authority and a separate Application will need to be submitted to the USACE. These "retained" resources also include wetlands

and/or other surface waters that fall within the 300-foot guide line established from the ordinary high-water mark or mean high tide line of the retained waters.

FDEP currently considers all wetland and/or surface water resources to be federally jurisdictional unless the applicant provides documentation proving otherwise under the current Navigable Waters Protection Rule (NWPR). Impacts to the project's wetland and other surface water communities should be permittable by FDEP as long as the issues of elimination and reduction of wetland impacts have been addressed and as long as the mitigation offered is sufficient to offset the functional losses incurred by the proposed impacts. In addition, regulated activities proposed in waters assumed by the State 404 Program are still required to meet all standards mandated under the CWA Section 404(b)(1) guidelines, this includes alternate site analysis. Coordination with the USFWS will be necessary as part of the Section 404 permitting process through FDEP.

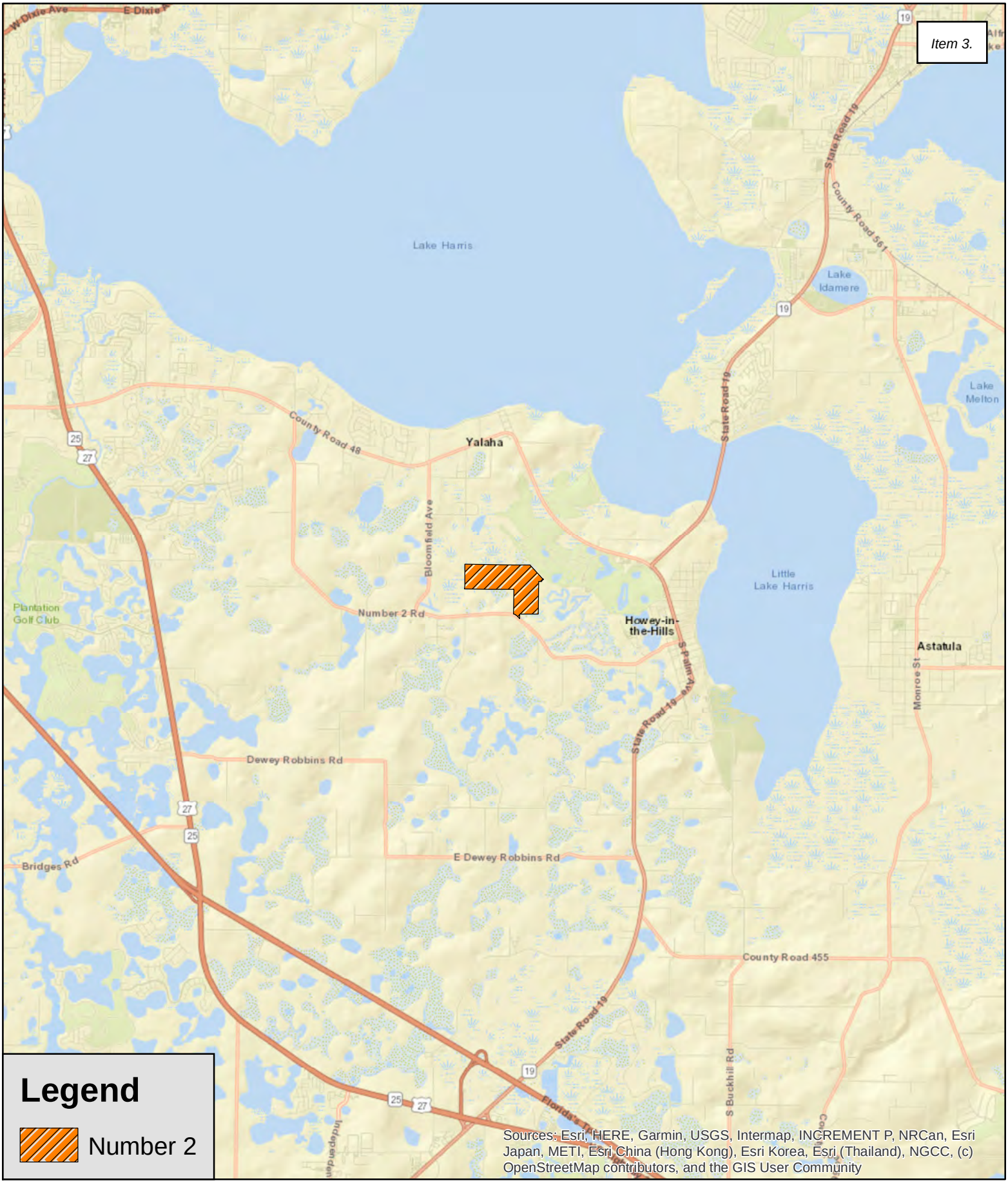
The environmental limitations described in this document are based on observations and technical information available on the date of the on-site evaluation. This report is for general planning purposes only. The limits of any on-site wetlands/surface waters can only be determined and verified through field delineation and/or on-site review by the pertinent regulatory agencies. The wildlife surveys conducted within the subject property boundaries do not preclude the potential for any listed species, as noted on Table 1 (attached), currently or in the future.

Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

Mark Ausley
Director

Attachments



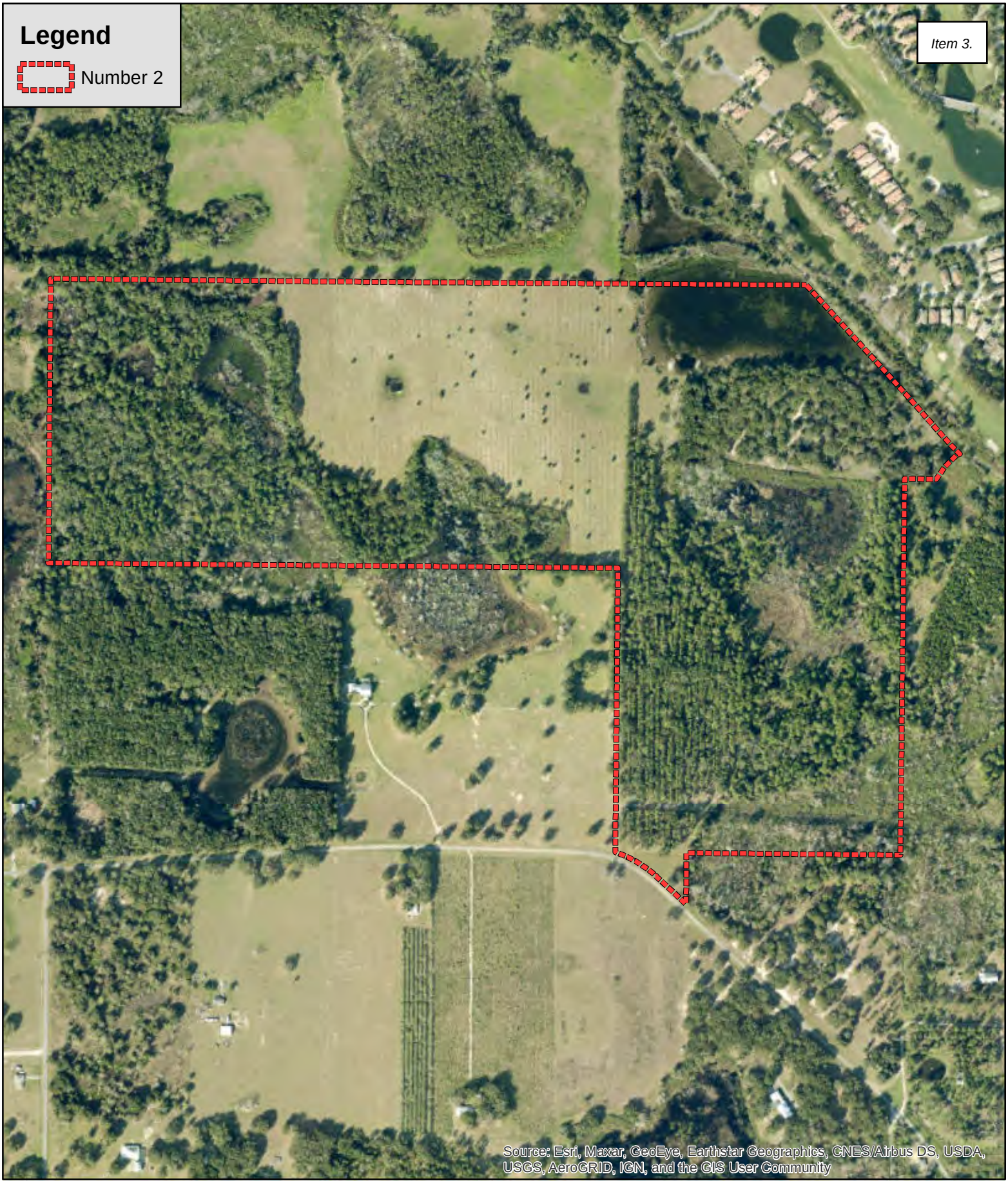
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Number 2 Road
Lake County, Florida
Figure 1
Location Map

N
W E
S

1 Miles

Project #: 372-18
Produced By: [illegible]
Date: 6/19/2022



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Number 2 Road
Lake County, Florida
Figure 2
2021 Aerial Photograph

N
W E
S

640
Feet

Project #: 372-18
Produced By: H
Date: 4/2/2022

Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Number 2 Road
Lake County, Florida
Figure 3
USGS Topographic Map

N
W E
S

525 Feet

Project #: 372-18
Produced By: [illegible]
Date: 7/15/2022

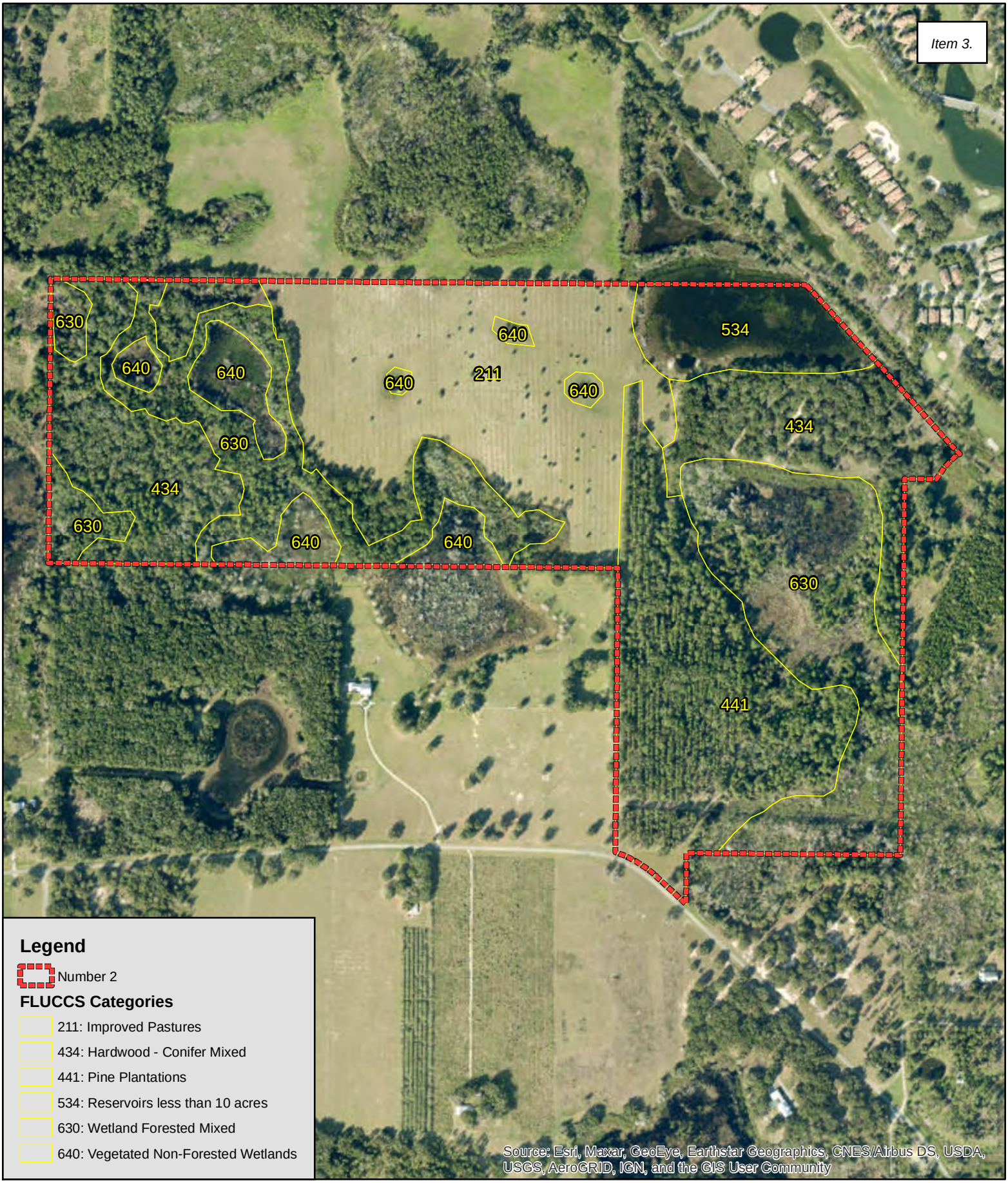
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Number 2 Road
Lake County, Florida
Figure 4
SSURGO Soils Map

N
W E
S

525
Feet

Project #: 372-18
Produced By: [illegible]
Date: 7/15/2022



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Environmental and Permitting Services
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Ph: 407-894-5969 Fax: 407-894-5970
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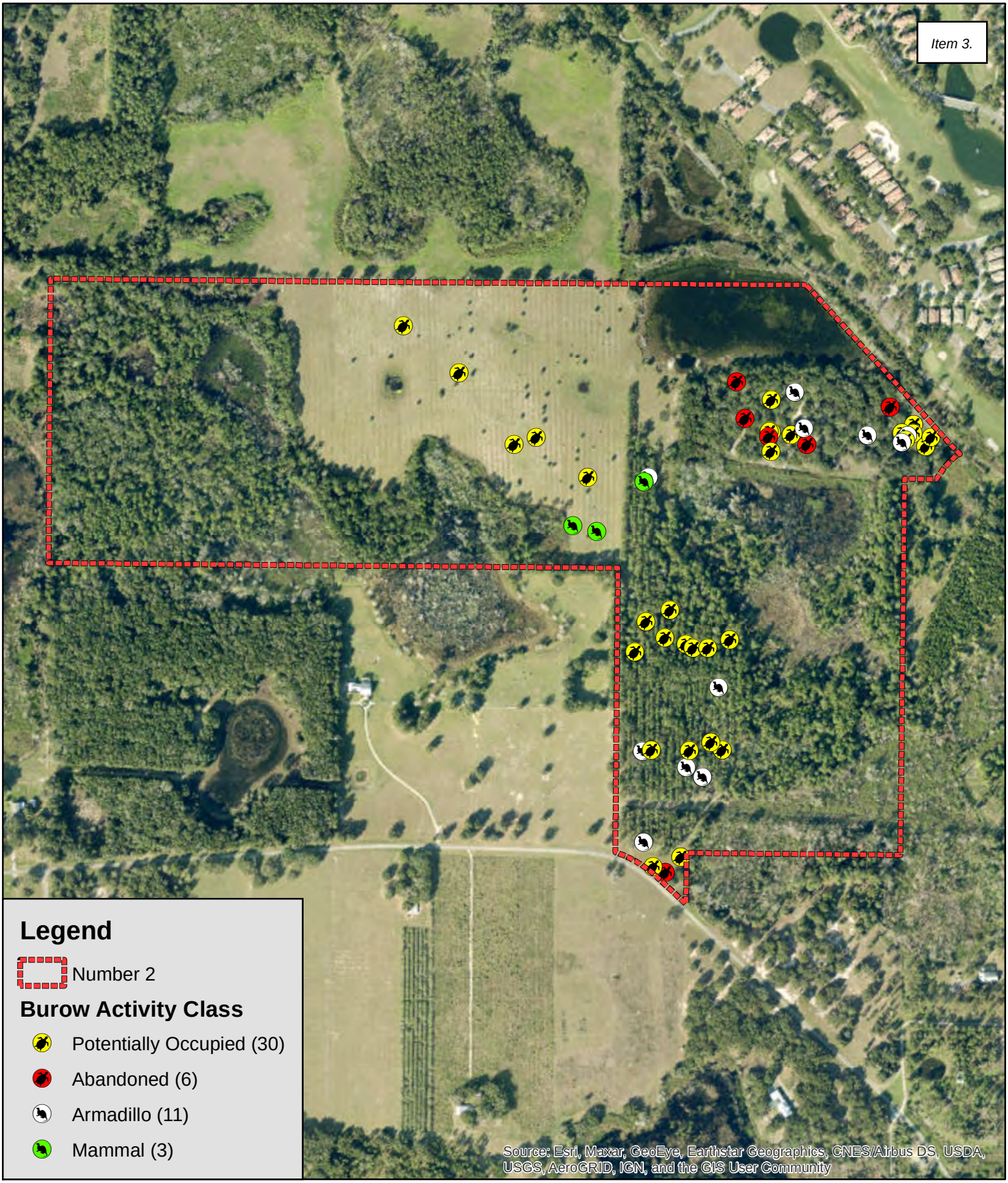
Number 2 Road
Lake County, Florida
Figure 5
FLUCCS Map

N
W E
S

525 Feet

Project #: 372-18
Produced By: [illegible]
Date: 7/15/2022



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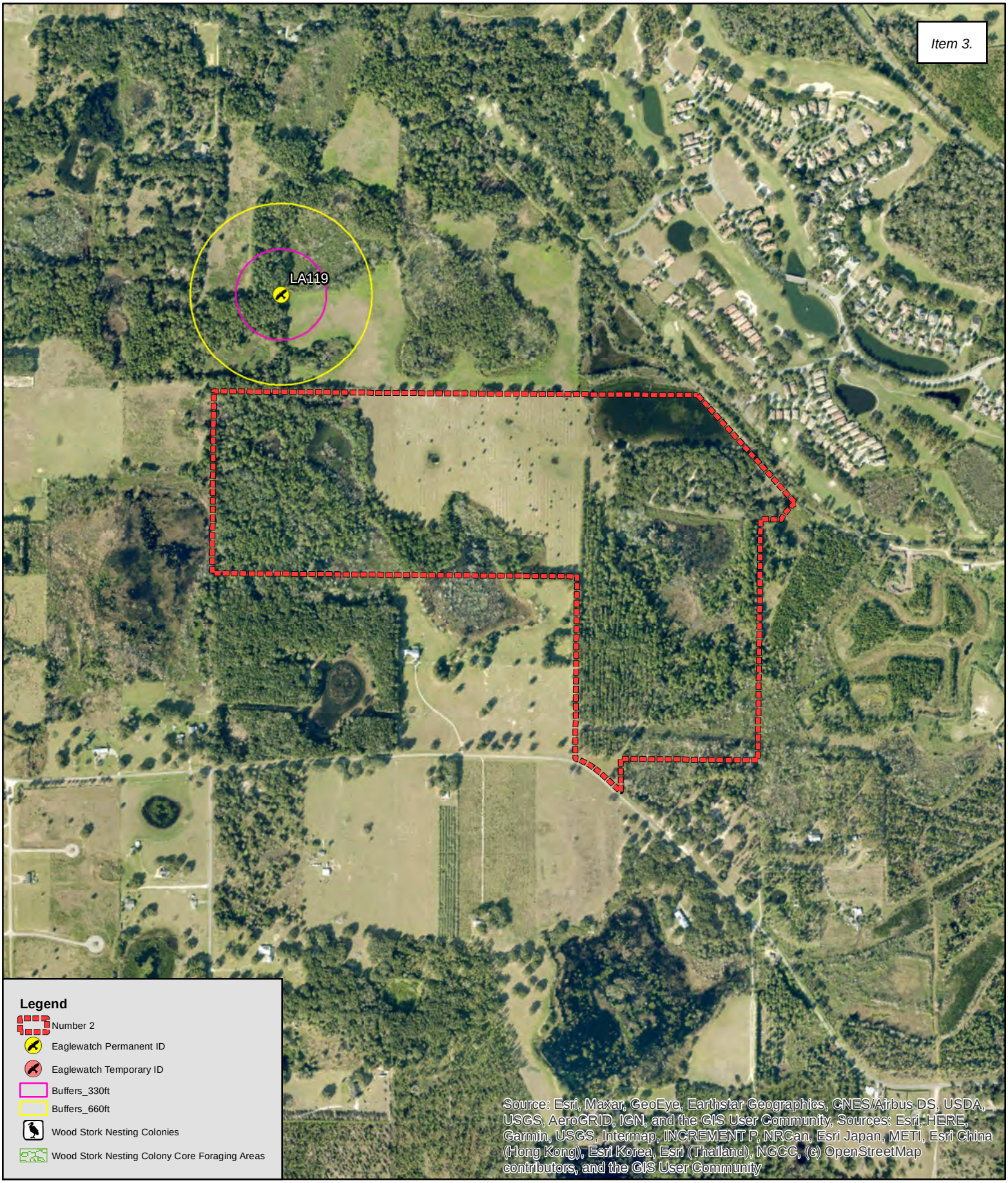
Number 2 Road
Lake County, Florida
Figure 6a
Wildlife Survey Map

N
W E
S

525
Feet

Project #: 372-18
Produced By: [illegible]
Date: 7/11/2022



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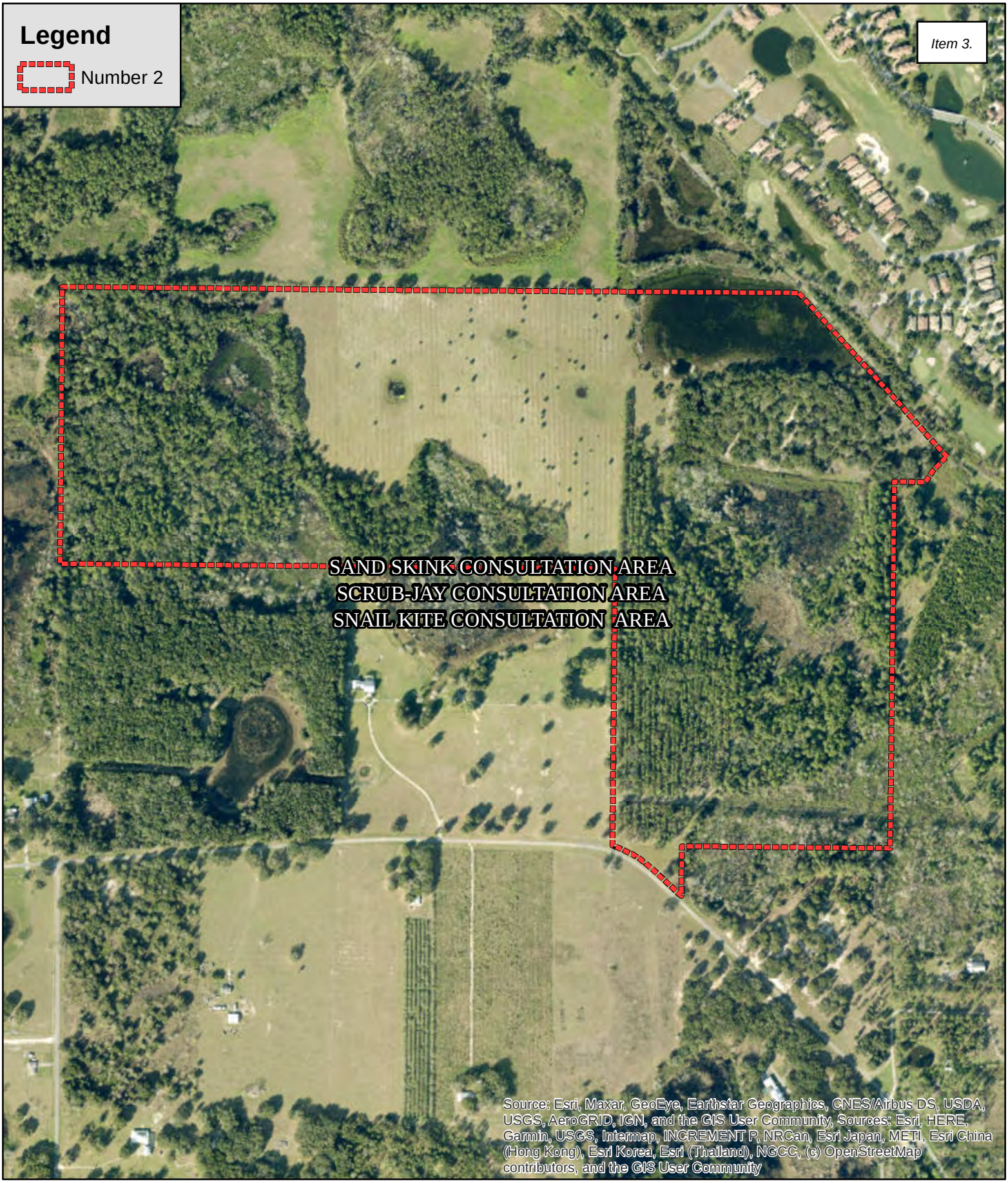
Number 2 Road
Lake County, Florida
Figure 6b
Wildlife Proximity Map

N
W E
S

1,000 Feet

Project #: 372-18
Produced By: [illegible]B
Date: 6/19/2022



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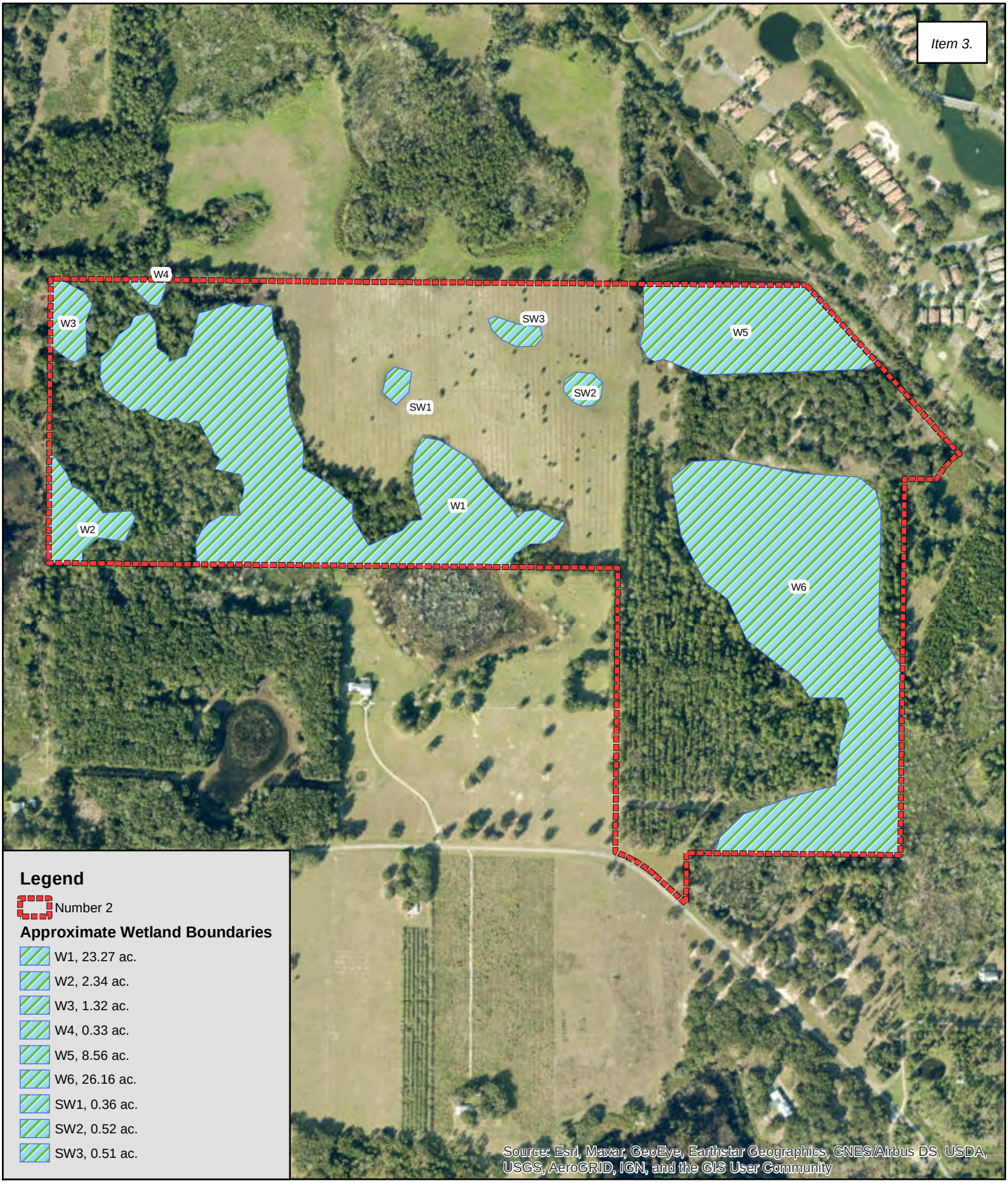
Number 2 Road
Lake County, Florida
Figure 7
USFWS Consultation Map

N
W E
S

650 Feet

Project #: 372-18
Produced By: [illegible]
Date: 6/19/2022



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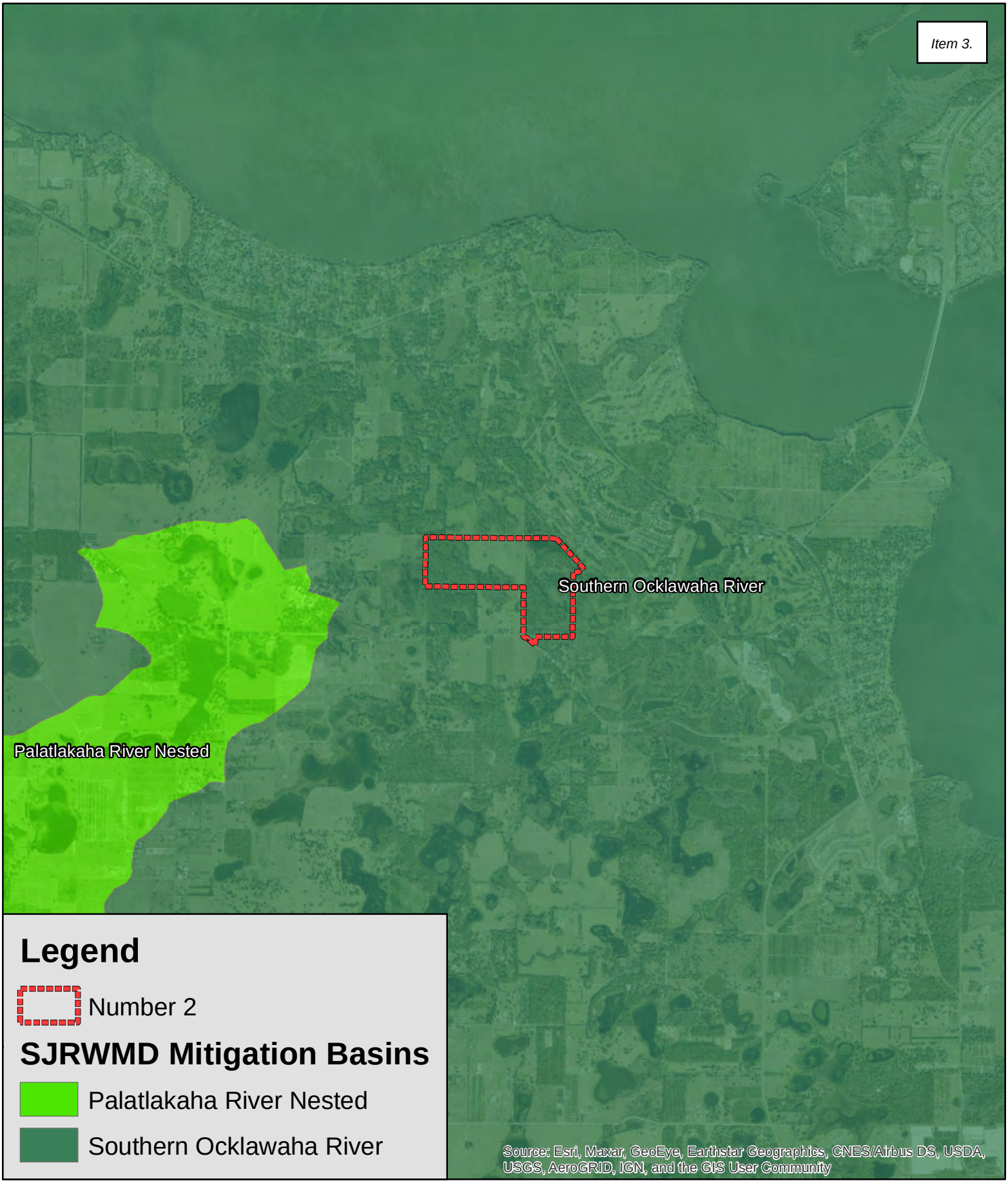
Number 2 Road
Lake County, Florida
Figure 8
Approximate Wetland Boundaries

N
W E
S

525
Feet

Project #: 372-18
Produced By
Date: 7/21/2022



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Number 2 Road
Lake County, Florida
Figure 9
Mitigation Basin Map

N
W E
S

3,000 Feet

Project #: 372-18
Produced By: [illegible]
Date: 6/19/2022

Table 1 :	Potentially Occuring Listed Wildlife and Plant Species in Lake County, F		
Scientific Name	**Common Name**	**Federal Status**	**State Status**
FISH			
Pteronotropis welaka	Bluenose Shiner	N	ST
REPTILES			
Alligator mississippiensis	American Alligator	SAT	FT(S/A)
Drymarchon corais couperi	Eastern Indigo Snake	LT	FT
Gopherus polyphemus	Gopher Tortoise	C	ST
Lampropeltis extenuata	Short-Tailed Snake	N	ST
Pituophis melanoleucus mugitus	Florida Pine Snake	N	ST
Plestiodon reynoldsi	Sand Skink	LT	FT
BIRDS			
Antigone canadensis pratensis	Florida Sandhill Crane	N	ST
Aphelocoma coerulescens	Florida Scrub-Jay	LT	FT
Athene cunicularia floridana	Florida Burrowing Owl	N	ST
Egretta caerulea	Little Blue Heron	N	ST
Egretta tricolor	Tricolored Heron	N	ST
Falco sparverius paulus	Southeastern American kestrel	N	ST
Grus americana	Whooping Crane	XN	FXN
Mycteria americana	Wood Stork	LT	FT
Picoides borealis	Red-Cockaded Woodpecker	LE	FE
MAMMALS			
Trichechus manatus	West Indian Manatee	LT	FT
VASCULAR PLANTS			
Bonamia grandiflora	Florida bonamia	LT	E
Carex chapmanii	Chapman's Sedge	N	T
Centrosema arenicola	Sand Butterfly Pea	N	E
Chionanthus pygmaeus	pygmy fringe tree	LE	E
Clitoria fragrans	scrub pigeon-wing	LT	E
Coelorachis tuberculosa	Piedmont Jointgrass	N	T
Coeleataenia abscissa	Cutthroat Grass	N	E
Cucurbita okeechobeensis	Okeechobee Gourd	LE	E
Eriogonum longifolium var *gnaphalifolium*	Scrub Buckwheat	LT	E
Hartwrightia floridana	Hartwrightia	N	T
Hasteola robertiorum	Florida Hasteola	N	E
Illicium parviflorum	Star Anise	N	E
Justicia cooleyi	Cooley's Water-Willow	LE	E
Lechea cernua	Nodding Pinweed	N	T
Matelea floridana	Florida Spiny-Pod	N	E
Monotropa hypopithys	Pinesap	N	E
Najas filifolia	Narrowleaf Naiad	N	T
Nemastylis floridana	Celestial Lily	N	E
Nolina brittoniana	Britton's Beargrass	LE	E
Paronychia chartacea ssp *chartacea*	Paper-Like Nailwort	LT	E
Pecluma plumula	Plume Polypody	N	E
Pecluma ptilota var. bourgeauana	Comb Polypody	N	E
Polygala lewtonii	Lewton's Polygala	LE	E
Polygonella myriophylla	Small's Jointweed	LE	E
Prunus geniculata	Scrub Plum	LE	E

Pteroglossaspis ecristata	Giant Orchid	N	T
Salix floridana	Florida Willow	N	E
Sideroxylon alachuense	Silver Buckthorn	N	E
Stylisma abdita	Scrub Stylisma	N	E
Vicia ocalensis	Ocala Vetch	N	E
Warea amplexifolia	Clasping Warea	LE	E
Warea carteri	Carter's Warea	LE	E

FEDERAL LEGAL STATUS

LE-Endangered: species in danger of extinction throughout all or a significant portion of its range.
LT-Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
SAT-Endangered due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.

C-Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.
XN-Non-essential experimental population.
N-Not currently listed, nor currently being considered for listing as Endangered or Threatened.

STATE LEGAL STATUS - ANIMALS

FE- Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service
FT- Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service
FXN- Federal listed as an experimental population in Florida
FT(S/A)- Federal Threatened due to similarity of appearance
ST- State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.
SSC-Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* for Pandion haliaetus (Osprey) indicates that this status applies in Monroe county only.)
N-Not currently listed, nor currently being considered for listing.

*** State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940)*

STATE LEGAL STATUS - PLANTS

E-Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.
T-Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.
N-Not currently listed, nor currently being considered for listing.

LEGAL DESCRIPTIONS

PARCEL 1:

THAT PORTION OF THE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2737, PAGES 1678 THROUGH 1680, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND LYING IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTH 1/4 SECTION CORNER OF SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA; THENCE ON A BEARING RELATED TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, AND ALONG THE EAST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 27, RUN S00°27'46"W A DISTANCE OF 506.08 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 975, PAGE 1473, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AS FIELD MONUMENTED, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE ALONG SAID SOUTHWESTERLY LINE RUN THE FOLLOWING THREE COURSES; S 41°36'25"E A DISTANCE OF 89.22 FEET, S41°38'46"E A DISTANCE OF 180.32 FEET, TO A POINT ON A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 1406.26 FEET TO WHICH A RADIAL LINE BEARS S48°23'43"W; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°21'46" AN ARC DISTANCE OF 107.08 FEET, TO A POINT ON THE NORTHWESTERLY LINE OF THE LANDS DESCRIBED AS ENVIRONMENTAL EASEMENT NO. 22, AS FOUND ON PAGE 1463 OF OFFICIAL RECORDS BOOK 1121, PAGES 1441 THROUGH 1478, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG SAID NORTHWESTERLY LINE RUN THE FOLLOWING THREE (3) COURSES; S68°35'23"W A DISTANCE OF 16.30 FEET, S44°30'53"W A DISTANCE OF 80.19 FEET, S33°10'29"W A DISTANCE OF 65.77 FEET; THENCE DEPARTING SAID NORTHWESTERLY LINE RUN N89°29'24"W A DISTANCE OF 148.97 FEET TO A POINT ON THE WEST LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF AFORESAID SECTION 27; THENCE ALONG SAID WEST LINE RUN N00°27'46"E A DISTANCE OF 395.61 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

A PARCEL OF LAND SITUATE IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA, BEING THAT PART OF THE WEST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 27 LYING NORTHERLY OF NUMBER TWO ROAD (PUBLIC ROAD), BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

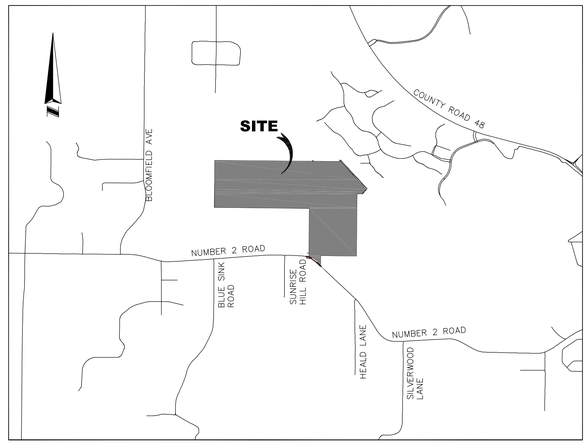
BEGINNING AT THE NORTHWEST CORNER OF SAID WEST 1/4; THENCE SOUTH 89°40'19" EAST ALONG THE NORTH LINE OF SAID SOUTHWEST 1/4 332.52 FEET; THENCE SOUTH 00°05'49" WEST ALONG THE EAST LINE OF SAID WEST 1/4 243.34 FEET; THENCE NORTHWESTERLY ALONG THE NORTHERLY MAINTAINED RIGHT OF WAY LINE OF NUMBER TWO ROAD (PUBLIC ROADWAY) 410 FEET MORE OR LESS; THENCE NORTH 00°05'49" EAST ALONG THE WEST LINE OF SAID NORTHEAST 1/4 10.09 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

THE NORTH 1/2 OF THE NORTHWEST 1/4; LESS AND EXCEPT ANY PORTION THEREOF LYING NORTHEASTERLY OF THE SOUTHWESTERLY BOUNDARY OF THOSE LANDS DESCRIBED AS TRACT 3, AS RECORDED IN OFFICIAL RECORDS BOOK 1076, PAGE 0802, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; SAID SOUTHWESTERLY BOUNDARY ALSO BEING THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD; TOGETHER WITH THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, ALL IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA.

PARCEL 4:

THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA.



VICINITY MAP: 1" = 2,000'

SYMBOL AND ABBREVIATION LEGEND:

CM	CONCRETE MONUMENT
●	RECOVERED MONUMENT (SEE DWG FOR DESCRIPTION)
■	RECOVERED CONCRETE MONUMENT (SEE DWG FOR DESCRIPTION AND SIZE)
◉	SET 1/2" IRON ROD & CAP, "LB 6723"
⊡	RECOVERED 4"x4" CONCRETE MONUMENT, AS NOTED
	WOOD POWER POLE
	METAL POWER POLE
	SIGN
Ⓦ	WELL
	GATE POST
	FIBER OPTIC MARKER
	GUY ANCHOR
TR	TELEPHONE RISER
EB	ELECTRICAL BOX
EM	ELECTRICAL METER
R	RADIUS
L	LENGTH
Δ	DELTA
C	CHORD DISTANCE
CD	CHORD BEARING
N	NORTH/NORTHING
E	EAST/EASTING
FND	FOUND
LLC	LIMITED LIABILITY COMPANY
LB	LICENSED BUSINESS
ORB	OFFICIAL RECORDS BOOK
PG(S)	PAGE(S)
PNT	POINT OF NON-TANGENCY
±	MORE OR LESS
(D)	DESCRIBED MEASUREMENT
(M)	FIELD MEASUREMENT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PSM	PROFESSIONAL SURVEYOR & MAPPER
CCR	CERTIFIED CORNER RECORD
R/W	RIGHT OF WAY
(M)	MEASURED
(D)	DEED
IRC	IRON ROD & CAP
LB	LICENSED BUSINESS
RLS	REGISTERED LICENSED SURVERYOR
—— OE ——	OVERHEAD UTILITY LINE
—□——	FENCE LINE
	ASPHALT PAVEMENT

SURVEYOR'S NOTES:

1. BEARINGS SHOWN HEREON ARE BASED ON THE WEST LINE OF THE NW 1/4 THE NE 1/4 OF SECTION 27-20-25 AS BEING S 00°27'46"W. (AN ASSUMED BEARING FOR ANGULAR DESIGNATION ONLY)
2. THE LEGAL DESCRIPTION HEREON IS IN ACCORD WITH THE DESCRIPTION PROVIDED BY THE CLIENT.
3. THERE MAY BE EASEMENTS AND RESTRICTIONS OF RECORD AND/OR PRIVATE AGREEMENTS NOT FURNISHED TO THIS SURVEYOR OR SHOWN ON THIS BOUNDARY SURVEY THAT MAY AFFECT PROPERTY RIGHTS AND/OR LAND USE RIGHTS OF THE SUBJECT PROPERTY.
4. THIS SURVEY WAS PERFORMED WITH THE BENEFIT OF INSURANCE TITLE COMMITMENT, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER 2037-5913729, EFFECTIVE DATE MAY 4, 2022 AT 8:00 AM.
5. THERE MAY BE ENVIRONMENTAL ISSUES AND/OR OTHER MATTERS REGULATED BY VARIOUS DEPARTMENTS OF FEDERAL, STATE OR LOCAL GOVERNMENTS AFFECTING THE SUBJECT PROPERTY NOT SHOWN ON THIS SURVEY.
6. THIS SURVEY WAS PERFORMED FOR THE SOLE AND EXCLUSIVE BENEFIT OF THE ENTITIES LISTED HEREON AND SHALL NOT BE RELIED UPON BY ANY OTHER ENTITY OR INDIVIDUAL WHOMSOEVER.
7. ADJOINING PARCEL OWNER AND RECORDING INFORMATION DELINEATED HEREON WAS OBTAINED FROM THE LAKE COUNTY PROPERTY APPRAISER'S PUBLIC ACCESS SYSTEM.
8. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
9. LANDS SHOWN HEREON ARE IN FLOOD ZONE "X" & ZONE "A", AREAS OF MINIMAL FLOOD HAZARD & AREAS IN THE FLOODPLAIN, DETERMINED BY THE NATIONAL FLOOD INSURANCE RATE MAP PANEL NUMBERS 12069C0480E & 12069C0485E, EFFECTIVE DATE 12/18/2012.
10. WE HEREBY CERTIFY THAT THE LANDS SHOWN HEREON AND THE ADJACENT PARCELS OF LAND, WHERE THEY SHARE A COMMON BOUNDARY LINE, ARE CONTIGUOUS WITH NO GAPS, GORES, HIATUS, OR OVERLAPS.
11. THERE ARE NO PLATTED SETBACK OR BUILDING RESTRICTION LINES WHICH HAVE BEEN RECORDED IN SUBDIVISION PLATS AND NO RECORD DOCUMENTS HAVE BEEN DELIVERED TO SURVEYOR FOR SAID LINES.
12. TOTAL LANDS SURVEYED: 160.73 ACRES±

SCHEDULE B-II EXCEPTIONS

9. EASEMENT IN FAVOR OF FLORIDA POWER CORPORATION RECORDED JANUARY 23, 1952 IN DEED BOOK 320, PAGE 637. (AS TO PARCEL 3) **(AFFECTS AS DEPICTED HEREON)**
10. DISTRIBUTION EASEMENT IN FAVOR OF FLORIDA POWER CORPORATION, A FLORIDA CORPORATION RECORDED OCTOBER 27, 2000 IN BOOK 1874, PAGE 1206. (AS TO PARCEL 3) **(AFFECTS AS DEPICTED HEREON)**
11. DISTRIBUTION EASEMENT IN FAVOR OF FLORIDA POWER CORPORATION, A FLORIDA CORPORATION RECORDED MAY 30, 2001 IN BOOK 1953, PAGE 340. (AS TO PARCEL 3) **(AFFECTS AS DEPICTED HEREON)**

CERTIFIED TO:

BLUE SKY CAPITAL GROUP, LLC.
M.L. CARTER SERVICES, INC., A FLORIDA CORPORATION
SUCCESSOR TRUSTEE OF CARTER-LAKE 160 NUMBER 2 ROAD LAND TRUST
FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS.

_____
JAMES L. RICKMAN P.S.M. #5633 DATE

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ALTA / NSPS BOUNDARY SURVEY
OF
HOWEY IN THE HILLS
SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST
LAKE COUNTY, FLORIDA

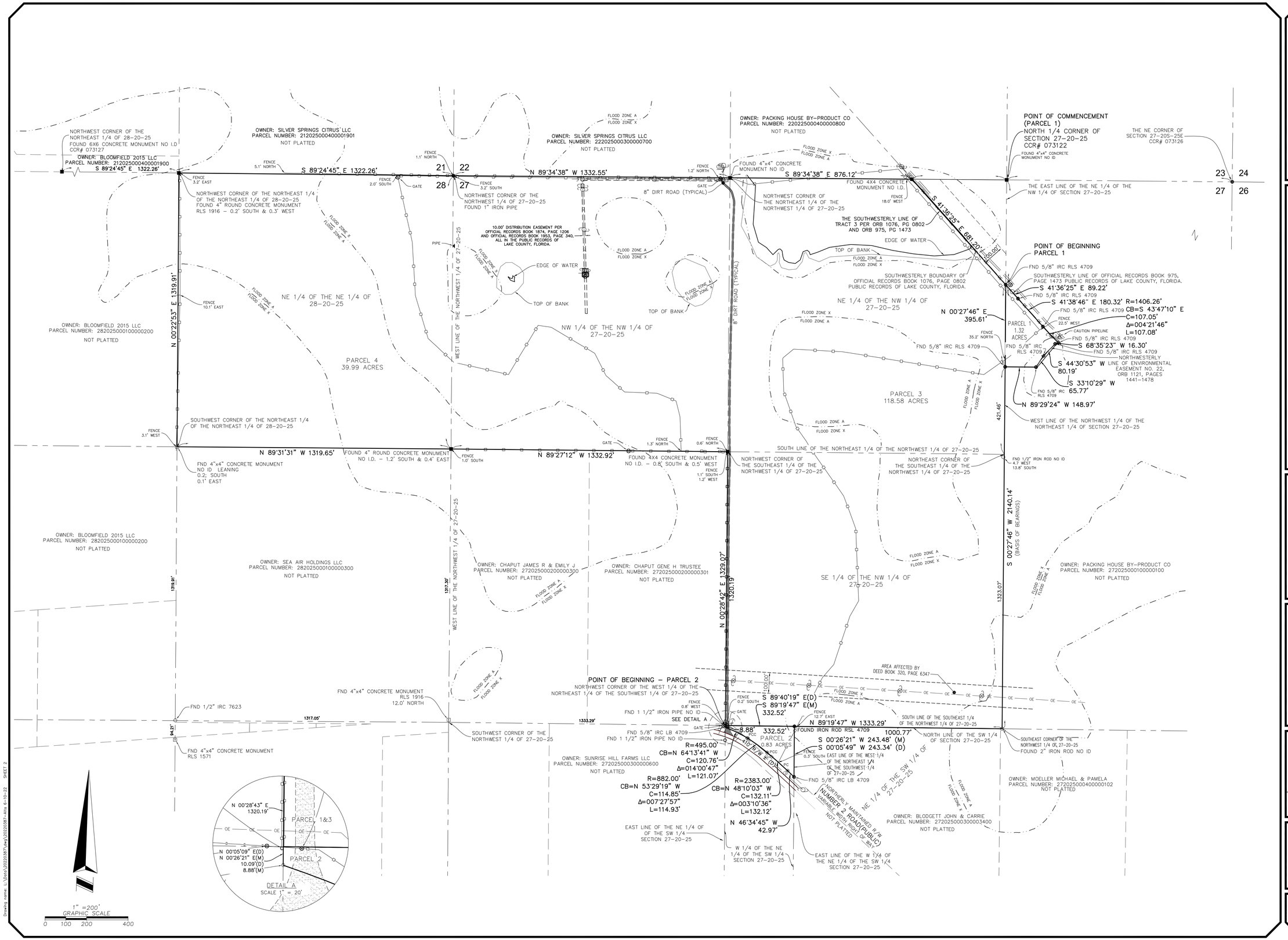
FOR: P.I.B. LAND DEVELOPMENT & INVESTMENTS

DATE	REVISIONS

JOB #: 20220387
DATE: 5/25/22
SCALE: 1" = 200'
CALC BY: CM
FIELD BY: DH
DRAWN BY: CM/CW
CHECKED BY: MR/CDK

SHEET 1 OF 2

Drawing name: L:\Data\20220387\dwg\20220387-Alta 6-10-22 SHEET 1



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ALTA / NSPS BOUNDARY SURVEY OF HOWEY IN THE HILLS

SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST
LAKE COUNTY, FLORIDA

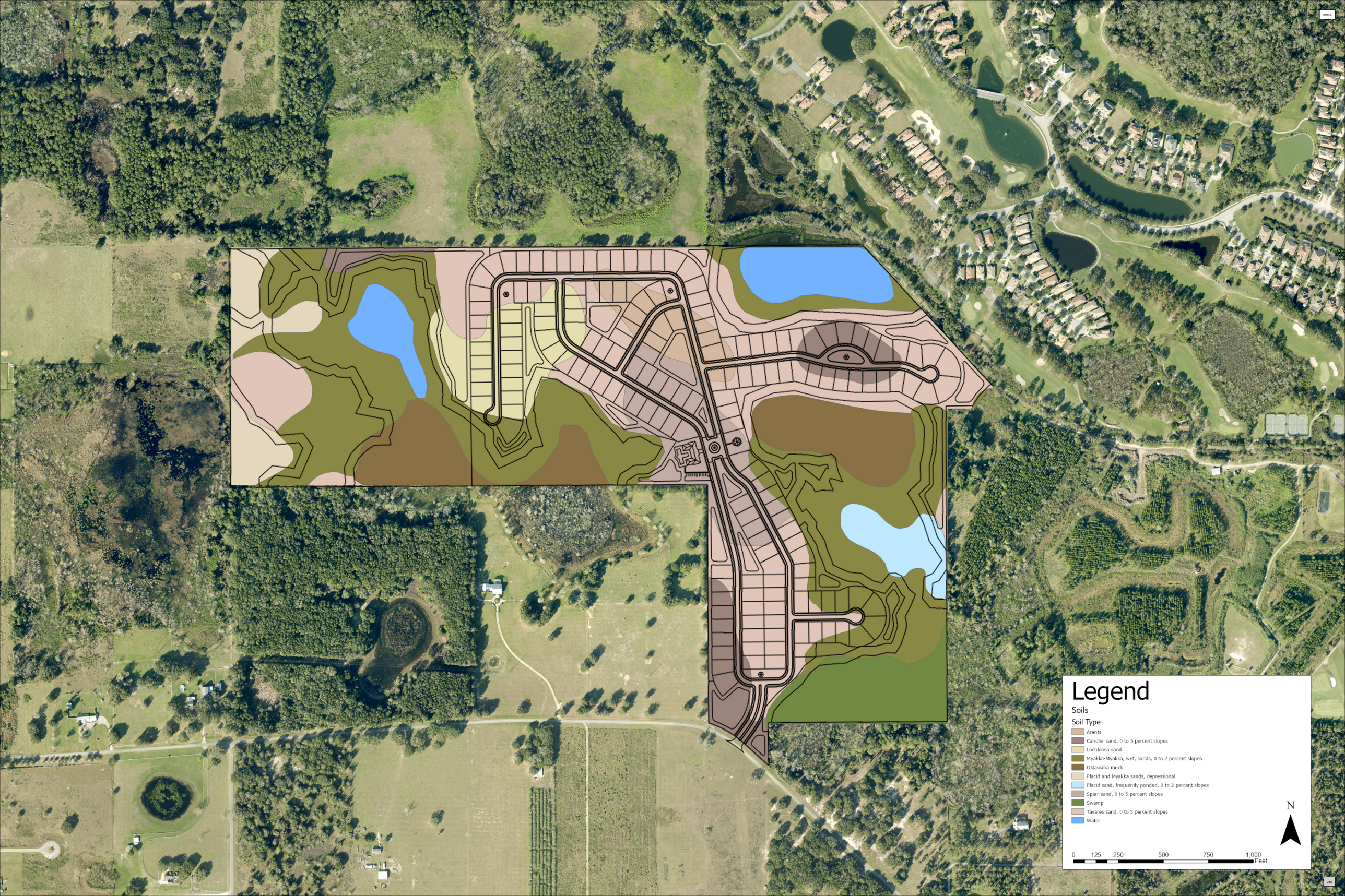
FOR: P.I.B. LAND DEVELOPMENT & INVESTMENTS

DATE	REVISIONS

JOB #: 20220387
DATE: 5/25/22
SCALE: 1" = 200'
CALC BY: CM
FIELD BY: DH
DRAWN BY: CM/CW
CHECKED BY: MR/CDK

SHEET 2 OF 2

Drawing name: L:\Data\20220387\dwg\20220387-Alta 6-10-22 SHEET 2


Legend
Soils
Soil Type
Arents
Candler sand, 0 to 5 percent slopes
Lochloosa sand
Myakka-Myakka, wet, sands, 0 to 2 percent slopes
Oklawaha muck
Placid and Myakka sands, depressional
Placid sand, frequently ponded, 0 to 2 percent slopes
Sparr sand, 0 to 5 percent slopes
Swamp
Tavares sand, 0 to 5 percent slopes
Water
N
0 125 250 500 750 1,000
Feet

LAKE COUNTY SCHOOLS

201 West Burleigh Boulevard · Tavares · FL 32778-2496
(352) 253-6500 · Fax: (352) 253-6503 · *www.lake.k12.fl.us*

Superintendent:
Diane S. Kornegay, M.Ed.

School Board Members:
District 1
Bill Mathias
District 2
Kristi Burns, Ph.D.
District 3
Marc Dodd
District 4
Mollie Cunningham
District 5
Stephanie Luke

June 15, 2022

Sadique Jaffer, Mgr.
Blue Sky Capital Group
103 Commerce Street, #160
Lake Mary, FL 32746

RE: Daryl Carter Property – Howey in the Hills/Lake County
Adequate Public Facilities Determination (APF16-2022)

Dear Mr. Jaffer:

The School District has reviewed the proposed residential development information for properties located on the north side of Number 2 Road, between Blue Sink Road and the Mission Inn development. The properties total approximately 161+/- acres. The application indicates 250 single family detached units.

The residential development will generate approximately eighty-eight (88) students. Based on current school attendance zones, the schools impacted by the proposed residential project are as follows:

- **Astatula Elementary School** — **97%** Capacity
- **Tavares Middle School** — **82%** Capacity
- **Tavares High School** — **94%** Capacity

At this time, the school district has adequate public facilities to serve the students estimated to be generated by this residential development.

Please be advised that this letter is not binding and does not constitute school concurrency review and capacity is not being reserved at this time. **School concurrency review is required prior to final development order approval.** The capacities referenced above do not include current valid capacity reservations. Please be advised that proportionate share mitigation may be required at time of school concurrency review.

Should you have any questions or need additional information please contact me at (352) 253-6694 or by email at lavalleyh@lake.k12.fl.us.

Sincerely,

Helen LaValley
Growth Planning Department

Att: Adequate Public Facilities Determination

"Equal Opportunity in Education and Employment"

Lake County Schools
Adequate Public Facilities Determination

REVIEWING AUTHORITY	**Lake County Schools** **APF16-2022**
PROJECT NAME/CASE#	**Blue Sky Capital Group (Daryl Carter Property)**
ITEM DESCRIPTION	250 Single Family dwelling units
LOCATION	North of Number 2 Road, between Blue Sink Road and the Mission Inn development.
AK's	3852069, 3887680, 1036119, 1101051 (approx. 161 acres)

	SF-DU	MF-DU	MH-DU	SF Impacts	MF Impacts
NEW DU IMPACT (units)				**250**	**0**
STUDENT GENERATION	0.350	0.282	0.185	88	0
Elementary School	0.157	0.153	0.095	39	0
Middle School	0.079	0.061	0.044	20	0
High School	0.114	0.068	0.046	29	0

*Students generated may differ from distribution percentages due to rounding

CSA #10

	Enrollment 2021-2022	Permanent Capacity	Projected Capacity %	Student Enrollment w/ Impact	**% of Perm. Capacity w/ Impact**	Planned Capacity Project
Assigned Schools:						
Astatula Elementary	643	701	92%	682	97%	No
Tavares Middle	1,030	1,286	80%	1,050	82%	No
Tavares High	1,482	1,601	93%	1,511	94%	No

Lake County School District Five-Year Plan, Fiscal Year 2022-2026

Please note that this is NOT a School Concurrency capacity reservation.

Please be aware that at time of school concurrency review proportionate share mitigation may be required.
This review does not include already reserved capacities.

Prepared by: Helen LaValley, Lake County Schools Growth Planning Dept. **Issue Date:** 6/15/2022

Response to Comments
Howey-in-the-Hills Residential Development

The following is our response to comments regarding the above-referenced project. The comments are listed first in **bold** followed by our response.

Traffic Comments by Thomas Harowski

Comment – The completion date of 2025 seems wholely unrealistic.

Response:
The completion date changed to 2028.

Comment – Why did the traffic study not consider approved projects (listed above) in stead of using a general growth percentage?

Response:
The analysis was revised using approved project trips instead of a growth percentage as per the comment.

Comment – Number 2 Road is substandard in lane width and other design factors. Does this affect capacity?

Response:
Yes, it does and the Lake County CMD Database used takes this into consideration. The capacity used for Number 2 Road is a reduced capacity due to substandard roadway geometry.

Comment – Why would the study not recommend turn lanes on Number 2 Road when all of the turning movements will occur on a curve with limited sight distance?

Response:
The study did not recommend turn lanes due to low traffic projections. However, due to sight distance concerns the Developer will consider turn lanes in the design of the access.

TPD No. 5659
December 23, 2022

Traffic Comments by Griffey Engineering, Inc.

Comment – The traffic study does not accurately address the project impact on Central Ave at SR 19 in the AM Peak Hour condition. The volume of project traffic on Central Ave was omitted from the calculation. This needs to be corrected. Also, the study indicates that in the PM Peak Hour condition the eastbound leg of Central Ave. will go from LOS C to LOS E. The AM condition will probably be worse since there will be more EB project traffic in the AM peak. This intersection will need to be improved and signalized in the future (see attached concept plan).

Response:
The volume of project traffic omitted on Central Avenue converted and the analysis revised, accordingly. We concur that the intersection will need to be improved and signalized in the near future.

Comment – The project will need to dedicate right-of-way for Number Two Road along its frontage to bring it up to county standards.

Response:
The project will dedicate right-of-way for Number 2 Road along its frontage as requested.

TRAFFIC IMPACT ANALYSIS

RESIDENTIAL DEVELOPMENT
HOWEY-IN-THE-HILLS, FLORIDA

Prepared for:
Blue Sky Capital Group, LLC
103 Commerce Street, Suite 160
Lake Mary, Florida 32746

Prepared by:

Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955

May 2022
Revised December 2022

TPD № 5659

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic Planning & Design, Inc., a corporation authorized to operate as an engineering business, EB-3702, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Residential Development

LOCATION: Howey-in-the-Hills, Lake County

CLIENT: Blue Sky Capital Group, LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Turgut Dervish

P.E. No.: 20400

DATE: December 22nd, 2020

SIGNATURE: _____

TURGUT DERVISH
LICENSE
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

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INTRODUCTION

This traffic analysis was performed to assess the impact of a proposed residential development in Howey-in-the-Hills, Lake County. The proposed development will consist of 180 single family units. The site, as depicted in **Figure 1,** is located to the north side of Number 2 Road approximately two-miles west of SR 19. Access to the site will be via a full access driveway on Number 2 Road. It is anticipated that the development will be completed in 2028. **Figure 2** depicts the site plan and the proposed access connection.

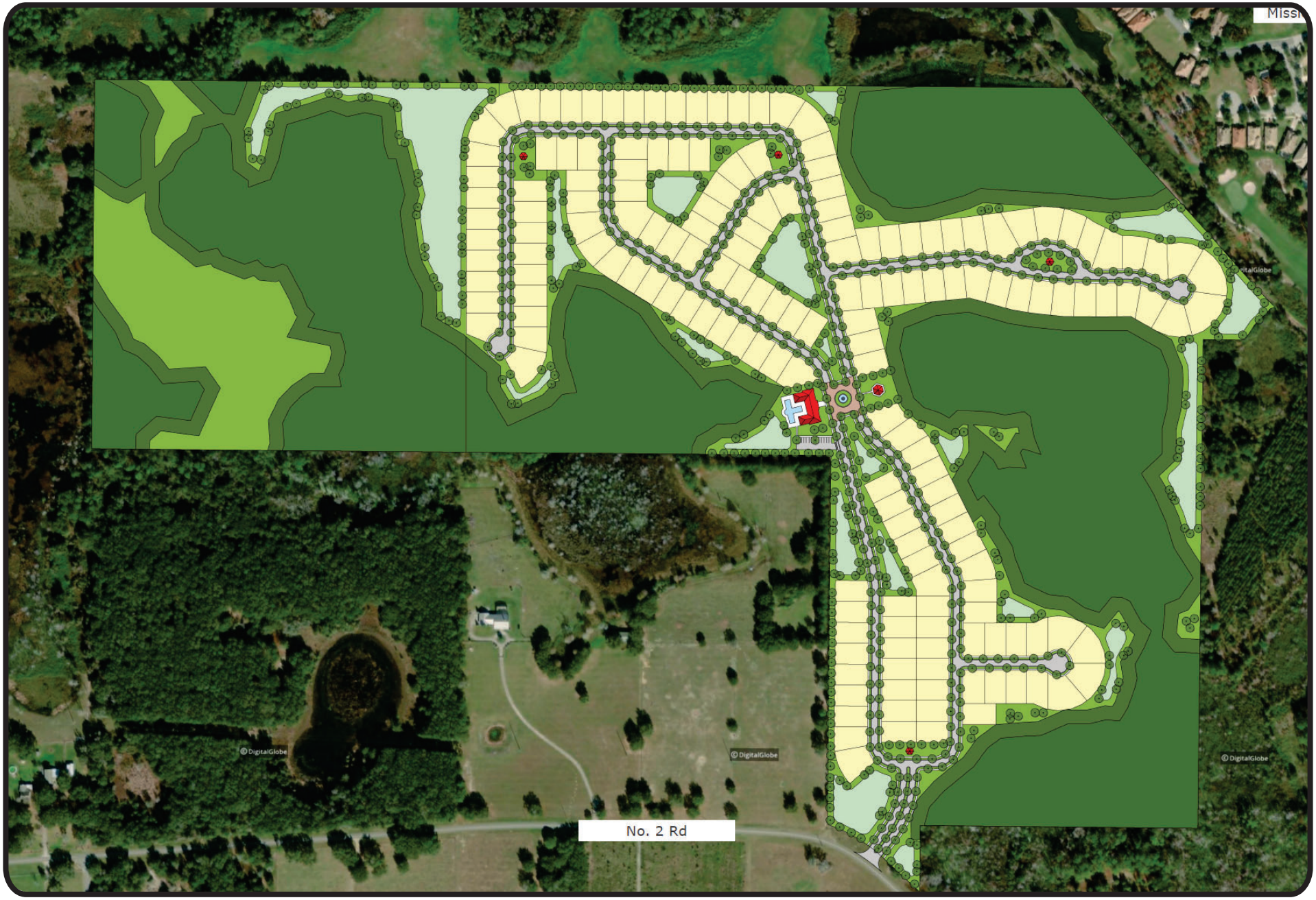
A Tier 2 Traffic Impact Analysis (TIA) is required as per the Lake Sumter MPO Traffic Impact Study Methodology and Guidelines which require a minimum of one mile impact area from the main access point plus all roadways which the project consumes 5% or more of the roadway capacity. This area includes segments of CR 48, SR 19 and Number 2 Road which provide external access to the site.

The analysis was conducted as per the study methodology submitted to the City and County. The study methodology and related correspondence are included in **Appendix A.** Reference data used in the analysis were obtained from the Florida Department of Transportation (FDOT) Annual Average Daily Traffic Report, Lake County CMP Database spreadsheets and trip generation data from the Institute of Transportation Engineers (ITE). Additionally, A.M./P.M. peak hour traffic data were collected at the intersections by TPD personnel for use in the analysis.

Howey in the Hills
Project № 5659
Figure 1

Site Location

N
NTS



Howey in the Hills
Project № 5659
Figure 2

Conceptual Site Plan

N
NTS

EXISTING CONDITIONS ANALYSIS

Existing traffic conditions were analyzed using peak direction P.M. peak hour volumes for the study roadways and A.M./P.M. peak hour traffic volumes for the study intersections. The roadway analysis consisted of a generalized capacity analysis with the existing traffic volumes and the available capacity. The intersection analysis was conducted as per the procedures of the Highway Capacity Manual.

Roadway Segment Analysis

The roadway segments were analyzed by comparing their existing P.M. peak hour directional volumes with the corresponding peak hour directional capacities at the adopted Level of Service (LOS) standard. The existing P.M. peak hour volumes, LOS standard, and peak hour direction capacities were obtained from the Lake County's 2022 CMP Database. A summary of the existing roadway capacity analysis is presented in **Table 1.** This table shows that the segments in the vicinity of the site are operating at satisfactory Levels of Service. The Lake County's 2022 CMP Database is included in **Appendix B**.

Intersection Analysis

A capacity analysis was conducted for the study intersections using the *Highway Capacity Software (HCS)* in accordance with the procedures of the *Highway Capacity Manual (HCM 6E)*. The capacity analysis was performed using the existing intersection geometry, traffic volumes during the A.M./P.M. peak hours and traffic controls. Existing turning movement counts obtained by TPD in 2022 were adjusted as per FDOT seasonal factors for Lake County. The adjusted intersection volumes are displayed in **Figures 3a** and **3b**. The intersection counts, FDOT seasonal factors and signal timings are included in **Appendix C**.

The intersection capacity analysis is summarized in **Table 2**. This analysis indicates that the study intersections are currently operating at acceptable Levels of Service. Detailed *HCS* analysis worksheets are included in **Appendix D**.

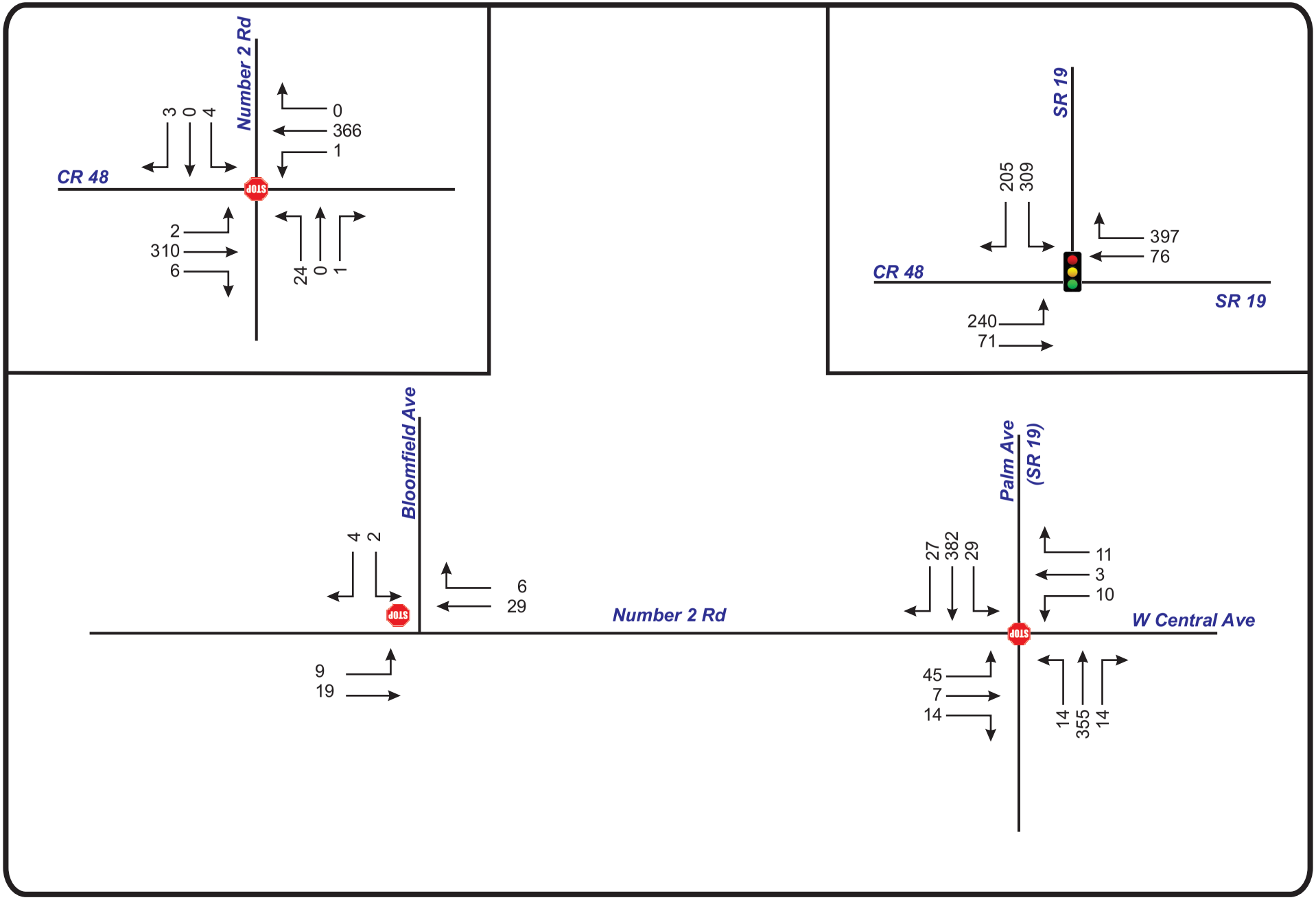
Table 1
Existing Roadway Capacity Analysis

Roadway Segment	Segment ID	No. of Lanes	Adopted		P.M. Peak Hour*		v/c Ratio	LOS
			LOS	Capacity	Peak Direction	Volume		
CR 48								
US 27 to Lime Ave	1240	2	D	1,080	EB	469	0.43	B
Lime Ave to SR 19	1250	2	D	1,080	EB	409	0.38	B
SR 19								
Lane Park Rd to CR 48	3040	2	D	920	SB	652	0.71	C
CR 48 to Central Ave	3050	2	D	700	SB	415	0.59	C
Central Ave to CR 455	3060	2	D	1,200	SB	415	0.35	B
Number 2 Road*								
CR 48 to Bloomfield Ave	---	2	D	675***	WB	26	0.04	C
Bloomfield Ave to SR 19	---	2	D	675***	EB	52	0.08	C

* Based on FDOT and Lake County 2020 traffic counts
** Not included in the County's Database
***Obtained from FDOT Quality/LOS Handbook

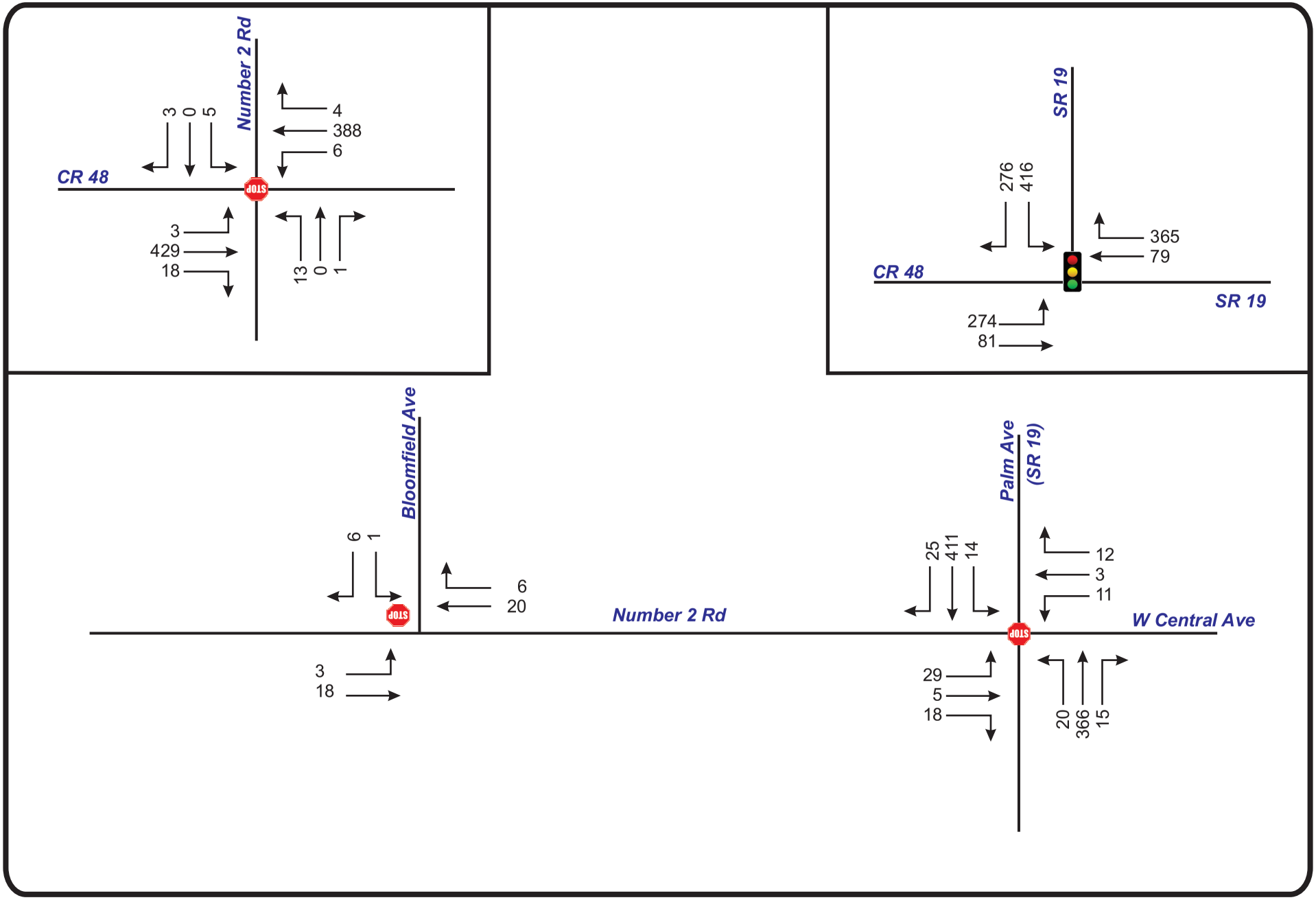
Table 2
Existing P.M. Peak Hour Intersection Capacity Analysis

Intersection	Control	Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Number 2 Rd & CR 48	Stop	A.M.	0.1	A	0.0	A	17.5	C	14.2	B	--	--
		P.M.	0.1	A	0.1	A	19.7	C	16.2	C	--	--
Number 2 Rd & Bloomfield Ave	Stop	A.M.	2.4	A	--	--	--	--	8.6	A	--	--
		P.M.	1.1	A	--	--	--	--	8.5	A	--	--
Palm Ave & Central Ave	Stop	A.M.	25.9	D	18.0	C	0.5	A	0.9	A	--	--
		P.M.	23.2	C	18.9	C	0.7	A	0.4	A	--	--
CR 48 & SR 19	Signal	A.M.	10.4	B	2.7	A	0.0	A	27.7	C	14.4	B
		P.M.	12.2	B	3.4	A	0.0	A	27.1	C	16.5	B



Howey in the Hills
Project № 5659
Figure 3a

Existing AM Peak Hour Volumes



Howey in the Hills
Project № 5659
Figure 3b

Existing PM Peak Hour Volumes

PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development consists of 180 single family homes anticipated to be completed in 2028. Access to the site will be via a full access driveway on Number 2 Road. To determine the impact of this development in the area, an analysis of its trip generation characteristics was conducted.

Trip Generation

The trip generation of the proposed development was calculated with the use of rates obtained from the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual.* A summary of the trip generation calculation is shown in **Table 3**. The ITE trip generation sheets are included in the study methodology in Appendix A.

Table 3
Trip Generation Calculation Summary

ITE Code	Land Use	Size	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate*	Trips	Rate*	Enter	Exit	Total	Rate*	Enter	Exit	Total
210	Single Family Residential	180 DU**	9.63	1,733	0.71	32	95	127	0.96	109	64	173
Total Trips				**1,733**	**---**	**32**	**95**	**127**	**---**	**109**	**64**	**173**

* Equation used, $R^2 > 0.75$
** DU = Dwelling Unit

The development is estimated to generate a total of 1,733 daily trips, of which 127 will occur during the A.M. peak hour and 173 will occur during the P.M. peak hour upon full development.

Trip Distribution and Assignment

A distribution pattern was estimated using the currently adopted CFRPM model with a Select Zone Analysis (SZA). The model trip distribution plot is included in the study methodology. The trip distribution thus determined is shown in **Figure 4**. This distribution pattern was used to distribute and assign the project trips to the study roadways and intersections.

Howey in the Hills
Project № 5659
Figure 4

Trip Distribution

PROJECTED TRAFFIC CONDITIONS

Projected traffic conditions were analyzed for the study roadway segments for the P.M. peak hour directional volumes and intersections for the A.M. and P.M. peak hours. Projected traffic volumes used in the analysis consisted of background traffic combined with site generated traffic. Background traffic volumes were determined by combining the existing traffic volumes with the approved trips provided by the City from the following developments:

- Whispering Hills
- The Reserve
- Simpson Howey-in-the-Hills
- Talichet PUD
- Mission Rise

The trip information provided by the City for the approved developments is included in **Appendix E.**

Roadway Segment Analysis

The projected roadway segment analysis was performed by comparing the projected traffic volume of each segment with the capacity of the segment at the adopted LOS standard. The analysis as summarized in **Table 4** shows the study segments along with their number of lanes, adopted LOS/capacity, projected traffic volumes and resultant Levels of Service. The roadway segments in the vicinity of the project will continue operate at satisfactory Levels of Service similar to the existing conditions, except for the segment of SR 19 from CR 48 to Central Avenue. This segment will become over-capacity and fail with the addition of the approved 439 peak hour trips alone, which are more than double the existing traffic on the segment. This segment will fail regardless of the addition of the project trips. The project is adding only 34 peak hour trips to this segment.

Table 4
Projected Roadway Capacity Analysis

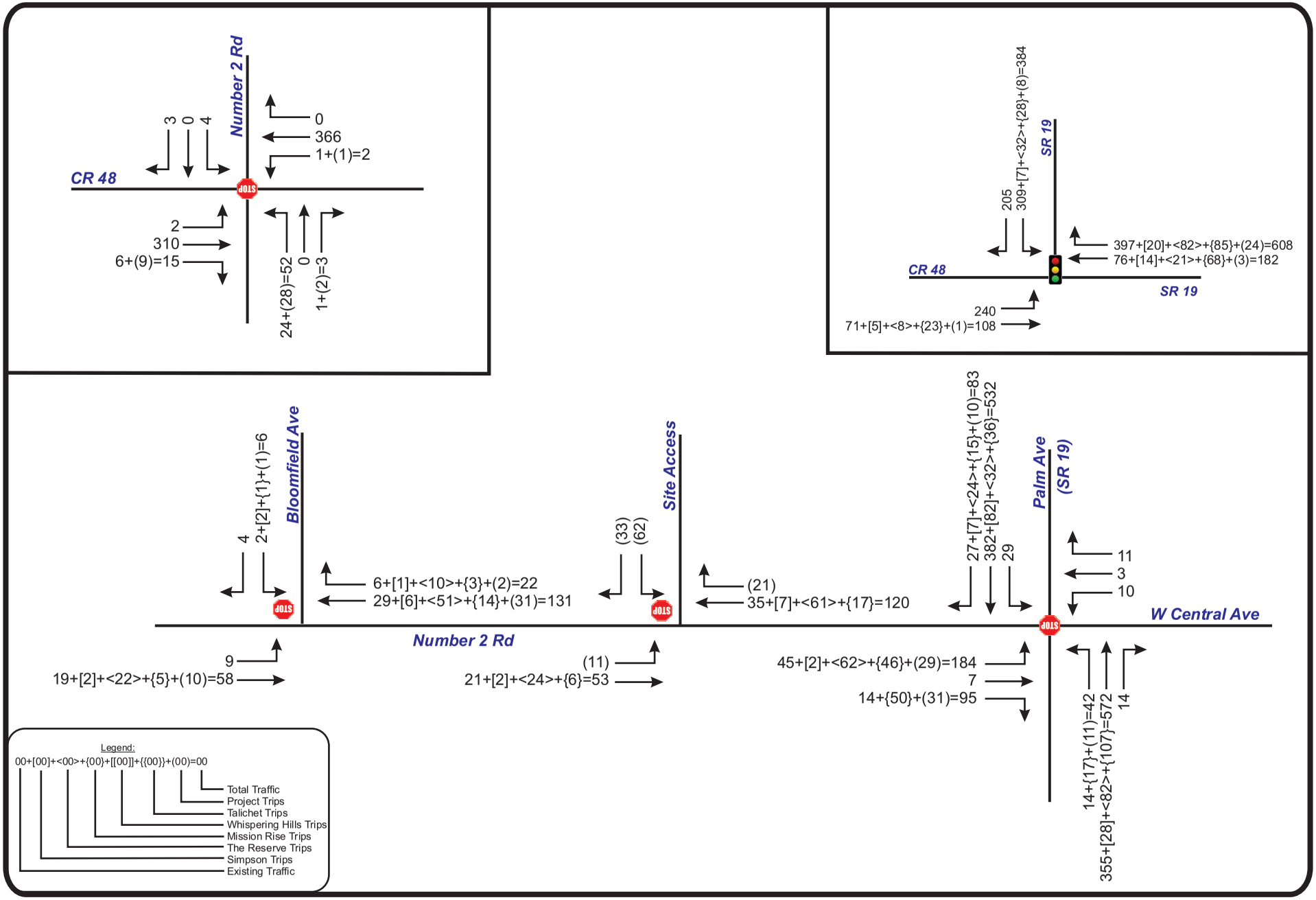
Roadway Segment	No. of Lanes	Adopted		P.M. Peak Hour Peak Direction					
		LOS	Capacity	Direction	Volume	Approved Trips*	Project Trips*	Total	LOS
CR 48									
US 27 to Lime Ave	2	D	1,080	EB	469	123	32	624	C
Lime Ave to SR 19	2	D	1,080	EB	409	159	3	571	C
SR 19									
Lane Park Rd to CR 48	2	D	920	SB	652	182	27	861	D
CR 48 to Central Ave	2	D	700	SB	415	439	34	888	F
Central Ave to CR 455	2	D	1,200	SB	415	435	21	871	C
Number 2 Road									
CR 48 to Bloomfield Ave	2	D	675	WB	26	66	21	113	C
Bloomfield Ave to SR 19	2	D	675	EB	52	212	71	335	C

* Highest Trips on the Segment

Intersection Analysis

To assess the projected operating conditions at the study intersections, intersection capacity analyses were conducted using the *Highway Capacity Software (HCS)* in accordance with the procedures of the *Highway Capacity Manual*. **Figure 5a** and **5b** show the total traffic volumes with the project trips. The projected Levels of Service are summarized in **Table 5** and the *HCS* analysis worksheets are provided in **Appendix F**. The analysis shows that the study intersections will operate at overall satisfactory Levels of Service, except for the intersection of SR 19 and CR 48, and the intersection of Palm Avenue and Central Avenue.

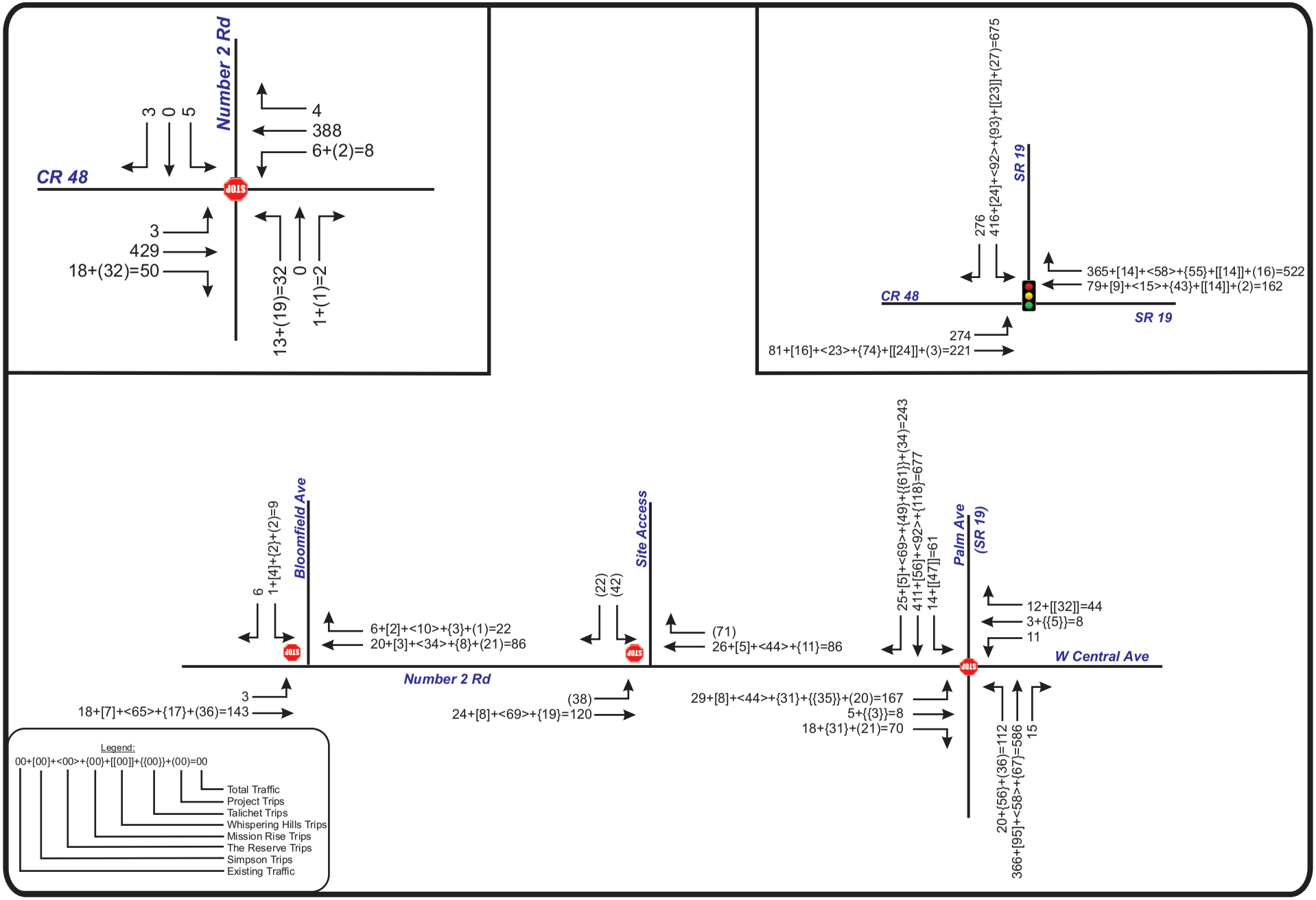
The intersection of SR 19 and CR 48 will have a failing westbound approach in the P.M. peak hour, but will operate satisfactorily with signal timing optimization.



Howey in the Hills
Project № 5659
Figure 5a

Projected AM Peak Hour Volumes

Item 3.



Howey in the Hills
Project № 5659
Figure 5b

Projected PM Peak Hour Volumes

NTS

Table 5
Projected P.M. Peak Hour
Intersection Capacity Analysis

Intersection	Control	Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Number 2 Rd & CR 48	Stop	A.M.	0.0	A	0.0	A	19.2	C	14.3	B	--	--
		P.M.	0.1	A	0.2	A	21.8	C	16.2	C	--	--
Number 2 Rd & Bloomfield Ave	Stop	A.M.	1.1	A	--	--	--	--	9.6	A	--	--
		P.M.	0.2	A	--	--	--	--	9.6	A	--	--
Palm Ave & Central Ave	Stop	A.M.	935.5	F	45.8	E	1.5	A	1.0	A	--	--
		P.M.	6309.4	F	352.9	F	6.0	A	2.5	A	--	--
CR 48 & SR 19	Signal	A.M.	12.0	B	4.5	A	--	--	51.9	D	22.2	C
		P.M.	13.2	B	5.1	A	--	--	138.8	F	66.7	E
CR 48 & SR 19 – Opt. Signal Timing	Signal	A.M.	13.2	B	5.0	A	--	--	22.2	C	12.5	B
		P.M.	20.3	C	6.7	A	--	--	32.7	C	21.5	C
Number 2 Rd & Site Access	Stop	A.M.	1.4	A	--	--	--	--	10.2	B	--	--
		P.M.	2.0	A	--	--	--	--	10.7	B	--	--

The intersection of Palm Avenue and Central Avenue was reanalyzed with the background traffic only by removing the project trips from the intersection. The results summarized below for both the A.M. and P.M. peak hours show that the intersection will fail without the addition of the project trips.

Table 6
Palm Ave & Central Ave
Analysis with Background Traffic Only

Intersection	Control	Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Palm Ave & Central Ave	Stop	A.M.	643.4	F	39.2	E	1.1	A	1.0	A	--	--
		P.M.	3438.3	F	155.9	F	3.9	A	2.4	A	--	--

Turn Lane Analysis

An analysis was conducted for the proposed driveway on Number 2 Road to determine if turn lanes would be warranted. Based upon the procedures of the NCHRP Report 457, Evaluating Intersection Improvements, right and left turns lanes are not warranted. The warrant charts are included in **Appendix G**. The site access driveway is located on a curve with sight distance concerns. Therefore, the Developer will consider the construction of turn lanes as follows:

Left turn lane length (TL) = Deceleration Distance (DD) + Queue Length (QL)

DD = 290 feet for 50 mph design speed (As per FDM 212)

QL = 0.1 vehicles (from HCS P.M. analysis, 25 feet per vehicle, minimum 1 vehicle)

TL = 290 + 25 = 315 feet

Right turn lane length (TL) = Deceleration Distance (DD) + Queue Length (QL)

DD = 290 feet for 50 mph design speed (As per FDM 212)

QL = 0 vehicles (from HCS P.M. analysis, 25 feet per vehicle)

TL = 290 + 0 = 290 feet

STUDY CONCLUSIONS

This traffic analysis was performed to assess the impact of a proposed residential development in Howey-in-the-Hills, Lake County. The proposed development consists of 180 single family homes to be completed by 2028. The results of the study as documented herein are summarized below:

- The development is expected to generate 1,733 new net daily trips, of which 127 will occur in the A.M. peak hour and 173 will occur during the P.M. peak hour.

- The study roadway segments currently operate at satisfactory Levels of Service in the existing conditions and will continue to do so upon completion of the project in 2028, except for the segment of SR 19 from CR 48 to Central Avenue. This segment will fail with the addition of approved project trips which are more than double the existing traffic on the segment.

- The study intersections currently operate at overall satisfactory Level of Service. In the projected conditions, the intersections will continue to operate at a satisfactory Level of Service with project trips added, except for the intersection of Palm Avenue and Central Avenue. This intersection will have a failing eastbound approach due to the existing stop control. This condition will continue to prevail until a signal becomes warranted and installed.

- The proposed development will be served by a full access driveway on Number 2 Road which is projected to operate satisfactorily. Based upon the procedures of the NCHRP Report 457, turn lanes are not warranted at the driveway. While not required, the Developer will consider the construction of turn lanes to address sight distance concerns.

APPENDICES

APPENDIX A

Study Methodology and Related Correspondence

Turgut Dervish

From: Tom Harowski <tom@tmhconsultinginc.com>
Sent: Friday, June 17, 2022 2:07 PM
To: Turgut Dervish
Cc: Don Griffey; Sean O'Keefe; John Brock
Subject: RE: TPD#5659

Okay. Let's go to work.

Thomas A. Harowski, AICP
President
Please make note of my NEW email address: Tom@TMHConsultingInc.com
(386) 316-8426

From: Turgut Dervish <turgut@tpdtraffic.com>
Sent: Tuesday, June 14, 2022 1:49 PM
To: Tom Harowski <tom@tmhconsultinginc.com>
Cc: Don Griffey <dag@griffeyengineering.com>; Sean O'Keefe <sokeefe@howey.org>; John Brock <jbrock@howey.org>
Subject: RE: TPD#5659

Tom,
Table 2 is the significance test showing the project's highest impacts on the roadway segments. You are correct that 100% of the trips end up on Number 2 Road but with 65% going east and 35% going west. Therefore, the project's highest percent impact on Number2 Road is 65%. In the analysis, the segment was broken into two subsegments at the request I of the county. As for the distribution map leaking percentages, the trips go to different destinations (represented by traffic zones in the traffic model) along the way. Of the 35% of the trips going west on Number 2 Road, only 31% reach CR 48 with 4% having destinations along Number 2 Road, of which 2% was assigned to Bloomfield Avenue. Of the 65% of the trips going east on Number 2 Road, 64% reach SR 19 with 33% going south and 31% going north. The same happens on SR 19 between Number 2 Road an CR 48 where 4% is lost due to trip destinations along the segment. In the graphical presentation of the trips, we showed the highest trip percentage on each segment. Detailed percentages are shown on the model distribution plot.

Turgut Dervish, P.E., President
TRAFFIC PLANNING AND DESIGN, INC.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955
turgut@tpdtraffic.com

From: Tom Harowski <tom@tmhconsultinginc.com>
Sent: Monday, June 13, 2022 3:30 PM
To: Turgut Dervish <turgut@tpdtraffic.com>
Cc: Don Griffey <dag@griffeyengineering.com>; Sean O'Keefe <sokeefe@howey.org>; John Brock <jbrock@howey.org>
Subject: RE: TPD#5659

Your proposal and response still has me confused. On Table 2 which you cite as correct has 65% of the trips impacting Number 2 Road between CR 48 and SR 19. Since Number 2 Road is the only access to the project, why is the impact not 100%? The distribution map shows the split on Number 2 road as 35% west and 65% east, but the Table 2 seems to contradict this assignment. It seems to me the full project volume could affect the significance of impact to some roads.

The distribution map also seems to leak traffic percentages, and I don't understand where these trips go. For example, the 35% westbound on Number 2 Road drops to 33% at Bloomfield Ave. where 2% of the trips are shown as taking Bloomfield Ave, but at CR 48 the total volume drops to 31% with 29% west on CR 48 and 2% east on CR 48. Where did the other two percent go? The same thing happens on Number 2 Road at SR 19 where 31% goes north and 33% of the 65% goes south. We lose 1% here. At SR 19 and CR 48 25% of the 31% goes east and 3% continues on CR 48, so another 3% of the volume is unaccounted. Are this trips stopping in Howey proper?

Thomas A. Harowski, AICP
President
Please make note of my NEW email address: Tom@TMHConsultingInc.com
(386) 316-8426

From: Turgut Dervish <turgut@tpdtraffic.com>
Sent: Tuesday, June 7, 2022 4:08 PM
To: Tom Harowski <tom@tmhconsultinginc.com>; Lewis, Sharon E <SELewis@lakecountyfl.gov>; tmhconsulting@cfl.rr.com
Cc: Rita Merhi <rita@tpdtraffic.com>; John Brock <jbrock@howey.org>; Sean O'Keefe <sokeefe@howey.org>; Don Griffey <dag@griffeyengineering.com>
Subject: RE: TPD#5659

Tom,
The trip distribution map shows the highest percent distribution on any segment. When a roadway segment has more than one distribution, the higher is depicted on the map for illustration purposes. For example, the segment of SR 19 between CR 48 and Central Avenue has a trip distribution ranging from 27% to 31%. In this instance the higher 31% used in impact assessment was shown on the map. The detailed distributions are shown in the model distribution plot included in the appendix of the TIA. For reference, attached are the trip distribution map and the model distribution plot. We also checked the tables and they are correct. If you have any further comments/questions, please t do not hesitate to bring to our attention. We will be glad to provide clarification and/or response with additional information.
Turgut

Turgut Dervish, P.E., President
TRAFFIC PLANNING AND DESIGN, INC.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955
turgut@tpdtraffic.com

From: Tom Harowski <tom@tmhconsultinginc.com>
Sent: Monday, June 6, 2022 1:36 PM
To: Turgut Dervish <turgut@tpdtraffic.com>; Lewis, Sharon E <SELewis@lakecountyfl.gov>; tmhconsulting@cfl.rr.com
Cc: Rita Merhi <rita@tpdtraffic.com>; John Brock <jbrock@howey.org>; Sean O'Keefe <sokeefe@howey.org>; Don Griffey <dag@griffeyengineering.com>
Subject: RE: TPD#5659

The distributions still don't add up properly and the tables in the text still need to be corrected. PLEASE HAVE SOMEONE PROOFREAD THE SUBMITTAL AND MAKE THE NECESSARY EDITS.

Thomas A. Harowski, AICP
President
Please make note of my NEW email address: Tom@TMHConsultingInc.com
(386) 316-8426

Rita Merhi

From: Lewis, Sharon E <SELewis@lakecountyfl.gov>
Sent: Wednesday, May 25, 2022 2:50 PM
To: Turgut Dervish; tmhconsulting@cfl.rr.com
Cc: Rita Merhi
Subject: RE: TPD#5659
Attachments: Markup 5659 Residential Development-Howey-in-the-Hills Methodology 052422.pdf

Dervish,

Please see comments in the attached . Thanks

SHARON E LEWIS, MSCTM
Traffic Project Engineer

PUBLIC WORKS
Engineering

A P.O Box 7800, Tavares, FL 32778
P 352-253-9050 | F 352-253-6016
E selewis@lakecountyfl.gov | W www.lakecountyfl.gov

NOTE: Florida has a very broad public records law.
Your email communications may be subject to public disclosure.

From: Turgut Dervish <turgut@tpdtraffic.com>
Sent: Tuesday, May 24, 2022 12:27 PM
To: Lewis, Sharon E <SELewis@lakecountyfl.gov>; tmhconsulting@cfl.rr.com
Cc: Rita Merhi <rita@tpdtraffic.com>
Subject: FW: TPD#5659

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Sharon/Tom,
Attached is our proposed traffic study methodology for a residential project located on Number 2 Road in Howey-in-the-Hills, Lake County for your review. Please call if you have questions.
Thanks,
Turgut

Turgut Dervish, P.E., President
TRAFFIC PLANNING AND DESIGN, INC.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955
turgut@tpdtraffic.com

Table 2
Significance Analysis

Roadway Segment	# of Lns	Adopted		Existing		PHPD Trips		Project Trips as % of Capacity	Significance*
		LOS	Capacity	Direction	Volume	%	Volume		
CR 48									
US 27 to Lime Ave	2L	D	1,080	EB	469	29%	43	3.9%	No
Lime Ave to SR 19	2L	D	1,080	EB	409	3%	4	0.4%	No
SR 19									
Lane Park Rd to CR 48	2L	D	920	SB	652	25%	37	4.0%	No
CR 48 to Central Ave	2L	D	700	SB	415	31%	46	6.6%	Yes
Central Ave to CR 455	2L	D	1,200	SB	4150	33%	49	4.1%	No
Number 2 Road									
CR 48 to SR 19	2L	D	675	WB	28	65%	96	14.2%	Yes

* Project as % of Capacity
** Not Included in the County's Database

5. Traffic Impact Assessment

a) Roadway

- Obtain existing traffic volumes on study roadway segment from Lake County for use in the traffic analysis.
- Determine background traffic with the use of an annual growth rate obtained from historical AADT in the vicinity of the project plus vested trips obtained from the City/County.
- Combine project traffic with background traffic to obtain total traffic volumes.
- Perform P.M. peak hour/peak direction roadway analyses utilizing City/County LOS standards.

b) Intersections

- Conduct intersection counts or use factors to adjust intersection data during the A.M./P.M. peak periods at the study intersections.
- Determine background traffic by expanding existing traffic counts to the project's buildout year plus committed trips provided by the County.
- Combine project traffic with background traffic to obtain total traffic.

3 comments

PAGE 5 1

selewis May 25

Split percentage does not add up

PAGE 6 2

selewis May 25

A High Plan will need to be conducted

selewis May 25

Please split the segment at Bloomfield Ave (East of/West of)

TO: Sharon Lewis, MS
Lake County Public Works
Thomas A. Harowski
Howey-in-the-Hills Town Planner

FROM: Turgut Dervish, P.E.

DATE: May 24, 2022

RE: Traffic Impact Analysis Methodology
Residential Development, Howey-in-the-Hills, Florida
TPD No. 5659

The following is an outline of the proposed methodology for the Traffic Impact Study for a residential development in Howey-in-the Hills, Lake County. The project site is located on the north side of Number 2 Road approximately 2 miles west of the SR 19 (Palm Avenue). **Figure 1** depicts the site location and the area roadways.

1. Proposed Development

The proposed development will consist of 250 single family lots. The development is anticipated to be built by 2025. **Figure 2** depicts the conceptual site plan.

2. Trip Generation

Trip generation data from the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* will be used for the trip generation estimation of the development. **Table 1** provides a summary of the trip generation for the proposed development calculated with the ITE data. The project is expected to generate a total of 2,344 daily trips of which 172 will occur during the A.M. peak hour and 235 will occur during P.M. peak hour. The ITE trip generation worksheets are included in **Attachment A**.

Table 1
Trip Generation Calculation Summary

ITE Code	Land Use	Quantity	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate*	Trips	Rate*	Enter	Exit	Total	Rate*	Enter	Exit	Total
210	Single-Family Detached	250 DU**	9.38	2,344	0.69	45	127	172	0.94	148	57	235
Totals				**2,344**	**---**	**45**	**127**	**172**	**---**	**148**	**57**	**235**

*ITE Equations Used, R^2 >0.75.
**DU=Dwelling Units

Howey in the Hills
Project № 5659
Figure 1

Site Location

N
NTS

Howey in the Hills
Project № 5659
Figure 2

Conceptual Site Plan

N
NTS

3. Trip Distribution

The trip distribution pattern for the proposed project was estimated using the currently adopted Central Florida Regional Planning Model (CFRPM). A Select Zone Analysis (SZA) was conducted by modifying the 2030 interim year model network to include a Traffic Analysis Zone (TAZ) representing the proposed project and the model's socio-economic data updated to reflect the proposed project buildout. The trip distribution in the project vicinity is shown in **Figure 3.** The model distribution plot is included in **Attachment B**.

4. Impact Area

As per the Lake Sumter MPO TIS guidelines, a Tier 2 Traffic Impact Study (TIS) is required for this project. A minimum of one-mile impact area plus all roadway which the project trips consume 5% or more of the roadway capacity. Based upon the project's significance as per **Table 2**, the following roadway segments and intersections will be included in the analysis as a minimum:

The roadway segments to be included in the analysis:

- Number 2 Road
  - CR 48 to SR 19 (Palm Avenue)
- CR 48
  - US 27 to Lime Avenue
  - Lime Avenue to SR 19
- SR 19
  - Lane Park Road to CR 48
  - CR 48 to Central Avenue
  - Central Avenue to CR 455

The intersections to be included in the area analysis are:

- Number 2 Road and CR 48
- CR 48 and SR 19
- Number 2 Road (Central Avenue) and SR 19
- Site Entrance

Howey in the Hills
Project № 5659
Figure 3

Trip Distribution

N
NTS

Table 2
Significance Analysis

Roadway Segment	# of Lns	Adopted		Existing		PHPD Trips		Project Trips as % of Capacity	Significance*
		LOS	Capacity	Direction	Volume	%	Volume		
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SR 19									
Lane Park Rd to CR 48	2L	D	920	SB	652	25%	37	4.0%	No
CR 48 to Central Ave	2L	D	700	SB	415	31%	46	6.6%	Yes
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Number 2 Road									
CR 48 to SR 19	2L	D	675	WB	28	65%	96	14.2%	Yes

* Project as % of Capacity
** Not Included in the County's Database

5. Traffic Impact Assessment

a) Roadway

- Obtain existing traffic volumes on study roadway segment from Lake County for use in the traffic analysis.
- Determine background traffic with the use of an annual growth rate obtained from historical AADT in the vicinity of the project plus vested trips obtained from the City/County.
- Combine project traffic with background traffic to obtain total traffic volumes.
- Perform P.M. peak hour/peak direction roadway analyses utilizing City/County LOS standards.

b) Intersections

- Conduct intersection counts or use factors to adjust intersection data during the A.M./P.M. peak periods at the study intersections.
- Determine background traffic by expanding existing traffic counts to the project's buildout year plus committed trips provided by the County.
- Combine project traffic with background traffic to obtain total traffic.

- Perform intersection capacity analysis utilizing the HCS operational analysis procedures for the A.M./P.M. peak hour.

6. Traffic Report

Prepare traffic report summarizing study procedures, analyses and recommendations.
If you have any questions or concerns, please contact us at (407) 628-9955.

Attachment A
ITE Trip Generation Sheets

Single-Family Detached Housing
(210)

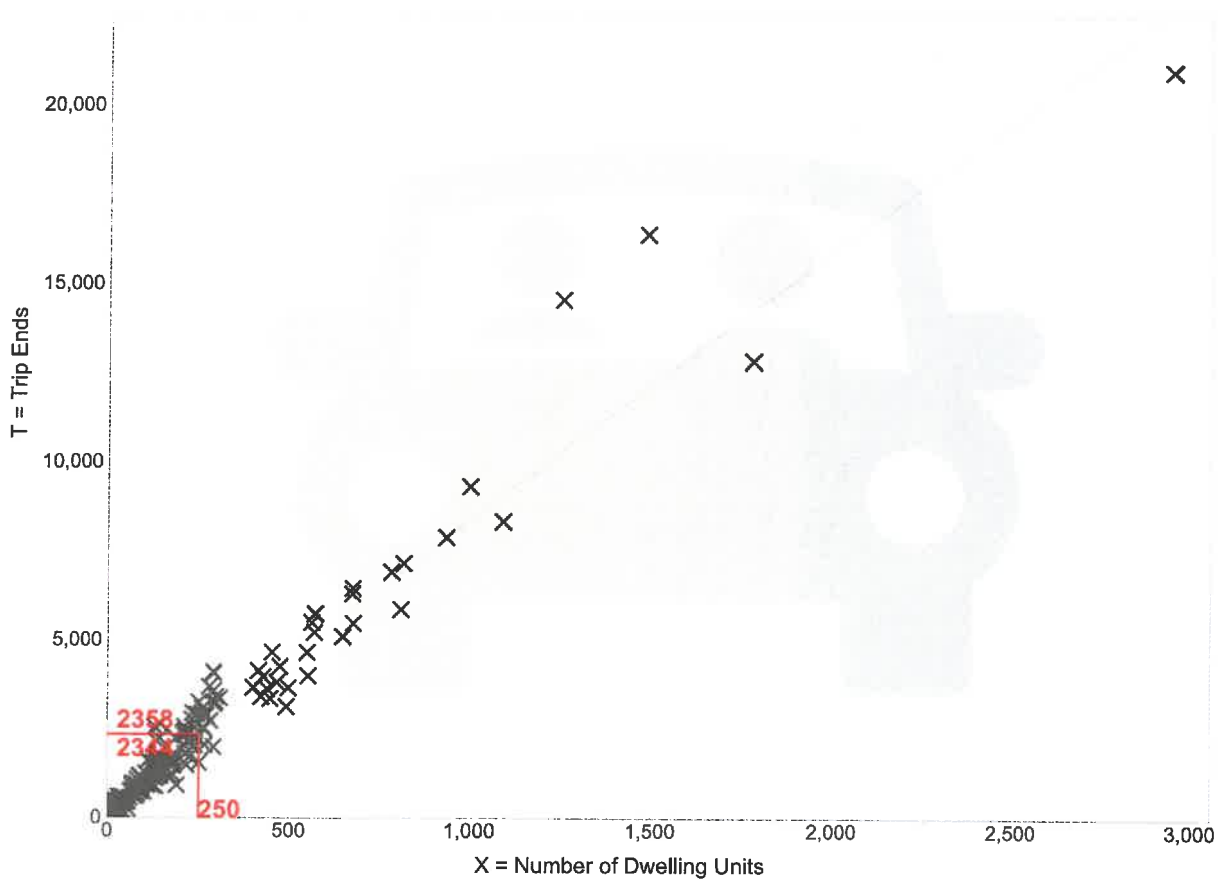
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68 **R^2= 0.95**

Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

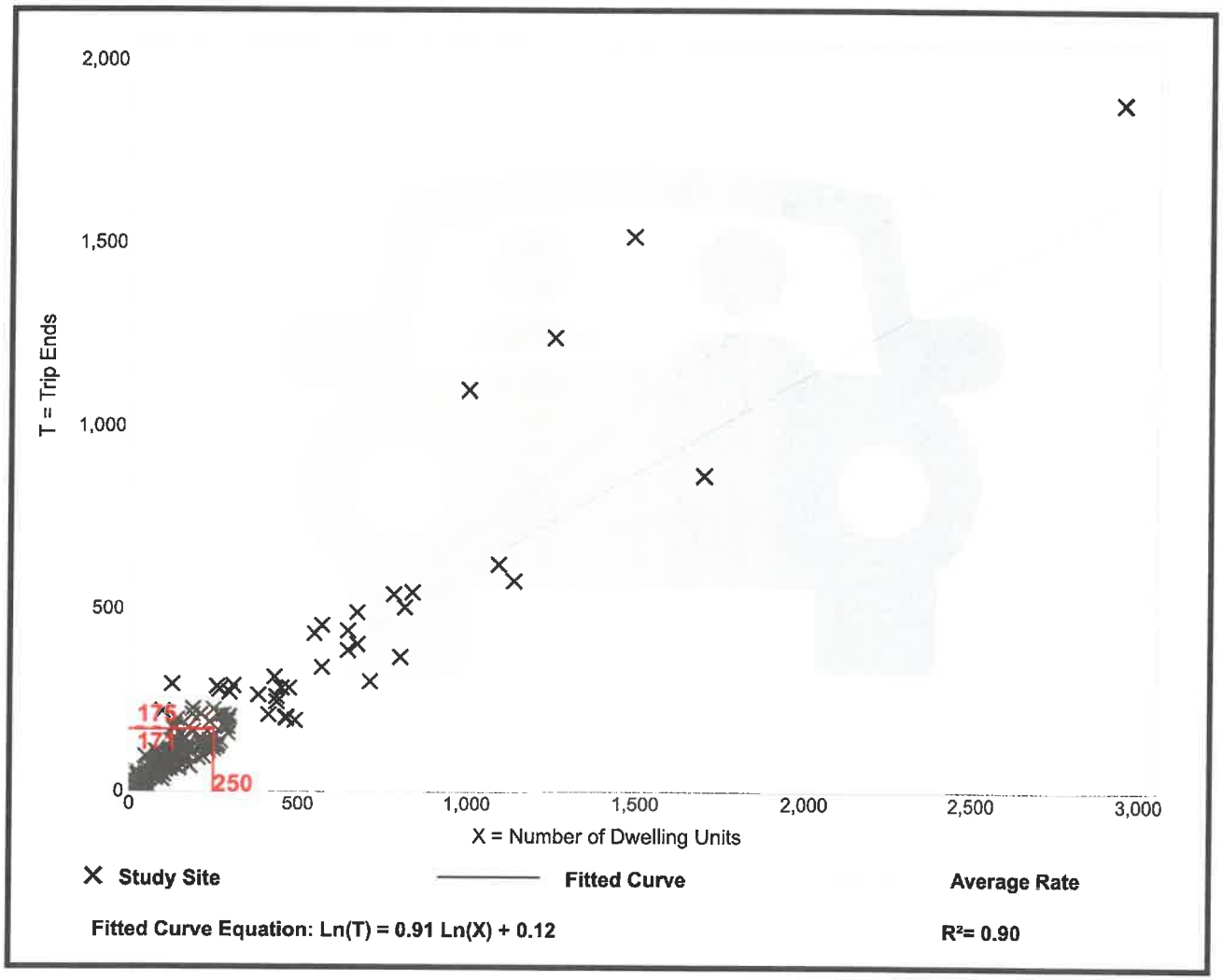
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	192
Avg. Num. of Dwelling Units:	226
Directional Distribution:	26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



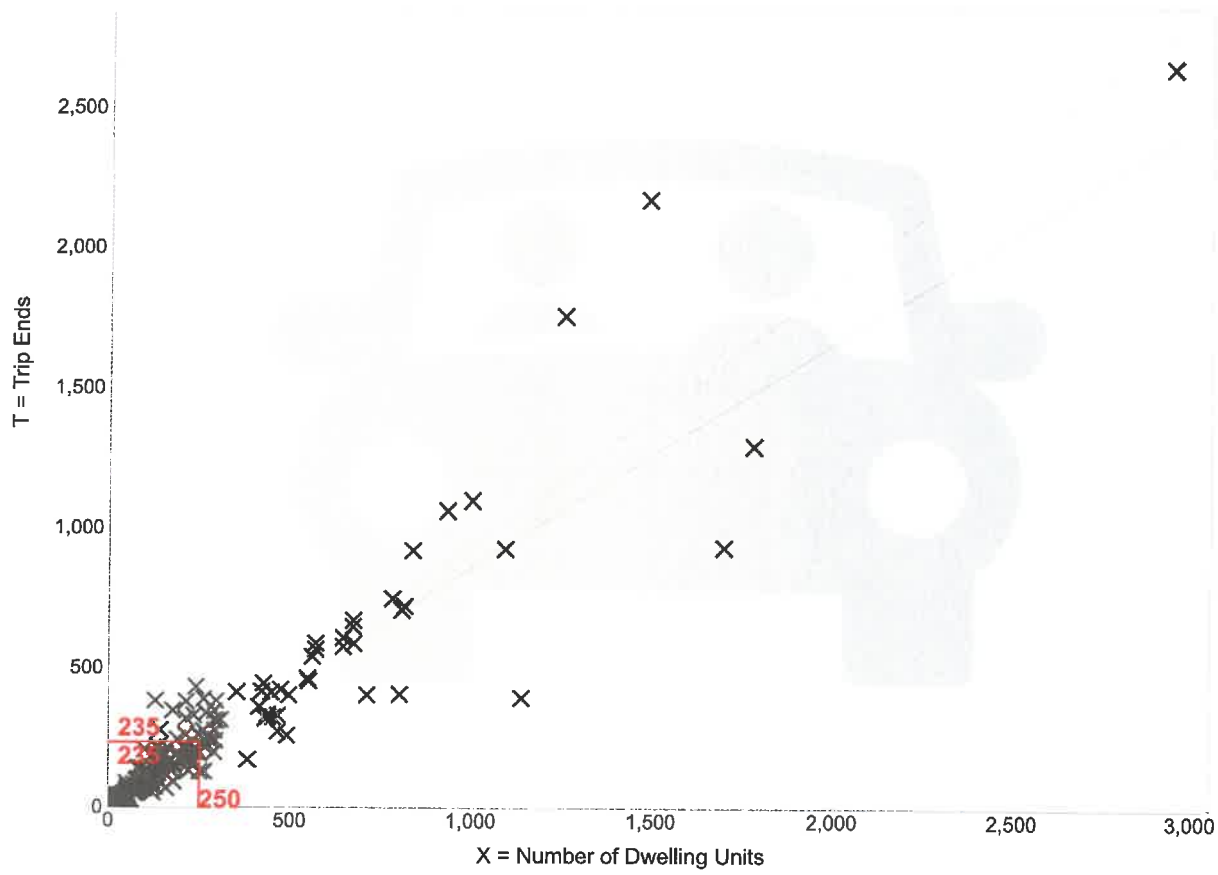
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

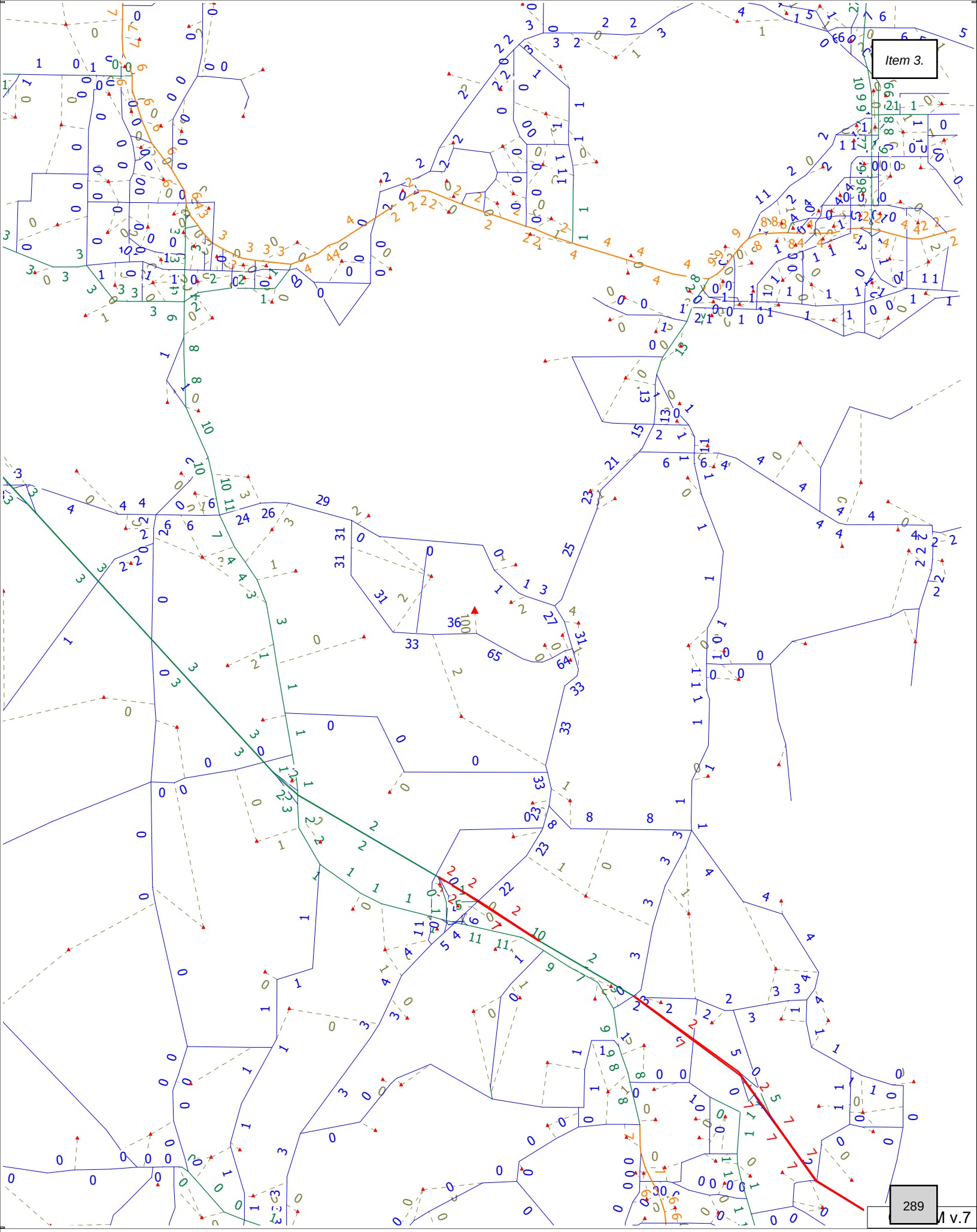
Data Plot and Equation



× **Study Site** ——— **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27 **R^2= 0.92**

Attachment B
Model Distribution Plot



cube

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APPENDIX B

Lake County 2022 CMP Database

Lake County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
1120	480		County	35	1.80	C.R. 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	2	2	URBAN	UNDIVIDED	COUNTY	FRUITLAND PARK	D	13,320	7,736	0.58	D	680	343	384	0.56	D	3.00%	13,320	8,968	0.67	D	680	398	445	0.65	D
1130	436		County	45	1.13	C.R. 468	GRIFFIN ROAD	SR 44	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	9,173	0.74	C	620	440	404	0.71	C	1.75%	12,390	10,005	0.81	C	620	480	440	0.77	C
1145	612		County	55	3.65	C.R. 46A REALIGNMENT	SR 44	SR 46	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	16,576	2.14	E	410	663	857	2.09	E	3.50%	7,740	19,687	2.54	E	410	788	1,018	2.48	E
1150	267		County	55	0.94	C.R. 470	SUMTER COUNTY LINE	FLORIDA TURNPIKE	2	4	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,300	11,303	0.85	D	690	530	376	0.77	D	8.50%	28,880	16,996	0.59	C	1,500	797	566	0.53	C
1155	266		County	55	2.39	C.R. 470	FLORIDA TURNPIKE	BAY AVENUE	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,600	8,826	0.70	D	660	436	278	0.66	D	1.00%	12,600	9,276	0.74	D	660	458	292	0.69	D
1160	266		ADJACENT	55	0.54	C.R. 470	BAY AVENUE	CR 33	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	8,826	0.71	C	620	436	278	0.70	C	1.00%	12,390	9,276	0.75	C	620	458	292	0.74	C
1170	499		County	35	2.99	C.R. 473	CR 44	FOUNTAIN LAKE BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,060	6,957	0.49	D	710	322	242	0.45	C	1.00%	14,060	7,312	0.52	D	710	338	255	0.48	C
1180	443		County	40	1.03	C.R. 473	FOUNTAIN LAKE BOULEVARD	US 441	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	35,820	14,713	0.41	C	1,800	811	461	0.45	C	1.00%	35,820	15,464	0.43	C	1,800	852	485	0.47	C
1190	4		County	55	5.21	C.R. 474	SR 33	GREEN SWAMP ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	5,962	0.77	C	410	151	240	0.59	C	2.50%	7,740	6,745	0.87	C	410	171	272	0.66	C
1200	3		County	55	3.35	C.R. 474	GREEN SWAMP ROAD	US 27	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	5,436	0.70	C	410	173	202	0.49	B	1.00%	7,740	5,713	0.74	C	410	182	212	0.52	B
1210	222		County	45	5.99	C.R. 478	SR 19	JAMARLY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	21,780	2,244	0.10	B	1,080	112	93	0.10	B	7.75%	21,780	3,259	0.15	B	1,080	162	135	0.15	B
1220	259		County	55	3.17	C.R. 48	SUMTER COUNTY LINE	CLEARWATER LAKE RD	2	2	RURAL	UNDIVIDED	COUNTY	CITY OF LEESBURG	C	7,740	3,504	0.45	B	410	112	180	0.44	B	4.25%	7,740	4,315	0.56	C	410	138	222	0.54	C
1225	248		County	55	2.41	C.R. 48	CLEARWATER LAKE RD	CR 33	2	2	RURAL	UNDIVIDED	COUNTY	CITY OF LEESBURG	C	7,740	3,327	0.43	B	410	123	206	0.50	B	1.75%	7,740	3,629	0.47	B	410	134	224	0.55	C
1230	263		County	45	0.46	C.R. 48	CR 33	HAYWOOD WORM FARM RD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	8,836	0.55	C	790	370	297	0.47	C	2.75%	15,930	10,120	0.64	C	790	424	340	0.54	C
1235	262		County	45	0.68	C.R. 48	HAYWOOD WORM FARM RD	US 27	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	9,073	0.54	C	840	401	375	0.48	C	1.00%	16,820	9,536	0.57	C	840	421	394	0.50	C
1240	264		County	40	4.89	C.R. 48	US 27	LIME AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	9,821	0.45	B	1,080	420	380	0.39	B	4.00%	21,780	11,949	0.55	C	1,080	511	462	0.47	B
1250	255		County	40	2.04	C.R. 48	LIME AVENUE	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	HOWEY-IN-THE-HILLS	D	21,780	9,982	0.46	B	1,080	429	404	0.40	B	1.50%	21,780	10,754	0.49	C	1,080	462	435	0.43	B
1260	253		County	40	1.14	C.R. 48	CR 561	RANCH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF ASTATULA	D	16,820	6,515	0.39	C	840	310	292	0.37	C	1.00%	16,820	6,847	0.41	C	840	326	307	0.39	C
1270	253		ADJACENT	40	3.17	C.R. 48	RANCH ROAD	CR 448A	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	6,515	0.84	C	410	310	292	0.76	C	1.00%	7,740	6,847	0.88	C	410	326	307	0.80	C
1280	217		County	30	0.71	C.R. 50 (SUNSET AVENUE)	CR 33	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MASCOTTE	D	10,360	1,592	0.15	C	530	66	95	0.18	C	1.75%	10,360	1,736	0.17	C	530	72	104	0.20	C
1290	210		County	45	1.74	C.R. 50	US 27	N HANCOCK ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	16,820	6,981	0.42	C	840	285	346	0.41	C	1.00%	16,820	7,337	0.44	C	840	299	363	0.43	C
1300	202		County	45	2.47	C.R. 50	N HANCOCK ROAD	CR 455	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	6,877	0.32	B	1,080	228	491	0.45	B	2.00%	21,780	7,593	0.35	B	1,080	251	542	0.50	C
1310	42		County	45	1.92	C.R. 50	CR 455	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	6,828	0.41	C	840	195	557	0.66	C	1.00%	16,820	7,176	0.43	C	840	205	585	0.70	C
1320	417		County	35	1.08	C.R. 500A/ OLD 441	SR 19	DORA AVENUE	2	2	URBAN	DIVIDED	COUNTY	CITY OF TAVARES	D	8,390	9,907	1.18	F	870	367	450	0.52	D	1.00%	8,390	10,412	1.24	F	870	386	473	0.54	D
1325	417		County	35	1.08	C.R. 500A/ OLD 441	DORA AVENUE	SR 19	2	2	URBAN	DIVIDED	COUNTY	CITY OF TAVARES	D	8,390	9,907	1.18	F	870	367	450	0.52	D	1.00%	8,390	10,412	1.24	F	870	386	473	0.54	D
1330	413	115084	County	45	1.94	C.R. 500A/OLD 441/ALFRED ST	DORA AVENUE	BAY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	16,820	9,558	0.57	C	840	489	424	0.58	C	1.00%	16,820	10,045	0.60	C	840	514	446	0.61	C
1340	420		County	35	0.79	C.R. 500A/OLD 441	BAY ROAD	CR 44C / EUDORA AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	9,917	0.96	D	530	465	458	0.88	D	2.50%	10,360	11,220	1.08	F	530	526	518	0.99	D
1350	421		County	35	1.06	C.R. 500A/OLD 441	CR 44C / EUDORA DRIVE	LAKESHORE DRIVE	2	2	URBAN	DIVIDED	COUNTY	CITY OF MOUNT DORA	D	14,760	16,591	1.12	F	750	725	761	1.01	E	4.25%	14,760	20,430	1.38	F	750	893	937	1.25	F
1360	415		County	35	0.79	C.R. 500A/OLD 441	LAKESHORE DRIVE	5TH AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	11,207	1.08	F	530	469	505	0.95	D	4.25%	10,360	13,800	1.33	F	530	577	621	1.17	F
1370	415		ADJACENT	25	0.63	C.R. 500A/ 5TH AVENUE	OLD 441	N HIGHLAND STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	11,207	1.08	F	530	469	505	0.95	D	4.25%	10,360	13,800	1.33	F	530	577	621	1.17	F
1380	605		ADJACENT	30	0.26	C.R. 500A (HIGHLAND STREET)	5TH AVENUE	SR 46	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	13,320	2,792	0.21	C	680	179	127	0.26	C	3.50%	13,320	3,316	0.25	C	680	213	150	0.31	C
1390	602	115004	County	35	0.75	C.R. 500A/ OLD 441	SR 46	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	5,849	0.56	D	530	325	244	0.61	D	5.25%	10,360	7,555	0.73	D	530	419	316	0.79	D
1400	401		County	45	1.62	C.R. 561	SR 19	CR 448	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	16,820	16,583	0.99	D	840	622	825	0.98	D	4.75%	16,820	20,914	1.24	F	840	784	1,041	1.24	F
1410	257		County	50	3.93	C.R. 561	CR 448	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	ASTATULA/TAVARES	D	21,780	10,160	0.47	B	1,080	507	590	0.55	C	1.00%	21,780	10,678	0.49	C	1,080	533	620	0.57	C
1420	252		County	40	0.63	C.R. 561	CR 48	SOUTH ASTATULA CITY LIMIT	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF ASTATULA	D	12,390	11,947	0.96	D	620	570	558	0.92	C	1.00%	12,390	12,556	1.01	F	620	599	586	0.97	D
1430	252		ADJACENT	40	2.49	C.R. 561	SOUTH ASTATULA CITY LIMIT	CR 455	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	11,947	0.55	C	1,080	570	558	0.53	C	1.00%	21,780	12,556	0.58	C	1,080	599	586	0.55	C
1440	242		County	35	1.74	C.R. 561	CR 455	HOWEY CROSS ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	7,697	0.85	C	470	369	364	0.78	C	1.00%	9,030	8,090	0.90	C	470	387	382	0.82	C
1450	238		County	40	1.77	C.R. 561	HOWEY CROSS ROAD	TURNPIKE ROAD / CR 561A	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	12,260	8,115	0.66	C	640	328	385	0.60	C	1.00%	12,260	8,529	0.70	C	640	345	405	0.63	C
1460	235		County	45	0.46	C.R. 561 / C.R. 561A	TURNPIKE ROAD / CR 561A	US 27	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	9,075	0.73	C	620	403	385	0.65	C	1.00%	12,390	9,538	0.77	C	620	423	405	0.68	C
1470	214		County	30	1.78	EAST AVE/LAKE MINNEOLA DR/MAIN AVE	US 27	EAST AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CLERMONT/MINNEOLA	D	14,060	2,151	0.15	C	710	108	124	0.17	C	3.50%	14,060	2,555	0.18	C	710	128	147	0.21	C
1480	214		ADJACENT	30	1.05	8TH ST/OSCEOLA ST/4TH ST/CARROL ST/3RD S	EAST AVENUE	W MINNEOLA AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	10,360	2,151	0.21	C	530	108	124	0.23	C	3.50%	10,360	2,555	0.25	C	530	128	147	0.28	C
1490	115065	115065	State	-	0.42	C.R. 561 (W MINNEOLA AVENUE)	8TH STREET	C.R. 561A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	12,390	1,085	0.09	C	620	179	186	0.30	C	1.00%	12,390	1,140	0.09	C	620	188	195	0.31	C
1500	203		ADJACENT	35	0.23	C.R. 561	C.R. 561A	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	5,175	0.37	C	710	278	212	0.39	C	6.50%	14,060	7,090	0.50	D	710	381	290	0.54	D
1510	45		County	25	4.31	C.R. 561	SR 50	LOG HOUSE ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	6,597	0.47	C	710	326	276	0.46	C	1.00%	14,060	6,934	0.49	C	710	342	290	0.48	C
1520	10		County	55	1.56	C.R. 561	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	3,767	0.22	C	840	159	156	0.19	C	2.00%	16,820	4,159	0.25	C	840	175	172	0.21	C
1530	6		County	55	5.87	C.R. 561	FLORIDA BOYS RANCH ROAD	SR 33	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	2,228	0.29	B	410	106	100	0.26	B	2.25%	7,740	2,491	0.32	B	410	118	112	0.29	B
1540	237		County	55	1.16	C.R. 561A	TURNPIKE ROAD / CR 561	SCRUB JAY LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	5,274	0.43	C	620	199	308	0.50	C	1.25%	12,390	5,612	0.45	C	620	212	327	0.53	C
1545	234		County	55	0.69	C.R. 561A	SCRUB JAY LN	N HANCOCK ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	5,529	0.25	B	1,080	201	307	0.28	B	1.00%	21,780	5,811	0.27	B	1,080	211	322	0.30	B
1546	234		ADJACENT	55	1.37	C.R. 561A	N HANCOCK ROAD	CR 455	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	5,529	0.25	B	1,080	201	307	0.28	B	1.00%	21,780	5,811	0.27	B	1,080	211	322	0.30	B
1550	203		County	35	1.69	C.R. 561	W MINNEOLA AVE	C.R. 565A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,320	5,175	0.39	C	680	278	212	0.41	C	6.50%	13,320	7,090	0.53	D	680	381	290	0.56	D
1560	213		County	40	1.67	C.R. 561A	CR 565A	JALARMY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	6,485	0.39	C	840	316	258	0.38	C	4.50%	16,820	8,081	0.48	C	840	393	322	0.47	C
1570	223		County	40	1.11	C.R. 561 (LAKE MINNEOLA SHORES)	JALARMY ROAD	US 27	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	16,820	11,066	0.66	C	840	397	491	0.58	C	3.00%	16,820	12,829	0.76	C	840	460	569	0.68	C
1580	241		County	55	7.01	C.R. 565	US 27	KJELLSTROM LANE	2	2	RURAL	UNDIVIDED	COUNTY	GROVELAND/MASCOTTE	C	14,130	2,347	0.17	B	740	167	70	0.23	B	5.25%	14,130	3,032	0.21	B	740	215	90	0.29	B
1590	208		County	40	0.63	C.R. 565 (VILLA CITY ROAD)	KJELLSTROM LANE	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	16,820	5,367	0.32	C	840	247	249	0.30	C	4.25%	16,820	6,608	0.39	C	840	305	307	0.37	C
1600	118063	118063	ADJACENT	45	1.96	C.R. 565	SR 50	SLOANS RIDGE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MASCOTTE	D	16,820	865	0.05	C	840	44	42	0.05	C	2.00%	16,820	955	0.06	C	840	49	46	0.06	C
1610	118063	118063	State	45	5.44	C.R. 565	SLOANS RIDGE	LAKE ERIE ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	865	0.11	B	410	44	42	0.11	B	2.00%	7,740	955	0.12	B	410	49	46	0.12	B
1620	201		County	40	2.78	C.R. 565A	SR 50	CR 561A	2	2	URBAN	UNDIVIDED	COUNTY	CLERMONT/GROVELAND	D	16,820	9,917	0.59	C	840	407	348	0.48	C	2.25%	16,820	11,084	0.66	C	840	454	389	0.54	C
1630	47		County	55	4.60	C.R. 565A	SR 50	CR 565B	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	21,780	2,549	0.12	B	1,080	82	133	0.12	B	3.25%	21,780	2,991	0.14	B	1,080	96	156	0.14	B
1640	18		County	45	3.66	C.R. 565B	SR 33	CR 561	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	2,796	0.36	B	410	135	152	0.37	B	4.00%	7,740	3,401	0.44	B	410	164	185	0.45	B
1650	434		County	25	0.30	CANAL STREET	US 441	MAIN STREET	2	2	URBAN	DIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	13,990	3,765	0.27	C	710	201	137	0.28	C	1.00%	13,990	3,957	0.28	C	710	211	144	0.30	C
1660	426		County	25	0.31	CANAL STREET	MAIN STREET	SR 44	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	13,320	3,169	0.24	C	680	144	127	0.21	C	1.00%	13,320	3,331	0.25	C	680	151	134	0.22	C
1670	205		County	35	1.80	CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVER DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	12,296	0.87	D	710	651	446	0.92	D	1.00%	14,060	12,923	0.92	D	710	684	469	0.96	D
1680	44		County	30	0.47	CITRUS TOWER BOULEVARD	OAKLEY SEAVER DRIVE	SR 50	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	29,160	16,240	0.56	D	1,470	561	715	0.49	D	1.00%	29,160	17,068	0.59	D	1,470	590	752	0.51	D
1690	28		County	40	0.28	CITRUS TOWER BOULEVARD	SR 50	HOOKS STREET	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	35,820	21,470	0.60	C	1,800	798	1,065	0.59	C	1.25%	35,820	22,846	0.64	C	1,800	849	1,134	0.63	C
1692	36		County	30	1.16	CITRUS TOWER BOULEVARD	HOOKS STREET	JOHNS LAKE ROAD	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	30,780	20,251	0.66	D	1,550	740	901	0.58	D	1.00%	30,780	21,284	0.69	D	1,550	778	947	0.61	D
1695	24		County	40	0.60	CITRUS TOWER BOULEVARD	JOHNS LAKE ROAD	US 27	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	37,810	17,725	0.47	C	1,900	738	629	0.39	C	1.50%	37,810	19,095	0.51	C	1,900	795	678	0.42	C
1700	442		ADJACENT	35	0.95	DAVID WALKER DRIVE	OLD US 441 / CR 500A	CR 19A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	14,060	8,553	0.61	D	710	388	367	0.55	D	1.00%	14,060	8,989	0.64	D	710	408	386	0.57	D
1710	442		County	35	0.44	DAVID WALKER DRIVE	CR 19A	US 441	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,060	8,553	0.61	D	710	388	367	0.55	D	1.00%	14,060	8,989	0.64	D	710	408	386	0.57	D
1720	449		County	35	0.53	DAVID WALKER DRIVE	US 441	MOUNT HOMER ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	14,060	5,694	0.40	C	710	214	265	0.37	C	1.00%	14,060	5,984	0.43	C	710	225	279	0.39	C
1730	471		County	20	0.74	DAVID WALKER DRIVE	MOUNT HOMER ROAD	FLINKS AVE/KURT AVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	6,537	0.63	D	530	334	277	0.63	D	3.50%	10,360	7,763	0.75	D	530	397	329	0.75	D
1740	406	117014	County	35	2.29	DEAD RIVER ROAD	WEST TERMINI	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	21,780	6,785	0.31	B	1,080	276	355	0.33	B	1.00%	21,780	7,131	0.33	B	1,080	291	373	0.35	B
1750	617		County	35	1.25	DONNELLY STREET	US 441	11TH AVENUE	2	2	URBAN	DIVIDED	CITY OF MT. DORA	CITY OF MOUNT DORA	D	14,760	11,220	0.76	D	750	535	474	0.71	D	1.00%	14,760	11,792	0.80	D	750	563	498	0.75	D
1760	617		ADJACENT	35	0.38	DONNELLY STREET	11TH AVENUE	5TH AVENUE	2	2	URBAN	UNDIVIDED	CITY OF MT. DORA	CITY OF MOUNT DORA	D	10,360	11,220	1.08	F	530	535	474	1.01	E	1.00%	10,360	11,792	1.14	F	530	563	498	1.06	F
1770	258		County	55	0.64	DUDA ROAD	CR 448A	ORANGE COUNTY LINE	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	7,250	0.80	C	470	293	323	0.69	C	1.50%	9,030	7,810	0.86	C	470	316	348	0.74	C
1780	510		County	40	1.43	EAGLES NEST ROAD	US 27	CR 466B	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	4,271	0.34	C	620	198	133	0.32	C	3.75%	12,390	5,134	0.41	C	620	238	160	0.38	C
1790	46		County	30	0.73	EAST AVENUE	CR 561	SR 50	2	2	URBAN	UNDIVIDED	CITY OF CLERMONT	CITY OF CLERMONT	D	10,360	5,841	0.56	D	530	-	-	-	-	1.00%	10,360	6,139	0.59	D	530	-	-	-	-
1800	454		ADJACENT	25	0.85	EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	5,153	0.50	D	530	273	167	0.52	D	1.00%	10,360	5,416	0.52	D	530	287	176	0.54	D
1810	454		County	25	0.78	EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	5,153	0.50	D	530	273	167	0.52	D	1.00%	10,360	5,416	0.52	D	530	287	176	0.54	D
1820	501		County	35	0.77	EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,320	4,265	0.32	C	680	266	149	0.39	C	2.50%	13,320	4,826	0.36	C	680	301	168	0.44	C
1830	41		County	40	4.26	EMPIRE CHURCH ROAD	CR 565	ANDERSON ROAD	2	2	RURAL	UNDIVIDED	COUNTY	CITY OF GROVELAND	C	7,740	1,442	0.19	B	410	-	-	-	-	1.00%	7,740	1,516	0.20	B	410	-	-	-	-
1840	622		ADJACENT	40	0.76	ESTES ROAD	CR 44A	LAKE LINCOLN LANE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	4,384	0.28	C	790	146	262	0.33	C	2.75%	15,930	5,021	0.32	C	790	168	300	0.38	C
1850	622		County	40	0.49	ESTES ROAD	LAKE LINCOLN LANE	SR 44	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	4,384	0.26	C	840	146	262	0.31	C	2.75%	16,820	5,021	0.30	C	840	168	300	0.36	C
1860	452		County	35	0.52	EUDORA ROAD	OLD MT DORA ROAD	US 441	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	2,998	0.29	C	530	-	-	-	-	1.00%	10,360	3,151	0.30	C	530	-	-	-	-
1865	30		County	35	0.73	EXCALLIBUR ROAD	HOOKS STREET	CITRUS TOWER BOULEVARD	2	2	URBAN	DIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,760	5,301	0.36	C	750	346	219	0.46	C	1.00%	14,760	5,572	0.38	C	750	364	230	0.49	C
1870	508		County	35	0.63	FISH CAMP ROAD	CR 452	CR 44	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,521	0.15	C	530	83	72	0.16	C	2.50%	10,360	1,721	0.17	C	530	94	82	0.18	C
1875	221		County	40	1.69	GRASSY LAKE ROAD/FOSGATE ROAD	CR 50 (WASHINGTON STREET)	HANCOCK ROAD	2	2	URBAN	UNDIVIDED	CITY OF CLERMONT	UNINCORPORATED LAKE COUNTY	D	16,820	5,995	0.36	C	840	288	350	0.42	C	7.50%	16,820	8,606	0.51	C	840	414	503	0.60	C
1880	470		County	30	0.39	GOLFLINKS AVENUE	KURT STREET	SR 19 / BAY STREET	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	940	0.09	C	530	45	49	0.09	C	1.00%	10,360	988	0.10	C	530	47	52	0.10	C
1890	0		NO COUNT	-	0.38	GOLFLINKS AVENUE	SR 19 / BAY STREET	MARY STREET	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	12,390	-	-	-	620	-	-	-	-	N/A	12,390	-	-	-	620	-	-	-	-
1900	514		County	45	1.86	GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 452	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	3,168	0.26	C	620	196	111	0.32	C	3.25%	12,390	3,718	0.30	C	620	230	130	0.37	C
1910	40		County	35	1.23	GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	6,479	0.46	C	710	268	273	0.39	C	1.00%	14,060	6,809	0.48	C	710	282	287	0.40	C
1915	37		County	25	0.26	S. GRAND HIGHWAY	SR 50	HOOKS STREET	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	29,160	5,203	0.18	C	1,470	261	203	0.18	C	1.00%	29,160	5,469	0.19	C	1,470	275	213	0.19	C
1920	226		County	40	1.66	CITRUS GROVE ROAD	US 27	GRASSY LAKE ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	12,390	5,319	0.43	C	620	270	173	0.44	C	12.00%	12,390	9,373	0.76	C	620	476	305	0.77	C
1930	517	117007	ADJACENT	45	1.76	GRAYS AIRPORT ROAD	MARION COUNTY ROAD	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	2,911	0.23	C	620	173	118	0.28	C	3.25%	12,390	3,416	0.28	C	620	203	138	0.33	C
1940	517	117007	County	45	1.25	GRAYS AIRPORT ROAD	CR 466	GRIFFIN VIEW DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	2,911	0.23	C	620	173	118	0.28	C	3.25%	12,390	3,416	0.28	C	620	203	138	0.33	C
1950	512	117007	County	45	1.75	S GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	2,966	0.24	C	620	115	174	0.28	C	5.50%	12,390	3,877	0.31	C	620	150	228	0.37	C
1960	505		County	45	1.43	S GRAYS AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 412	2	2	URBAN	UNDIVIDED	COUNTY	FRUITLAND PARK	D	12,390	786	0.06	C	620	55	28	0.09	C	1.00%	12,390	826	0.07	C	620	58	30	0.09	C
1970	536	117008	County	35	0.85	GRIFFIN AVENUE	US 27 / US 411	CR 25	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	13,320	11,009	0.83	D	680	599	378	0.88	D	1.75%	13,320	12,007	0.90	D	680	653	412	0.96	D
1980	535		County	35	1.19	GRIFFIN AVENUE	CR 25	UNCLE DONALDS LANE	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	10,360	3,469	0.33	C	530	214	108	0.40	C	1.50%	10,360	3,737	0.36	C	530	230	116	0.43	C
1990	535		ADJACENT	35	1.66	GRIFFIN AVENUE	UNCLE DONALDS LANE	GRAYS AIRPORT ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	3,469	0.33	C	530	214	108	0.40	C	1.50%	10,360	3,737	0.36	C	530	230	116	0.43	C
2000	462		County	25	0.51	GRIFFIN ROAD	US 27	LEE STREET	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	13,320	2,061	0.15	C	680	-	-	-	-	1.00%	13,320	2,166	0.16	C	680	-	-	-	-
2010	515		County	45	1.85	GRIFFIN VIEW DRIVE	US 27	GRAYS AIRPORT ROAD	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	12,390	3,498	0.28	C	620	202	124	0.33	C	1.00%	12,390	3,676	0.30	C	620	212	130	0.34	C
2020	516		County	45	1.64	GRIFFIN VIEW DRIVE	GRAYS AIRPORT ROAD	SULEN ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	1,715	0.19	C	470	113	75	0.24	C	1.00%	9,030	1,802	0.20	C	470	118	78	0.25	C
2030	479		County	30	0.36	GROVE STREET	SR 19 (BADGER AVENUE)	LAKEVIEW AVENUE	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	1,475	0.14	C	530	24	106	0.20	C	1.00%	10,360	1,550	0.15	C	530	25	111	0.21	C
2040	472		County	30	0.37	GROVE STREET	LAKEVIEW AVENUE	GOLFLINKS AVENUE	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	2,561	0.25	C	530	160	71	0.30	C	1.00%	10,360	2,692	0.26	C	530	168	75	0.32	C
2045	465	117017	County	25	0.50	GROVE STREET	GOLFLINKS AVENUE	OLD MT DORA ROAD	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	3,733	0.36	C	530	140	250	0.47	C	1.00%	10,360	3,923	0.38	C	530	148	263	0.50	D
2050	21		County	35	2.14	HAMMOCK RIDGE	LAKE SHORE DRIVE	US 27	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	59,580	18,440	0.31	B	2,950	479	1,149	0.39	B	2.25%	59,580	20,610	0.35	B	2,950	536	1,284	0.44	B
2054	312		County	45	1.70	N. HANCOCK ROAD	C.R. 561A	SR 91 (FLORIDA TURNPIKE)	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	15,930	6,090	0.38	C	790	350	195	0.44	C	1.00%	15,930	6,400	0.40	C	790	368	205	0.47	C
2055	313		County	45	1.97	N. HANCOCK ROAD	SR 91 (FLORIDA TURNPIKE)	OLD HWY 50 (W)	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	37,810	10,757	0.28	C	1,900	395	557	0.29	C	1.00%	37,810	11,306	0.30	C	1,900	415	586	0.31	C
2056	313		ADJACENT	45	0.28	N. HANCOCK ROAD	OLD HWY 50 (E)	OLD HWY 50 (E)	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	35,820	10,757	0.30	C	1,800	395	557	0.31	C	1.00%	35,820	11,306	0.32	C	1,800	415	586	0.33	C
2060	207		County	35	0.29	N. HANCOCK ROAD	OLD HWY 50 (E)	N RIDGE BOULEVARD	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	30,780	17,674	0.57	D	1,550	758	735	0.49	D	1.00%	30,780	18,575	0.60	D	1,550	797	773	0.51	D

Lake County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
2070	39		County	45	1.50	N. HANCOCK ROAD	N RIDGE BOULEVARD	SR 50	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	37,810	17,618	0.47	C	1,900	680	820	0.43	C	1.00%	37,810	18,516	0.49	C	1,900	715	862	0.45	C
2080	35		County	45	0.25	S. HANCOCK ROAD	SR 50	HOOKS STREET	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	35,820	22,918	0.64	C	1,800	734	999	0.55	C	2.25%	35,820	25,615	0.72	C	1,800	821	1,116	0.62	C
2085	35		ADJACENT	45	1.23	S. HANCOCK ROAD	HOOKS STREET	JOHNS LAKE ROAD	2	2	URBAN	DIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	17,660	22,918	1.30	F	880	734	999	1.13	F	2.25%	17,660	25,615	1.45	F	880	821	1,116	1.27	F
2090	17		County	45	1.75	S. HANCOCK ROAD	JOHNS LAKE ROAD	HARTWOOD MARSH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	16,820	12,491	0.74	C	840	410	487	0.58	C	1.50%	16,820	13,456	0.80	C	840	441	525	0.63	C
2100	15		County	40	0.70	HARTWOOD MARSH ROAD	US 27	HANCOCK ROAD	2	4	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	17,664	1.11	F	790	560	873	1.10	F	2.75%	35,820	20,230	0.56	C	1,800	641	999	0.56	C
2104	AVG (146,150)		AVERAGE	40	1.41	HARTWOOD MARSH ROAD	HANCOCK ROAD	N. 90 DEGREE BEND	2	4	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	14,536	0.86	C	840	410	487	0.58	C	N/A	37,810	16,110	0.43	C	1,900	494	854	0.45	C
2110	20		County	40	2.47	HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	11,408	0.52	C	1,080	330	674	0.62	C	1.00%	21,780	11,989	0.55	C	1,080	347	708	0.66	C
2120	485		County	30	0.75	HASELTON STREET	SR 44	LAKEVIEW AVENUE	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	1,646	0.16	C	530	80	94	0.18	C	1.00%	10,360	1,730	0.17	C	530	84	99	0.19	C
2130	605		County	25	1.01	HIGHLAND STREET	LIMIT AVENUE	5TH AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	2,792	0.27	C	530	179	127	0.34	C	3.50%	10,360	3,316	0.32	C	530	213	150	0.40	C
2140	32		County	30	0.35	HOOKS STREET	LAKESHORE DRIVE	US 27	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	10,360	6,972	0.67	D	530	291	349	0.66	D	1.00%	10,360	7,327	0.71	D	530	305	367	0.69	D
2150	31		County	40	0.84	HOOKS STREET	US 27	OAKLEY SEAVER DRIVE	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	35,820	11,413	0.32	C	1,800	479	508	0.28	C	1.75%	35,820	12,447	0.35	C	1,800	523	555	0.31	C
2153	33		County	35	0.27	HOOKS STREET	OAKLEY SEAVER DRIVE	CITRUS TOWER BOULEVARD	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	29,160	13,218	0.45	D	1,470	648	427	0.44	C	1.00%	29,160	13,892	0.48	D	1,470	681	448	0.46	D
2155	34		County	35	1.05	HOOKS STREET	CITRUS TOWER BOULEVARD	HANCOCK ROAD	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	29,160	11,419	0.39	C	1,470	395	622	0.42	C	1.00%	29,160	12,001	0.41	C	1,470	416	654	0.44	C
2160	456	117021	County	35	0.59	HUFFSTETLER DRIVE	DAVID WALKER DRIVE	KURT STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	1,169	0.11	C	530	79	53	0.15	C	1.00%	10,360	1,229	0.12	C	530	83	56	0.16	C
2170	224		County	35	0.35	JALARMY ROAD	CR 478	CR 561A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	6,226	0.60	D	530	273	222	0.52	D	8.50%	10,360	9,362	0.90	D	530	411	333	0.78	D
2180	26		County	35	1.57	JOHNS LAKE ROAD	US 27	HANCOCK ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	8,972	0.64	D	710	596	403	0.84	D	2.75%	14,060	10,276	0.73	D	710	683	461	0.96	D
2190	473		County	35	0.25	KURT STREET	W LAKEVIEW AVENUE	DAVID WALKER DRIVE	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	8,710	0.84	D	530	546	292	1.03	E	1.00%	10,360	9,154	0.88	D	530	574	307	1.08	F
2200	469		County	35	0.50	KURT STREET	DAVID WALKER DRIVE	MT HOMER ROAD / W ARDICE AVENUE	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	14,060	4,334	0.31	C	710	179	246	0.35	C	1.00%	14,060	4,555	0.32	C	710	188	259	0.36	C
2205	455		County	35	0.42	KURT STREET	MT HOMER ROAD / W ARDICE AVENUE	US 441	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	14,060	5,512	0.39	C	710	261	281	0.40	C	1.00%	14,060	5,793	0.41	C	710	275	295	0.42	C
2210	520		County	25	0.45	W LADY LAKE BOULEVARD	WEST TERMINI	US 27/US441	2	2	URBAN	UNDIVIDED	TOWN OF LADY LAKE	TOWN OF LADY LAKE	D	10,360	1,298	0.13	C	530	66	39	0.12	C	1.00%	10,360	1,364	0.13	C	530	69	41	0.13	C
2220	521		County	25	0.96	E LADY LAKE BOULEVARD	US 27/US441	BERCHFIELD ROAD	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	10,360	618	0.06	C	530	38	21	0.07	C	1.00%	10,360	650	0.06	C	530	40	22	0.08	C
2230	408		County	35	0.56	FAIRVIEW AVENUE	OLD 441/ CR 500A	LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	680	0.07	C	530	43	24	0.08	C	1.00%	10,360	715	0.07	C	530	45	25	0.08	C
2240	0		NO COUNT	40	0.64	LAKE DRIVE	SR 44	COUNTRY ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	-	-	-	470	-	-	-	-	N/A	9,030	-	-	-	470	-	-	-	-
2250	509		County	35	0.50	LAKE ELLA ROAD	SUMTER COUNTY LINE	MICRO RACETRACK ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	2,817	0.27	C	530	175	101	0.33	C	6.50%	10,360	3,859	0.37	C	530	239	138	0.45	C
2254	511		ADJACENT	35	0.51	LAKE ELLA ROAD	MICRO RACETRACK ROAD	ROLLING ACRES ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,652	0.16	C	530	66	71	0.13	C	1.00%	10,360	1,737	0.17	C	530	70	75	0.14	C
2255	511		County	45	1.91	LAKE ELLA ROAD	ROLLING ACRES ROAD	US 27	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	1,652	0.10	C	840	66	71	0.08	C	1.00%	16,820	1,737	0.10	C	840	70	75	0.09	C
2260	7		County	35	5.01	LAKE ERIE ROAD	CR 565	SR 33	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	884	0.11	B	410	23	47	0.12	B	5.00%	7,740	1,128	0.15	B	410	29	61	0.15	B
2270	448		County	35	1.59	LAKE EUSTIS DRIVE	US 441	CLAY BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	EUSTIS/TAVARES	D	14,060	7,262	0.52	D	710	330	285	0.46	C	1.75%	14,060	7,920	0.56	D	710	360	311	0.51	D
2280	19		County	40	2.57	LAKE LOUISA ROAD	LAKESHORE DRIVE	VISTA DEL LAGO BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	5,071	0.23	B	1,080	266	545	0.50	C	3.75%	21,780	6,096	0.28	B	1,080	320	655	0.61	C
2290	9		County	35	1.13	LAKE LOUISA ROAD	VISTA DEL LAGO BOULEVARD	US 27	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,060	5,377	0.38	C	710	512	271	0.72	D	4.50%	14,060	6,701	0.48	C	710	639	338	0.90	D
2300	802		County	25	1.10	LAKE MACK DRIVE	CR 42	ANOTHER ANNA ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	1,515	0.17	C	470	45	104	0.22	C	1.00%	9,030	1,592	0.18	C	470	47	109	0.23	C
2310	435		County	25	0.20	LAKE STREET	US 441	MAIN STREET	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	10,360	3,074	0.30	C	530	115	140	0.26	C	1.00%	10,360	3,231	0.31	C	530	121	147	0.28	C
2320	425		County	25	0.31	LAKE STREET	MAIN STREET	SR 44	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	10,360	3,235	0.31	C	530	121	134	0.25	C	1.00%	10,360	3,400	0.33	C	530	127	141	0.27	C
2330	8		County	45	1.55	LAKESHORE DRIVE (CLER)	CR 561	OSWALT ROAD	2	2	TRANS.	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,390	3,094	0.20	C	760	142	142	0.19	C	1.00%	15,390	3,252	0.21	C	760	149	149	0.20	C
2340	14		County	45	1.62	LAKESHORE DRIVE (CLER)	OSWALT ROAD	HARDER ROAD	2	2	TRANS.	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,390	11,219	0.73	C	760	390	622	0.82	C	1.00%	15,390	11,791	0.77	C	760	410	654	0.86	C
2350	22		County	40	0.67	LAKESHORE DRIVE (CLER)	HARDER ROAD	LAKE LOUISA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	16,407	0.98	D	840	514	932	1.11	F	1.00%	16,820	17,244	1.03	F	840	541	980	1.17	F
2354	23		County	30	0.75	LAKESHORE DRIVE (CLER)	LAKE LOUISA ROAD	ANDERSON HILL ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,320	6,987	0.52	D	680	433	206	0.64	D	1.00%	13,320	7,343	0.55	D	680	455	216	0.67	D
2360	484		County	35	1.65	LAKESHORE DRIVE (EUSTIS)	CLAY BOULEVARD	SOUTH BAY STREET / SR 19 SB	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	7,157	0.69	D	530	356	294	0.67	D	2.75%	10,360	8,196	0.79	D	530	407	337	0.77	D
2370	476		County	35	0.43	W LAKEVIEW AVENUE	KURT STREET	SR 19	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	7,701	0.74	D	530	480	276	0.91	D	1.00%	10,360	8,094	0.78	D	530	504	290	0.95	D
2380	477		County	30	0.65	E LAKEVIEW AVENUE	SR 19	JASMINE STREET / CROOKED LAKE COURT	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	2,689	0.26	C	530	182	129	0.34	C	1.00%	10,360	2,826	0.27	C	530	191	135	0.36	C
2384	477		ADJACENT	30	0.34	E LAKEVIEW AVENUE	JASMINE STREET / CROOKED LAKE COURT	HASELTON STREET	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	2,689	0.26	C	530	182	129	0.34	C	1.00%	10,360	2,826	0.27	C	530	191	135	0.36	C
2390	271		County	35	0.62	LANE PARK CUTOFF	SR 19	CR 561	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	13,320	2,071	0.16	C	680	212	126	0.31	C	1.00%	13,320	2,177	0.16	C	680	223	133	0.33	C
2400	441		County	25	0.74	LEE STREET	GRIFFIN ROAD	US 441	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	10,360	2,244	0.22	C	530	-	-	-	-	1.00%	10,360	2,358	0.23	C	530	-	-	-	-
2410	438		County	25	0.50	LEE STREET	US 441	MAIN STREET	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	10,360	2,533	0.24	C	530	-	-	-	-	1.00%	10,360	2,662	0.26	C	530	-	-	-	-
2420	239		County	40	0.35	WILSON LAKE PARKWAY	US 27	LIBBY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	15,930	2,711	0.17	C	790	66	140	0.18	C	4.00%	15,930	3,298	0.21	C	790	80	170	0.22	C
2430	616	117005	County	35	0.99	LIMIT AVENUE	DONNELLY STREET	US 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	3,001	0.29	C	530	160	143	0.30	C	1.00%	10,360	3,154	0.30	C	530	168	151	0.32	C
2440	427		County	25	0.71	LONE OAK DRIVE	MAIN STREET	SR 44	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	10,360	3,227	0.31	C	530	180	206	0.39	C	1.00%	10,360	3,392	0.33	C	530	190	216	0.41	C
2450	13		County	35	0.87	LOG HOUSE ROAD	CR 561	LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	3,673	0.35	C	530	225	170	0.42	C	2.25%	10,360	4,105	0.40	C	530	251	191	0.47	C
2460	410		County	25	0.74	E MAIN STREET	SR 19	CR 452/ ST CLAIR ABRAMS STREET	2	2	URBAN	DIVIDED	CITY OF TAVARES	CITY OF TAVARES	D	13,990	7,249	0.52	D	710	400	282	0.56	D	1.00%	13,990	7,619	0.54	D	710	420	297	0.59	D
2470	430		ADJACENT	45	0.76	MAIN STREET (LEESBURG)	CR 468	THOMAS AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	16,820	12,086	0.72	C	840	546	491	0.65	C	2.00%	16,820	13,344	0.79	C	840	603	542	0.72	C
2480	430		County	35	1.03	MAIN STREET (LEESBURG)	THOMAS AVENUE	US 27	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	12,086	1.17	F	530	546	491	1.03	E	2.00%	10,360	13,344	1.29	F	530	603	542	1.14	F
2490	431		County	25	0.45	MAIN STREET (LEESBURG)	US 27	LEE STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	10,859	1.05	E	530	473	522	0.98	D	1.00%	10,360	11,413	1.10	F	530	498	548	1.03	E
2500	431		ADJACENT	25	0.39	MAIN STREET (LEESBURG)	LEE STREET	CANAL STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	10,859	1.05	E	530	473	522	0.98	D	1.00%	10,360	11,413	1.10	F	530	498	548	1.03	E
2510	428		County	25	0.41	MAIN STREET (LEESBURG)	CANAL STREET	LAKE STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	4,943	0.48	C	530	228	252	0.48	C	1.00%	10,360	5,195	0.50	D	530	240	265	0.50	D
2520	433		County	35	0.62	MAIN STREET (LEESBURG)	LAKE STREET	DIXIE AVENUE / SR 44	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	13,320	4,021	0.30	C	680	-	-	-	-	1.00%	13,320	4,226	0.32	C	680	-	-	-	-
2530	432		County	35	0.32	MAIN STREET (LEESBURG)	DIXIE AVENUE / SR 44	NICHOLS DRIVE / SUNNYSIDE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	4,977	0.48	C	530	294	173	0.55	D	1.00%	10,360	5,230	0.50	D	530	309	182	0.58	D
2540	539		County	45	2.52	MARION COUNTY ROAD	CR 25	GRAYS AIRPORT ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	2,362	0.11	B	1,080	128	78	0.12	B	3.75%	21,780	2,839	0.13	B	1,080	153	94	0.14	B
2550	539		ADJACENT	45	3.01	MARION COUNTY ROAD	GRAYS AIRPORT ROAD	LAKE GRIFFIN ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	2,362	0.31	B	410	128	78	0.31	B	3.75%	7,740	2,839	0.37	B	410	153	94	0.37	B
2560	215		County	30	3.23	MASCOTTE EMPIRE ROAD	SR 50	EMPIRE CHURCH ROAD	2	2	URBAN	UNDIVIDED	CITY OF MASCOTTE	CITY OF MASCOTTE	D	21,780	800	0.04	B	1,080	-	-	-	-	1.00%	21,780	841	0.04	B	1,080	-	-	-	-
2570	525		County	25	0.42	McLENDON STREET	CLAY AVENUE	US 27/US441	2	2	URBAN	UNDIVIDED	TOWN OF LADY LAKE	TOWN OF LADY LAKE	D	10,360	1,324	0.13	C	530	61	46	0.11	C	1.00%	10,360	1,392	0.13	C	530	64	48	0.12	C
2580	493		County	35	1.74	MICRO RACETRACK ROAD	LAKE ELLA ROAD	CR 466A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	10,798	1.04	E	530	452	536	1.01	E	2.25%	10,360	12,069	1.16	F	530	505	600	1.13	F
2590	422		County	25	1.10	MORNINGSIDE DRIVE (MOUNT DORA)	US 441	CR 500A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,990	0.19	C	530	95	91	0.18	C	3.50%	10,360	2,363	0.23	C	530	113	108	0.21	C
2600	444		County	40	0.74	MT HOMER ROAD	CR 19A	US 441	2	2	URBAN	UNDIVIDED	CITY OF TAVARES	CITY OF TAVARES	D	15,930	262	0.02	C	790	25	9	0.03	C	1.00%	15,930	275	0.02	C	790	26	10	0.03	C
2610	450		County	40	0.68	MT HOMER ROAD	US 441	DAVID WALKER DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	12,390	2,185	0.18	C	620	116	83	0.19	C	1.00%	12,390	2,296	0.19	C	620	122	87	0.20	C
2620	463		County	35	0.51	MT HOMER ROAD	DAVID WALKER DRIVE	KURT STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	4,364	0.42	C	530	224	209	0.42	C	1.25%	10,360	4,644	0.45	C	530	238	222	0.45	C
2630	110505	110505	State	40	0.23	OLD 441 (CR 500A)	US 441	SR 19	4	4	URBAN	UNDIVIDED	CITY OF TAVARES	CITY OF TAVARES	D	35,820	15,880	0.44	C	1,800	764	814	0.45	C	3.50%	35,820	18,860	0.53	C	1,800	907	967	0.54	C
2640	447		County	25	0.34	OLD EUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LAKE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	782	0.08	C	530	59	16	0.11	C	1.00%	10,360	822	0.08	C	530	62	16	0.12	C
2650	446		County	25	0.99	OLD EUSTIS ROAD	E CROOKED LAKE DRIVE	DONNELLY STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	1,334	0.13	C	530	49	65	0.12	C	1.00%	10,360	1,402	0.14	C	530	52	68	0.13	C
2660	459		County	25	0.65	OLD MOUNT DORA ROAD	SR 19	EUDORA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	5,189	0.50	D	530	239	278	0.52	D	1.00%	10,360	5,454	0.53	D	530	251	292	0.55	D
2670	459		ADJACENT	25	0.89	OLD MOUNT DORA ROAD	EUDORA ROAD	US 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	5,189	0.50	D	530	239	278	0.52	D	1.00%	10,360	5,454	0.53	D	530	251	292	0.55	D
2680	487	115150	County	40	1.01	ORANGE AVENUE	SR 19	HASSELTON STREET	4	4	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	25,870	12,722	0.49	C	1,300	612	494	0.47	C	1.00%	25,870	13,371	0.52	C	1,300	643	520	0.49	C
2690	623	115150	County	55	0.98	ORANGE AVENUE	HASSELTON STREET	ABRAMS ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	16,820	13,386	0.80	C	840	498	649	0.77	C	1.00%	16,820	14,068	0.84	C	840	523	682	0.81	C
2700	11		County	45	1.97	OSWALT ROAD	LAKESHORE DRIVE	EDGEWATER DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	3,877	0.23	C	840	196	138	0.23	C	1.00%	16,820	4,075	0.24	C	840	206	145	0.25	C
2710	220		County	40	0.20	PALMETTO DRIVE	SUNSET AVENUE	CR 33	2	2	URBAN	UNDIVIDED	CITY OF MASCOTTE	CITY OF MASCOTTE	D	12,390	840	0.07	C	620	-	-	-	-	1.00%	12,390	883	0.07	C	620	-	-	-	-
2720	488		County	25	0.38	PRESCOTT STREET	BATES AVENUE	SR 44	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	562	0.05	C	530	21	36	0.07	C	1.00%	10,360	591	0.06	C	530	22	37	0.07	C
2730	494		County	45	2.29	RADIO ROAD	CR 44	MORNINGSIDE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	3,179	0.19	C	840	144	127	0.17	C	1.00%	16,820	3,341	0.20	C	840	151	133	0.18	C
2740	453		County	45	0.95	RADIO ROAD	MORNINGSIDE DRIVE	US 441	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	7,349	0.44	C	840	281	367	0.44	C	1.25%	16,820	7,820	0.46	C	840	299	390	0.46	C
2750	530		County	35	0.78	ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	14,060	16,129	1.15	F	710	699	573	0.99	D	1.00%	14,060	16,952	1.21	F	710	735	602	1.04	E
2760	526	117011	County	35	0.50	ROLLING ACRES ROAD	OAK STREET	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	13,320	16,723	1.26	F	680	690	621	1.02	E	1.00%	13,320	17,576	1.32	F	680	725	653	1.07	F
2770	513		County	45	2.00	ROLLING ACRES ROAD	CR 466	LAKE ELLA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	8,710	0.40	B	1,080	358	403	0.37	B	1.00%	21,780	9,154	0.42	B	1,080	376	423	0.39	B
2780	613		County	45	1.00	ROUND LAKE ROAD	WOLF BRANCH ROAD	SR 46	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	16,820	6,256	0.37	C	840	209	343	0.41	C	1.00%	16,820	6,575	0.39	C	840	219	361	0.43	C
2790	604		County	45	1.02	ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	5,655	0.34	C	840	254	272	0.32	C	1.00%	16,820	5,943	0.35	C	840	267	286	0.34	C
2800	635		County	40	4.15	ROYAL TRAILS ROAD	SEAGRAPE AVENUE	SR 44	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	14,130	1,942	0.14	B	740	46	122	0.16	B	2.25%	14,130	2,171	0.15	B	740	51	136	0.18	B
2810	537		County	25	0.50	SHAY BOULEVARD	TARRSON BOULEVARD	GRIFFIN AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	10,360	2,173	0.21	C	530	102	83	0.19	C	1.00%	10,360	2,284	0.22	C	530	108	87	0.20	C
2820	265		County	55	3.14	SHIRLEY SHORES ROAD	CR 448	DEER ISLAND ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	14,130	3,044	0.22	B	740	156	123	0.21	B	2.75%	14,130	3,486	0.25	B	740	179	141	0.24	B
2830	451	117022	County	35	1.11	SLEEPY HOLLOW ROAD	US 441	SUNNYSIDE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	14,060	4,473	0.32	C	710	179	247	0.35	C	2.75%	14,060	5,123	0.36	C	710	205	283	0.40	C
2840	807		County	55	3.61	SR 19	MARION COUNTY LINE	CR 445A	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	2,017	0.23	B	450	78	88	0.20	B	1.00%	8,600	2,120	0.25	B	450	82	93	0.21	B
2850	110365	110365	State	55	5.50	SR 19	CR 445A	CR 445	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	4,090	0.48	B	450	209	180	0.46	B	1.00%	8,600	4,299	0.50	B	450	220	189	0.49	B
2860	110297	110297	State	55	5.21	SR 19	CR 445	CR 42	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	6,120	0.71	C	450	313	332	0.74	C	1.00%	8,600	6,432	0.75	C	450	329	349	0.78	C
2870	115036	115036	ADJACENT	40	0.90	SR 19	CR 42	BAKER ROAD	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	18,590	12,600	0.68	C	920	610	524	0.66	C	1.00%	18,590	13,243	0.71	C	920	641	551	0.70	C
2880	115036	115036	ADJACENT	55	1.19	SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	2	2	URBAN	UNDIVIDED	STATE	CITY OF UMATILLA	D	18,590	12,600	0.68	C	920	610	524	0.66	C	1.00%	18,590	13,243	0.71	C	920	641	551	0.70	C
2890	115036	115036	State	35	0.51	SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	2	2	URBAN	DIVIDED	STATE	CITY OF UMATILLA	D	16,320	12,600	0.77	D	830	610	524	0.73	D	1.00%	16,320	13,243	0.81	D	830	641	551	0.77	D
2900	115035	115035	State	40	1.38	SR 19	CR 450 (OCALA STREET)	CR 450A	4	4	URBAN	DIVIDED	STATE	CITY OF UMATILLA	D	39,800	16,880	0.42	C	2,000	826	678	0.41	C	1.00%	39,800	17,741	0.45	C	2,000	868	713	0.43	C
2910	110008	110008	State	55	2.22	SR 19	CR 450A	CR 19A	4	4	URBAN	DIVIDED	STATE	EUSTIS/UMATILLA	D	66,200	17,910	0.27	B	3,280	867	745	0.26	B	1.00%	66,200	18,824	0.28	B	3,280	911	783	0.28	B
2920	110008	110008	ADJACENT	55	0.58	SR 19	CR 19A	CR 44	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	41,790	17,910	0.43	C	2,100	867	745	0.41	C	1.00%	41,790	18,824	0.45	C	2,100	911	783	0.43	C
2930	111017	111017	State	45	0.75	SR 19	CR 44	CR 452	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	41,790	20,311	0.49	C	2,100	983	845	0.47	C	1.00%	41,790	21,348	0.51	C	2,100	1,033	888	0.49	C
2941	115176	115176	State	35	0.87	SR 19 (N)	ORANGE AVENUE	CR 452	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	19,440	11,450	0.59	D	1,960	1,029	0	0.53	D	1.00%	19,440	12,034	0.62	D	1,960	1,081	0	0.55	D
2951	110208	110208	ADJACENT	40	0.82	SR 19 (S)	CR 452	ORANGE AVENUE	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	23,880	7,430	0.31	C	2,400	0	668	0.28	C	1.00%	23,880	7,809	0.33	C	2,400	0	702	0.29	C
2960	115176	115176	ADJACENT	35	0.68	SR 19 (N)	STEVENS AVE	ORANGE AVENUE	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	19,440	11,450	0.59	D	1,960	1,029	0	0.53	D	1.00%	19,440	12,034	0.62	D	1,960	1,081	0	0.55	D
2970	110208	110208	State	35	0.62	SR 19 (S)	ORANGE AVENUE	STEVENS AVE	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	19,440	7,430	0.38	C	1,960	0	668	0.34	C	1.00%	19,440	7,809	0.40	C	1,960	0	702	0.36	C
2980	115013	115013	State	35	0.50	SR 19	STEVENS AVE	GOLF LINKS AVENUE	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	34,020	30,500	0.90	D	1,710	1,338	1,113	0.78	D	1.00%	34,020	32,056	0.94	D	1,710	1,406	1,170	0.82	D
2990	110421	110421	State	40	0.92	SR 19	GOLF LINKS AVENUE	US 441	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	41,790	17,760	0.42	C	2,100	860	738	0.41	C	1.00%	41,790	18,666	0.45	C	2,100	904	776	0.43	C
3000	115125	115125	State	35	0.24	SR 19 (DUNCAN DRIVE)	US 441	CR 500A/ LAKE SHORE BOULEVARD	4	4	URBAN	DIVIDED	STATE	CITY OF TAVARES	D	32,400	19,810	0.61	D	1,630	959	824	0.59	D	1.50%	32,400	21,341	0.66	D	1,630	1,033	888	0.63	D
3010	115125	115125	ADJACENT	35	0.37	SR 19	CR 500A/ LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	4	4	URBAN	DIVIDED	STATE	CITY OF TAVARES	D	32,400	19,810	0.61	D	1,630	959	824	0.59	D	1.50%	32,400	21,341	0.66	D	1,630	1,033	888	0.63	D
3020	110049	110049	State	45	1.38	SR 19	CR 452 (MAIN STREET)	CR 561	4	4	URBAN	DIVIDED	STATE	CITY OF TAVARES	D	41,790	45,500	1.09	F	2,100	2,203	1,892	1.05	F	4.50%	41,790	56,701	1.36	F	2,100	2,745	2,358	1.31	F
3030	110049	110049	ADJACENT	45	0.90	SR 19	CR 561	LANE PARK ROAD	2	2	URBAN	UNDIVIDED	STATE	CITY OF TAVARES	D	18,590	45,500	2.45	F	920	2,203	1,892	2.39	F	4.50%	18,590	56,701	3.05	F	920	2,745	2,358	2.98	F
3040	110494	110494	State	55	3.87	SR 19	LANE PARK ROAD	CR 48	2	2	URBAN	UNDIVIDED	STATE	HOWEY-IN-THE-HILLS/TAVARES	D	18,590	15,980	0.86	C	920	610	656	0.71	C	1.00%	18,590	16,795	0.90	C	920	641	689	0.75	C
3050	110495	110495	State	40	0.84	SR 19	CR 48	CENTRAL AVENUE	2	2	URBAN	UNDIVIDED	STATE	HOWEY-IN-THE-HILLS	D	14,160	8,950	0.63	C	700	433	372	0.62	C	1.00%	14,160	9,407	0.66	C	700	455	391	0.65	C
3060	110495	110495	ADJACENT	35	3.09	SR 19	CENTRAL AVENUE	CR 455	2	2	URBAN	UNDIVIDED	STATE	HOWEY-IN-THE-HILLS	D	24,200	8,950	0.37	B	1,200	433	372	0.36	B	1.00%	24,200	9,407	0.39	B	1,200	455	391	0.38	B
3070	110255	110255	State	55	2.72	SR 19	CR 455	US 27 / SR 25	2	2	RURAL	UNDIVIDED	STATE	CITY OF GROVELAND	C	8,600	9,910	1.15	D	450	507	435	1.13	D	1.00%	8,600	10,416	1.21	D	450	533	457	1.18	D

APPENDIX C

Intersection Counts/FDOT Seasonal Factors/Signal Timings

15 MINUTE TURNING MOVEMENT COUNTS

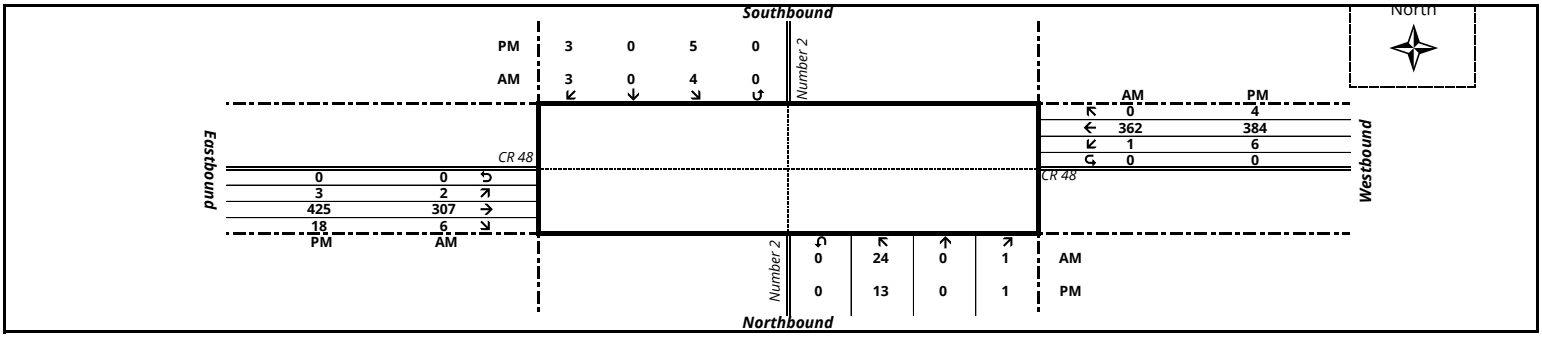
(Cars and Trucks)

Item 3.

DATE: May 24, 2022 (Tuesday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: Number 2 & CR 48 **COUNTY:** Lake County **LONGITUDE:** 0

	Number 2					Number 2						CR 48					CR 48						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	3	0	0	0	**3**	2	0	2	0	**4**	**7**	1	58	2	0	**61**	0	92	0	0	**92**	**153**	**160**
07:15 AM	4	0	1	0	**5**	1	0	1	0	**2**	**7**	0	82	2	0	**84**	0	90	0	0	**90**	**174**	**181**
07:30 AM	7	0	0	0	**7**	0	0	0	0	**0**	**7**	0	70	0	0	**70**	0	92	0	0	**92**	**162**	**169**
07:45 AM	10	0	0	0	**10**	1	0	0	0	**1**	**11**	1	97	2	0	**100**	1	88	0	0	**89**	**189**	**200**
TOTAL	24	0	1	0	**25**	4	0	3	0	**7**	**32**	2	307	6	0	**315**	1	362	0	0	**363**	**678**	**710**
08:00 AM	3	0	3	0	**6**	0	0	0	0	**0**	**6**	2	62	5	0	**69**	2	80	0	0	**82**	**151**	**157**
08:15 AM	4	0	0	0	**4**	0	0	0	0	**0**	**4**	0	74	7	0	**81**	0	91	0	0	**91**	**172**	**176**
08:30 AM	5	0	1	0	**6**	1	1	0	0	**2**	**8**	2	68	1	0	**71**	1	70	0	0	**71**	**142**	**150**
08:45 AM	1	0	1	0	**2**	0	0	1	0	**1**	**3**	0	85	1	0	**86**	0	75	1	0	**76**	**162**	**165**
TOTAL	13	0	5	0	**18**	1	1	1	0	**3**	**21**	4	289	14	0	**307**	3	316	1	0	**320**	**627**	**648**
09:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	5	0	0	**5**	**5**	**5**
09:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
09:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
09:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	5	0	0	**5**	**5**	**5**
04:00 PM	0	0	0	0	**0**	1	0	0	0	**1**	**1**	0	75	1	0	**76**	1	91	0	0	**92**	**168**	**169**
04:15 PM	3	0	0	0	**3**	1	0	1	0	**2**	**5**	0	91	3	0	**94**	0	85	0	0	**85**	**179**	**184**
04:30 PM	4	0	1	0	**5**	1	0	2	0	**3**	**8**	1	108	1	0	**110**	2	106	2	0	**110**	**220**	**228**
04:45 PM	3	0	0	0	**3**	1	0	1	0	**2**	**5**	0	106	4	0	**110**	2	92	0	0	**94**	**204**	**209**
TOTAL	10	0	1	0	**11**	4	0	4	0	**8**	**19**	1	380	9	0	**390**	5	374	2	0	**381**	**771**	**790**
05:00 PM	3	0	0	0	**3**	1	0	0	0	**1**	**4**	1	95	8	0	**104**	2	85	1	0	**88**	**192**	**196**
05:15 PM	3	0	0	0	**3**	2	0	0	0	**2**	**5**	1	116	5	0	**122**	0	101	1	0	**102**	**224**	**229**
05:30 PM	6	0	3	0	**9**	0	0	0	0	**0**	**9**	1	73	6	0	**80**	3	89	1	0	**93**	**173**	**182**
05:45 PM	5	0	0	0	**5**	0	0	2	0	**2**	**7**	2	114	6	0	**122**	0	78	0	0	**78**	**200**	**207**
TOTAL	17	0	3	0	**20**	3	0	2	0	**5**	**25**	5	398	25	0	**428**	5	353	3	0	**361**	**789**	**814**
AM Peak																						**Peak Hour Factor:**	**0.888**
07:00 AM to 08:00 AM	**24**	**0**	**1**	**0**	**25**	**4**	**0**	**3**	**0**	**7**	**32**	**2**	**307**	**6**	**0**	**315**	**1**	**362**	**0**	**0**	**363**	**678**	**710**
PM Peak																						**Peak Hour Factor:**	**0.941**
04:30 PM to 05:30 PM	**13**	**0**	**1**	**0**	**14**	**5**	**0**	**3**	**0**	**8**	**22**	**3**	**425**	**18**	**0**	**446**	**6**	**384**	**4**	**0**	**394**	**840**	**862**



15 MINUTE TURNING MOVEMENT COUNTS

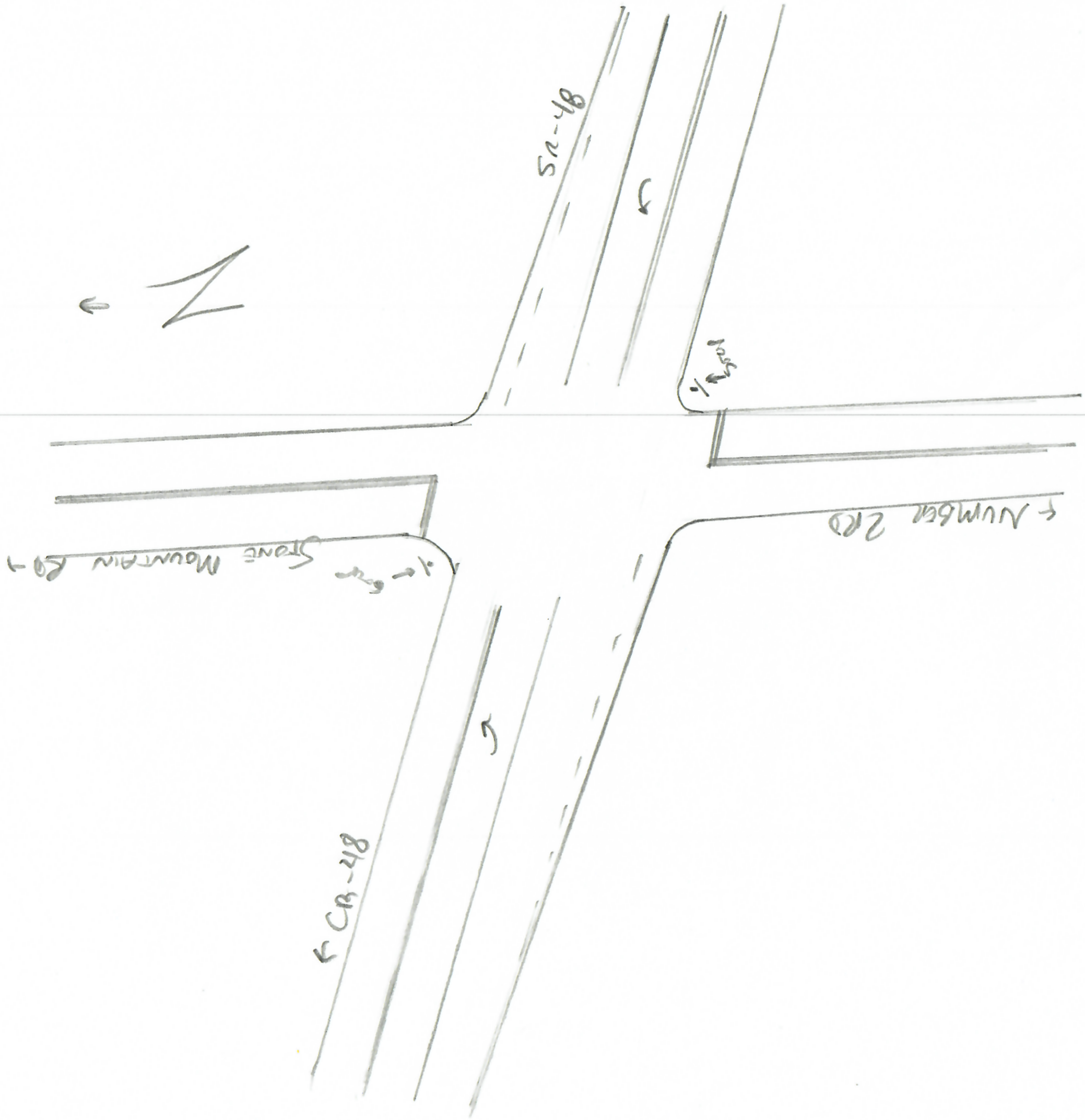
(Trucks Only)

Item 3.

DATE: May 24, 2022 (Tuesday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: Number 2 & CR 48 **COUNTY:** Lake County **LONGITUDE:** 0

	Number 2					Number 2						CR 48					CR 48						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	5	0	0	**5**	0	8	0	0	**8**	**13**	**13**
07:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	6	0	0	**6**	0	8	0	0	**8**	**14**	**14**
07:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	11	0	0	**11**	0	4	0	0	**4**	**15**	**15**
07:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	12	0	0	**12**	0	6	0	0	**6**	**18**	**18**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	34	0	0	**34**	0	26	0	0	**26**	**60**	**60**
08:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	4	1	0	**5**	0	9	0	0	**9**	**14**	**14**
08:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	7	0	0	**7**	0	12	0	0	**12**	**19**	**19**
08:30 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	5	1	0	**6**	0	5	0	0	**5**	**11**	**12**
08:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	3	0	0	**3**	0	7	0	0	**7**	**10**	**10**
TOTAL	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	19	2	0	**21**	0	33	0	0	**33**	**54**	**55**
09:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
09:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
09:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
09:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	2	0	0	**2**	0	3	0	0	**3**	**5**	**5**
04:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	2	0	0	**2**	0	2	0	0	**2**	**4**	**4**
04:30 PM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	5	0	0	**5**	0	4	0	0	**4**	**9**	**10**
04:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	5	0	0	**5**	0	5	0	0	**5**	**10**	**10**
TOTAL	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	14	0	0	**14**	0	14	0	0	**14**	**28**	**29**
05:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	1	1	0	**2**	0	4	0	0	**4**	**6**	**6**
05:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	2	0	0	**2**	0	4	0	0	**4**	**6**	**6**
05:30 PM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**2**
05:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**1**
TOTAL	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	5	1	0	**6**	0	8	0	0	**8**	**14**	**15**
AM Peak 07:00 AM to 08:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**34**	**0**	**26**	**0**	**0**	**26**	**60**	**60**
PM Peak 04:30 PM to 05:30 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**13**	**1**	**0**	**14**	**0**	**17**	**0**	**0**	**17**	**31**	**32**


N
SR-48
CR-48
Number 2RD
Stone Mountain RD

15 MINUTE TURNING MOVEMENT COUNTS

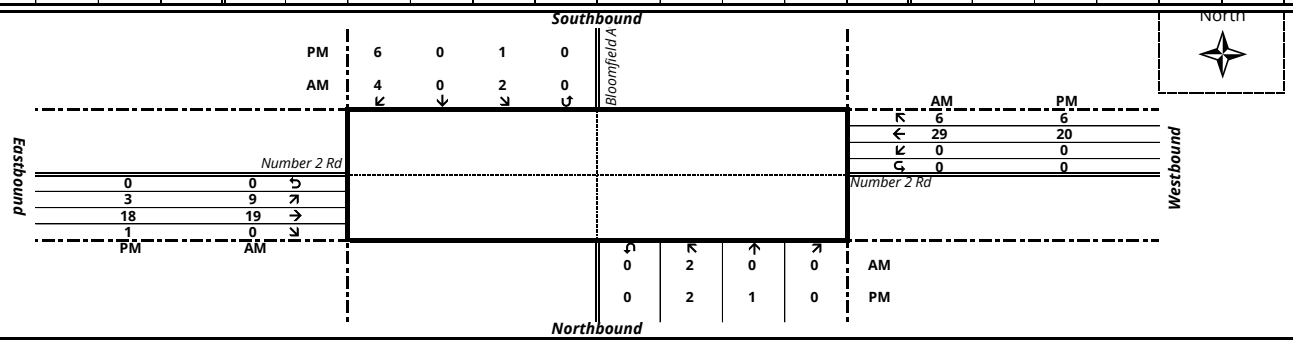
(Cars and Trucks)

Item 3.

DATE: May 19, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: Bloomfield Av & Number 2 Rd **COUNTY:** Lake County **LONGITUDE:** 0

						Bloomfield Av						Number 2 Rd					Number 2 Rd						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	2	0	0	0	**2**	0	6	2	0	**8**	**10**	**10**
07:15 AM	1	0	0	0	**1**	0	0	1	0	**1**	**2**	2	3	0	0	**5**	0	2	0	0	**2**	**7**	**9**
07:30 AM	0	0	0	0	**0**	1	0	0	0	**1**	**1**	0	7	0	0	**7**	0	4	1	0	**5**	**12**	**13**
07:45 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	1	2	0	0	**3**	0	3	0	0	**3**	**6**	**7**
TOTAL	1	0	0	0	**1**	1	0	2	0	**3**	**4**	5	12	0	0	**17**	0	15	3	0	**18**	**35**	**39**
08:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	1	0	0	**2**	0	3	1	0	**4**	**6**	**6**
08:15 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	2	1	0	0	**3**	0	6	2	0	**8**	**11**	**12**
08:30 AM	1	0	0	0	**1**	1	0	1	0	**2**	**3**	1	5	0	0	**6**	0	5	0	0	**5**	**11**	**14**
08:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	2	2	0	0	**4**	0	2	0	0	**2**	**6**	**6**
TOTAL	1	0	0	0	**1**	1	0	2	0	**3**	**4**	6	9	0	0	**15**	0	16	3	0	**19**	**34**	**38**
04:00 PM	0	0	0	0	**0**	1	0	0	0	**1**	**1**	0	4	0	0	**4**	0	4	0	0	**4**	**8**	**9**
04:15 PM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	1	1	1	0	**3**	0	4	0	0	**4**	**7**	**8**
04:30 PM	1	0	0	0	**1**	0	0	1	0	**1**	**2**	1	5	0	0	**6**	0	5	2	0	**7**	**13**	**15**
04:45 PM	1	0	0	0	**1**	0	0	2	0	**2**	**3**	1	2	0	0	**3**	0	0	3	0	**3**	**6**	**9**
TOTAL	2	0	0	0	**2**	1	0	4	0	**5**	**7**	3	12	1	0	**16**	0	13	5	0	**18**	**34**	**41**
05:00 PM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	0	4	0	0	**4**	0	2	1	0	**3**	**7**	**8**
05:15 PM	0	1	0	0	**1**	0	0	1	0	**1**	**2**	0	2	0	0	**2**	0	5	0	0	**5**	**7**	**9**
05:30 PM	0	0	0	0	**0**	2	0	1	1	**4**	**4**	1	4	1	0	**6**	0	1	0	0	**1**	**7**	**11**
05:45 PM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	2	4	0	0	**6**	0	2	0	0	**2**	**8**	**9**
TOTAL	0	1	0	0	**1**	2	0	4	1	**7**	**8**	3	14	1	0	**18**	0	10	1	0	**11**	**29**	**37**
AM Peak																						**Peak Hour Factor:**	**1.268**
07:00 AM to 08:00 AM	**2**	**0**	**0**	**0**	**2**	**2**	**0**	**4**	**0**	**6**	**8**	**9**	**19**	**0**	**0**	**28**	**0**	**29**	**6**	**0**	**35**	**63**	**71**
PM Peak																						**Peak Hour Factor:**	**0.967**
04:00 PM to 05:00 PM	**2**	**1**	**0**	**0**	**3**	**1**	**0**	**6**	**0**	**7**	**10**	**3**	**18**	**1**	**0**	**22**	**0**	**20**	**6**	**0**	**26**	**48**	**58**



15 MINUTE TURNING MOVEMENT COUNTS

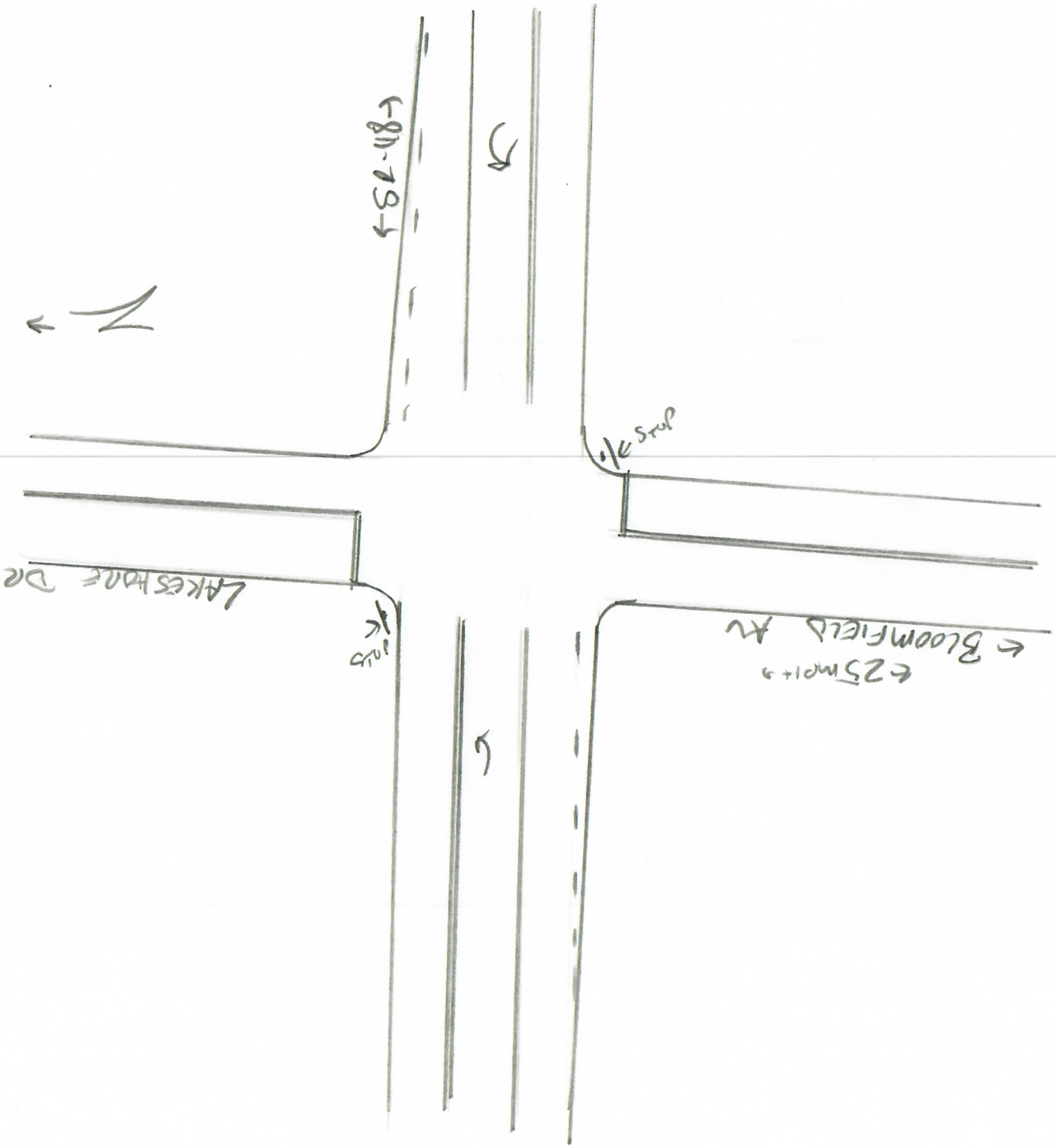
(Trucks Only)

Item 3.

DATE: May 19, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: Bloomfield Av & Number 2 Rd **COUNTY:** Lake County **LONGITUDE:** 0

						Bloomfield Av						Number 2 Rd					Number 2 Rd						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**1**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**1**
08:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**1**
08:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**1**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	0	0	0	**1**	0	1	0	0	**1**	**2**	**2**
04:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**1**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**1**
05:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
AM Peak 07:00 AM to 08:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
PM Peak 04:00 PM to 05:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**



N
Stop
Stop
Bloomfield Av
25 mph
Lakeshore Dr

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

Item 3.

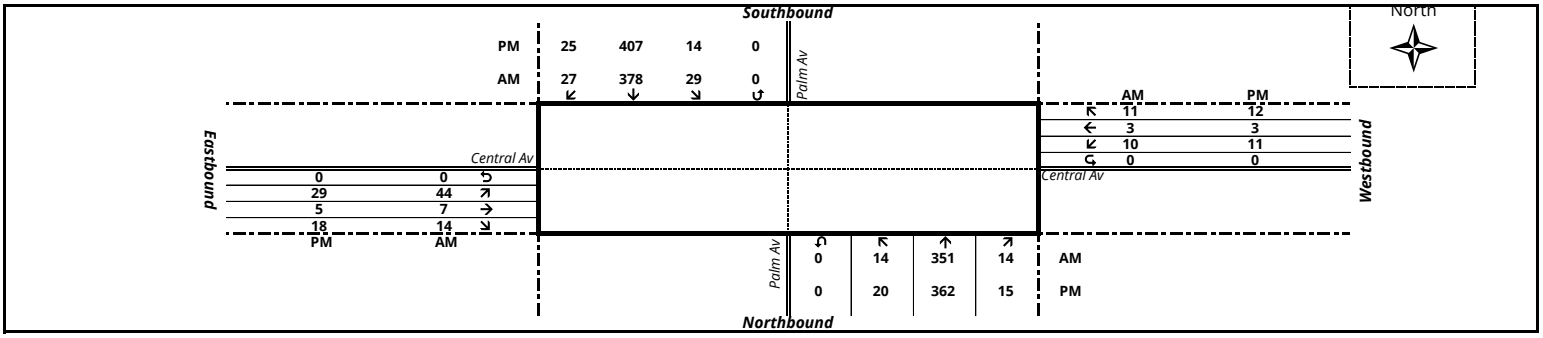
DATE: May 19, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: Palm Av & Central Av **COUNTY:** Lake County **LONGITUDE:** 0

	Palm Av					Palm Av						Central Av					Central Av						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	2	92	1	0	**95**	7	103	3	0	**113**	**208**	17	3	8	0	**28**	2	1	2	0	**5**	**33**	**241**
07:15 AM	3	84	2	0	**89**	4	74	6	0	**84**	**173**	8	2	1	0	**11**	4	1	3	0	**8**	**19**	**192**
07:30 AM	2	105	5	0	**112**	3	122	8	0	**133**	**245**	8	1	1	0	**10**	1	0	3	0	**4**	**14**	**259**
07:45 AM	7	70	6	0	**83**	15	79	10	0	**104**	**187**	11	1	4	0	**16**	3	1	3	0	**7**	**23**	**210**
TOTAL	14	351	14	0	**379**	29	378	27	0	**434**	**813**	44	7	14	0	**65**	10	3	11	0	**24**	**89**	**902**
08:00 AM	3	79	4	0	**86**	6	93	9	0	**108**	**194**	5	1	2	0	**8**	1	1	4	0	**6**	**14**	**208**
08:15 AM	2	75	6	0	**83**	9	66	6	0	**81**	**164**	2	0	1	0	**3**	5	1	6	0	**12**	**15**	**179**
08:30 AM	2	84	4	0	**90**	3	62	5	0	**70**	**160**	5	0	5	0	**10**	1	0	8	0	**9**	**19**	**179**
08:45 AM	2	77	5	0	**84**	4	58	6	0	**68**	**152**	4	1	4	0	**9**	3	1	7	0	**11**	**20**	**172**
TOTAL	9	315	19	0	**343**	22	279	26	0	**327**	**670**	16	2	12	0	**30**	10	3	25	0	**38**	**68**	**738**
04:00 PM	4	97	4	0	**105**	6	98	6	0	**110**	**215**	4	2	3	0	**9**	3	1	6	0	**10**	**19**	**234**
04:15 PM	3	81	5	0	**89**	2	88	9	0	**99**	**188**	13	0	1	0	**14**	5	0	3	0	**8**	**22**	**210**
04:30 PM	7	90	0	0	**97**	3	96	8	0	**107**	**204**	4	2	2	0	**8**	2	0	1	0	**3**	**11**	**215**
04:45 PM	2	99	4	0	**105**	6	86	7	0	**99**	**204**	10	0	2	0	**12**	3	2	3	0	**8**	**20**	**224**
TOTAL	16	367	13	0	**396**	17	368	30	0	**415**	**811**	31	4	8	0	**43**	13	3	13	0	**29**	**72**	**883**
05:00 PM	5	79	0	0	**84**	3	92	6	0	**101**	**185**	6	2	10	0	**18**	3	0	7	0	**10**	**28**	**213**
05:15 PM	6	94	11	0	**111**	2	133	4	0	**139**	**250**	9	1	4	0	**14**	3	1	1	0	**5**	**19**	**269**
05:30 PM	1	69	5	0	**75**	5	74	13	0	**92**	**167**	3	2	1	0	**6**	2	1	1	0	**4**	**10**	**177**
05:45 PM	2	88	2	0	**92**	1	85	8	0	**94**	**186**	6	0	1	0	**7**	2	1	1	0	**4**	**11**	**197**
TOTAL	14	330	18	0	**362**	11	384	31	0	**426**	**788**	24	5	16	0	**45**	10	3	10	0	**23**	**68**	**856**
AM Peak 07:00 AM to 08:00 AM	**14**	**351**	**14**	**0**	**379**	**29**	**378**	**27**	**0**	**434**	**813**	**44**	**7**	**14**	**0**	**65**	**10**	**3**	**11**	**0**	**24**	**89**	**902**
PM Peak 04:30 PM to 05:30 PM	**20**	**362**	**15**	**0**	**397**	**14**	**407**	**25**	**0**	**446**	**843**	**29**	**5**	**18**	**0**	**52**	**11**	**3**	**12**	**0**	**26**	**78**	**921**

Peak Hour Factor: 0.871

Peak Hour Factor: 0.856



15 MINUTE TURNING MOVEMENT COUNTS

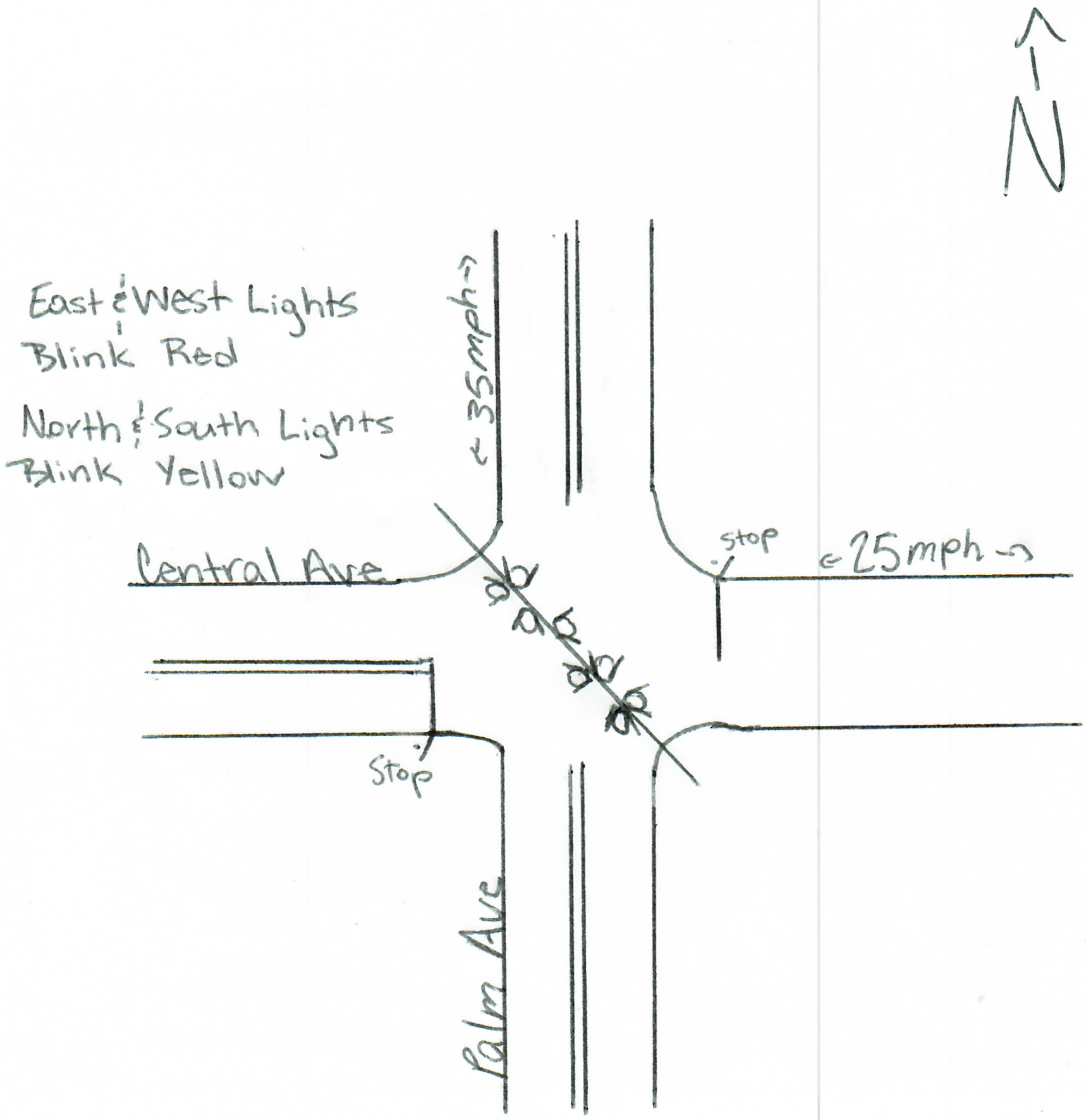
(Trucks Only)

Item 3.

DATE: May 19, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: Palm Av & Central Av **COUNTY:** Lake County **LONGITUDE:** 0

	Palm Av					Palm Av						Central Av					Central Av						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	6	0	0	**6**	0	10	0	0	**10**	**16**	0	0	2	0	**2**	0	0	0	0	**0**	**2**	**18**
07:15 AM	1	4	1	0	**6**	0	5	0	0	**5**	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**11**
07:30 AM	0	10	0	0	**10**	1	5	1	0	**7**	**17**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**17**
07:45 AM	2	7	0	0	**9**	1	2	1	0	**4**	**13**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**13**
TOTAL	3	27	1	0	**31**	2	22	2	0	**26**	**57**	0	0	2	0	**2**	0	0	0	0	**0**	**2**	**59**
08:00 AM	0	8	0	0	**8**	3	6	1	0	**10**	**18**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**19**
08:15 AM	0	8	0	0	**8**	1	5	0	0	**6**	**14**	0	0	0	0	**0**	0	0	2	0	**2**	**2**	**16**
08:30 AM	0	7	0	0	**7**	0	5	0	0	**5**	**12**	0	0	1	0	**1**	0	0	3	0	**3**	**4**	**16**
08:45 AM	0	5	0	0	**5**	0	6	0	0	**6**	**11**	0	0	1	0	**1**	0	0	1	0	**1**	**2**	**13**
TOTAL	0	28	0	0	**28**	4	22	1	0	**27**	**55**	0	0	3	0	**3**	0	0	6	0	**6**	**9**	**64**
04:00 PM	1	6	0	0	**7**	0	2	0	0	**2**	**9**	1	1	0	0	**2**	0	0	0	0	**0**	**2**	**11**
04:15 PM	0	3	0	0	**3**	0	3	0	0	**3**	**6**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**7**
04:30 PM	4	4	0	0	**8**	0	7	0	0	**7**	**15**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**15**
04:45 PM	0	2	0	0	**2**	0	2	1	0	**3**	**5**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**6**
TOTAL	5	15	0	0	**20**	0	14	1	0	**15**	**35**	1	1	2	0	**4**	0	0	0	0	**0**	**4**	**39**
05:00 PM	2	1	0	0	**3**	0	2	0	0	**2**	**5**	1	0	4	0	**5**	0	0	0	0	**0**	**5**	**10**
05:15 PM	1	3	0	0	**4**	0	1	0	0	**1**	**5**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**5**
05:30 PM	0	1	0	0	**1**	0	2	0	0	**2**	**3**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**4**
05:45 PM	1	3	0	0	**4**	0	8	0	0	**8**	**12**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**13**
TOTAL	4	8	0	0	**12**	0	13	0	0	**13**	**25**	2	0	5	0	**7**	0	0	0	0	**0**	**7**	**32**
AM Peak 07:00 AM to 08:00 AM	**3**	**27**	**1**	**0**	**31**	**2**	**22**	**2**	**0**	**26**	**57**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**59**
PM Peak 04:30 PM to 05:30 PM	**7**	**10**	**0**	**0**	**17**	**0**	**12**	**1**	**0**	**13**	**30**	**1**	**0**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**36**


N
East & West Lights
Blink Red
North & South Lights
Blink Yellow
35mph
Central Ave
stop
25mph
Stop
Palm Ave

15 MINUTE TURNING MOVEMENT COUNTS

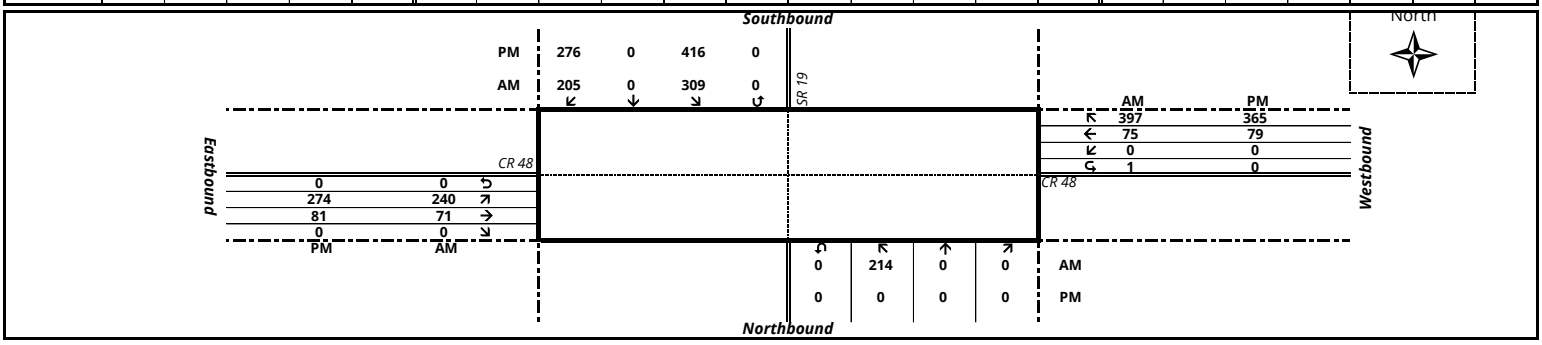
(Cars and Trucks)

Item 3.

DATE: January 13, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: SR 19 & CR 48 **COUNTY:** Lake County **LONGITUDE:** 0

						SR 19						CR 48						CR 48						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	47	0	0	0	**47**	62	0	34	0	**96**	**143**	67	16	0	0	**83**	0	8	62	1	**71**	**154**	**297**
07:15 AM	70	0	0	0	**70**	83	0	49	0	**132**	**202**	78	17	0	0	**95**	0	15	110	1	**126**	**221**	**423**
07:30 AM	53	0	0	0	**53**	94	0	44	0	**138**	**191**	59	16	0	0	**75**	0	25	108	0	**133**	**208**	**399**
07:45 AM	48	0	0	0	**48**	62	0	55	0	**117**	**165**	53	18	0	0	**71**	0	19	87	0	**106**	**177**	**342**
TOTAL	218	0	0	0	**218**	301	0	182	0	**483**	**701**	257	67	0	0	**324**	0	67	367	2	**436**	**760**	**1,461**
08:00 AM	43	0	0	0	**43**	70	0	57	0	**127**	**170**	50	20	0	0	**70**	0	16	92	0	**108**	**178**	**348**
08:15 AM	55	0	0	0	**55**	69	0	67	0	**136**	**191**	58	16	0	0	**74**	0	31	82	0	**113**	**187**	**378**
08:30 AM	66	0	0	0	**66**	54	0	54	0	**108**	**174**	71	15	0	0	**86**	0	24	84	1	**109**	**195**	**369**
08:45 AM	50	0	0	0	**50**	56	0	66	0	**122**	**172**	56	17	0	0	**73**	0	16	63	0	**79**	**152**	**324**
TOTAL	214	0	0	0	**214**	249	0	244	0	**493**	**707**	235	68	0	0	**303**	0	87	321	1	**409**	**712**	**1,419**
04:00 PM	0	0	0	0	**0**	106	0	68	0	**174**	**174**	81	13	0	0	**94**	0	19	86	0	**105**	**199**	**373**
04:15 PM	0	0	0	0	**0**	83	0	76	0	**159**	**159**	72	22	0	0	**94**	0	16	88	0	**104**	**198**	**357**
04:30 PM	0	0	0	0	**0**	91	0	61	0	**152**	**152**	76	22	0	0	**98**	0	19	84	0	**103**	**201**	**353**
04:45 PM	0	0	0	0	**0**	101	0	64	0	**165**	**165**	70	19	0	0	**89**	0	24	99	0	**123**	**212**	**377**
TOTAL	0	0	0	0	**0**	381	0	269	0	**650**	**650**	299	76	0	0	**375**	0	78	357	0	**435**	**810**	**1,460**
05:00 PM	0	0	0	0	**0**	108	0	77	0	**185**	**185**	74	20	0	0	**94**	0	12	84	0	**96**	**190**	**375**
05:15 PM	0	0	0	0	**0**	96	0	74	0	**170**	**170**	75	16	0	0	**91**	0	26	98	0	**124**	**215**	**385**
05:30 PM	0	0	0	0	**0**	111	0	61	0	**172**	**172**	55	26	0	0	**81**	0	17	84	0	**101**	**182**	**354**
05:45 PM	0	0	0	0	**0**	85	0	65	0	**150**	**150**	79	20	0	0	**99**	0	15	66	0	**81**	**180**	**330**
TOTAL	0	0	0	0	**0**	400	0	277	0	**677**	**677**	283	82	0	0	**365**	0	70	332	0	**402**	**767**	**1,444**
AM Peak																						**Peak Hour Factor:**	**0.894**
07:15 AM to 08:15 AM	**214**	**0**	**0**	**0**	**214**	**309**	**0**	**205**	**0**	**514**	**728**	**240**	**71**	**0**	**0**	**311**	**0**	**75**	**397**	**1**	**473**	**784**	**1,512**
PM Peak																						**Peak Hour Factor:**	**0.968**
04:45 PM to 05:45 PM	**0**	**0**	**0**	**0**	**0**	**416**	**0**	**276**	**0**	**692**	**692**	**274**	**81**	**0**	**0**	**355**	**0**	**79**	**365**	**0**	**444**	**799**	**1,491**



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

Item 3.

DATE: January 13, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: SR 19 & CR 48 **COUNTY:** Lake County **LONGITUDE:** 0

						SR 19						CR 48						CR 48						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	0	0	0	**0**	4	0	2	0	**6**	**6**	6	2	0	0	**8**	0	0	3	0	**3**	**11**	**17**
07:15 AM	0	0	0	0	**0**	4	0	2	0	**6**	**6**	8	0	0	0	**8**	0	0	2	0	**2**	**10**	**16**
07:30 AM	0	0	0	0	**0**	5	0	4	0	**9**	**9**	6	2	0	0	**8**	0	0	5	0	**5**	**13**	**22**
07:45 AM	0	0	0	0	**0**	6	0	3	0	**9**	**9**	5	0	0	0	**5**	0	0	4	0	**4**	**9**	**18**
TOTAL	0	0	0	0	**0**	19	0	11	0	**30**	**30**	25	4	0	0	**29**	0	0	14	0	**14**	**43**	**73**
08:00 AM	0	0	0	0	**0**	4	0	7	0	**11**	**11**	7	6	0	0	**13**	0	2	4	0	**6**	**19**	**30**
08:15 AM	0	0	0	0	**0**	11	0	11	0	**22**	**22**	3	1	0	0	**4**	0	4	6	0	**10**	**14**	**36**
08:30 AM	0	0	0	0	**0**	6	0	8	0	**14**	**14**	5	0	0	0	**5**	0	2	7	0	**9**	**14**	**28**
08:45 AM	0	0	0	0	**0**	7	0	7	0	**14**	**14**	6	0	0	0	**6**	0	1	5	0	**6**	**12**	**26**
TOTAL	0	0	0	0	**0**	28	0	33	0	**61**	**61**	21	7	0	0	**28**	0	9	22	0	**31**	**59**	**120**
04:00 PM	0	0	0	0	**0**	2	0	1	0	**3**	**3**	5	0	0	0	**5**	0	0	7	0	**7**	**12**	**15**
04:15 PM	0	0	0	0	**0**	5	0	3	0	**8**	**8**	4	1	0	0	**5**	0	0	3	0	**3**	**8**	**16**
04:30 PM	0	0	0	0	**0**	2	0	3	0	**5**	**5**	6	0	0	0	**6**	0	0	0	0	**0**	**6**	**11**
04:45 PM	0	0	0	0	**0**	1	0	2	0	**3**	**3**	2	0	0	0	**2**	0	1	1	0	**2**	**4**	**7**
TOTAL	0	0	0	0	**0**	10	0	9	0	**19**	**19**	17	1	0	0	**18**	0	1	11	0	**12**	**30**	**49**
05:00 PM	0	0	0	0	**0**	3	0	0	0	**3**	**3**	0	0	0	0	**0**	0	0	2	0	**2**	**2**	**5**
05:15 PM	0	0	0	0	**0**	9	0	2	0	**11**	**11**	1	0	0	0	**1**	0	1	3	0	**4**	**5**	**16**
05:30 PM	0	0	0	0	**0**	2	0	2	0	**4**	**4**	2	0	0	0	**2**	0	0	1	0	**1**	**3**	**7**
05:45 PM	0	0	0	0	**0**	4	0	1	0	**5**	**5**	2	0	0	0	**2**	0	0	3	0	**3**	**5**	**10**
TOTAL	0	0	0	0	**0**	18	0	5	0	**23**	**23**	5	0	0	0	**5**	0	1	9	0	**10**	**15**	**38**
AM Peak 07:15 AM to 08:15 AM	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**16**	**0**	**35**	**35**	**26**	**8**	**0**	**0**	**34**	**0**	**2**	**15**	**0**	**17**	**51**	**86**
PM Peak 04:45 PM to 05:45 PM	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**6**	**0**	**21**	**21**	**5**	**0**	**0**	**0**	**5**	**0**	**2**	**7**	**0**	**9**	**14**	**35**

15 MINUTE TURNING MOVEMENT COUNTS

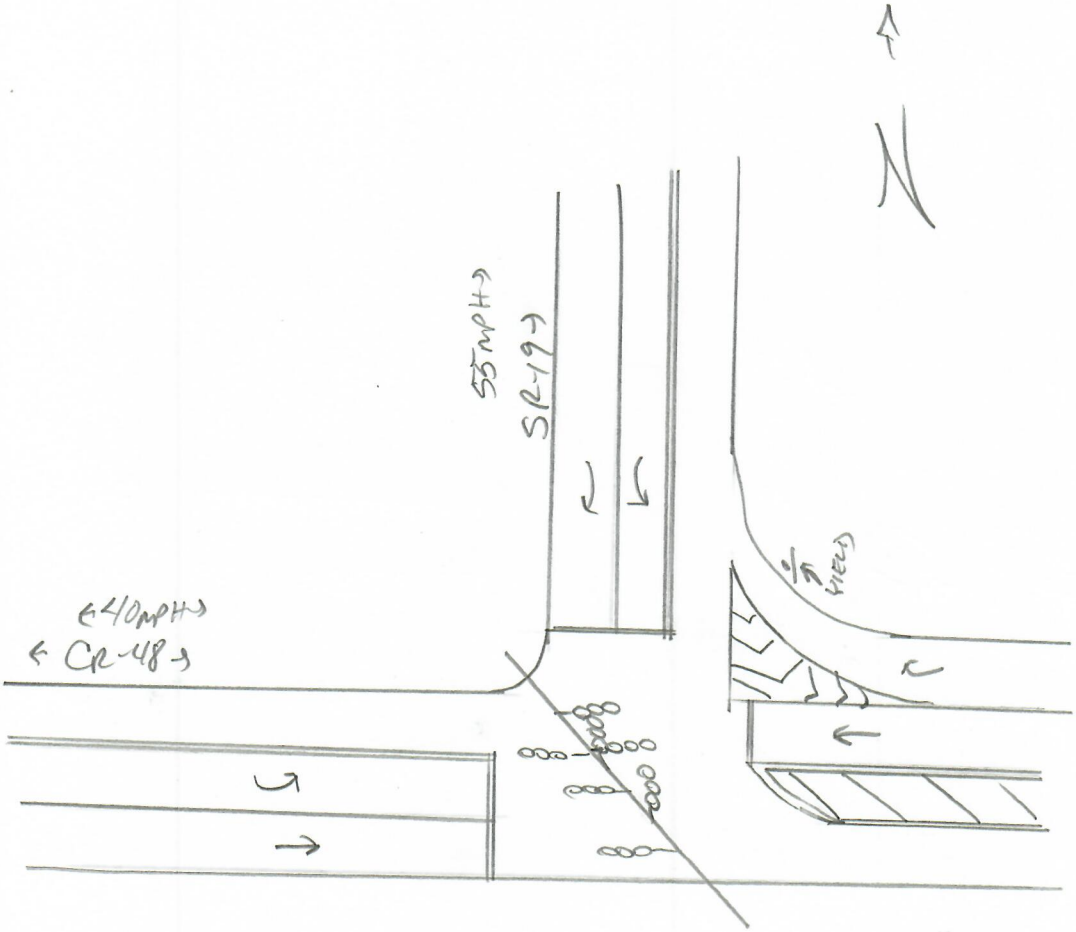
(B A N K 2 Only)

Item 3.

DATE: January 13, 2022 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: SR 19 & CR 48 **COUNTY:** Lake County **LONGITUDE:** 0

						SR 19						CR 48						CR 48						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:45 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**


N
55MPH
SR-19
40MPH
CR-48

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1100 LAKE COUNTYWIDE

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.01	1.07
2	01/06/2019 - 01/12/2019	1.01	1.07
3	01/13/2019 - 01/19/2019	1.01	1.07
4	01/20/2019 - 01/26/2019	0.99	1.05
* 5	01/27/2019 - 02/02/2019	0.97	1.03
* 6	02/03/2019 - 02/09/2019	0.96	1.02
* 7	02/10/2019 - 02/16/2019	0.94	1.00
* 8	02/17/2019 - 02/23/2019	0.94	1.00
* 9	02/24/2019 - 03/02/2019	0.93	0.99
*10	03/03/2019 - 03/09/2019	0.93	0.99
*11	03/10/2019 - 03/16/2019	0.92	0.98
*12	03/17/2019 - 03/23/2019	0.93	0.99
*13	03/24/2019 - 03/30/2019	0.93	0.99
*14	03/31/2019 - 04/06/2019	0.94	1.00
*15	04/07/2019 - 04/13/2019	0.94	1.00
*16	04/14/2019 - 04/20/2019	0.95	1.01
*17	04/21/2019 - 04/27/2019	0.96	1.02
18	04/28/2019 - 05/04/2019	0.98	1.04
19	05/05/2019 - 05/11/2019	0.99	1.05
20	05/12/2019 - 05/18/2019	1.00	1.06
21	05/19/2019 - 05/25/2019	1.01	1.07
22	05/26/2019 - 06/01/2019	1.03	1.10
23	06/02/2019 - 06/08/2019	1.04	1.11
24	06/09/2019 - 06/15/2019	1.05	1.12
25	06/16/2019 - 06/22/2019	1.05	1.12
26	06/23/2019 - 06/29/2019	1.06	1.13
27	06/30/2019 - 07/06/2019	1.06	1.13
28	07/07/2019 - 07/13/2019	1.07	1.14
29	07/14/2019 - 07/20/2019	1.07	1.14
30	07/21/2019 - 07/27/2019	1.06	1.13
31	07/28/2019 - 08/03/2019	1.05	1.12
32	08/04/2019 - 08/10/2019	1.04	1.11
33	08/11/2019 - 08/17/2019	1.03	1.10
34	08/18/2019 - 08/24/2019	1.03	1.10
35	08/25/2019 - 08/31/2019	1.04	1.11
36	09/01/2019 - 09/07/2019	1.05	1.12
37	09/08/2019 - 09/14/2019	1.06	1.13
38	09/15/2019 - 09/21/2019	1.07	1.14
39	09/22/2019 - 09/28/2019	1.05	1.12
40	09/29/2019 - 10/05/2019	1.04	1.11
41	10/06/2019 - 10/12/2019	1.02	1.09
42	10/13/2019 - 10/19/2019	1.00	1.06
43	10/20/2019 - 10/26/2019	1.00	1.06
44	10/27/2019 - 11/02/2019	1.00	1.06
45	11/03/2019 - 11/09/2019	1.00	1.06
46	11/10/2019 - 11/16/2019	1.00	1.06
47	11/17/2019 - 11/23/2019	1.00	1.06
48	11/24/2019 - 11/30/2019	1.00	1.06
49	12/01/2019 - 12/07/2019	1.00	1.06
50	12/08/2019 - 12/14/2019	1.01	1.07
51	12/15/2019 - 12/21/2019	1.01	1.07
52	12/22/2019 - 12/28/2019	1.01	1.07
53	12/29/2019 - 12/31/2019	1.01	1.07

* PEAK SEASON

14-FEB-2020 15:39:28 830UPD 5_1100_PKSEASON.TXT

CARTEGRAPH ID: LC-S-043 **DATE: 05/15/2015**

INTERSECTION NAME AND ID#: SR 19 & CR 48 076

PHASE	1	2	3	4	5	6	7	8
	EBL	WB		SB		EB		
INITIAL	8	15		8		15		
PASSAGE	3	3		3		3		
YELLOW	4.4	4.4		4.8		4.4		
RED CLEAR	2.1	2.0		2.5		2.0		
MAX 1	25	45		30		45		
MAX 2								
WALK								
DON'T WALK								
RECALL				SOFT				
DET. FUNC.	L	L		L		L		

SYSTEM TIMING

PATTERN	CYCLE Sec.	OFFSET Sec.	COORDINATED Phase	COORDINATED Sequence	BASE DAY 1 Mon.- Fri.		BASE DAY 2 Sat.- Sun.	

SPLIT ALLOCATION - Sec.

PHASE	1	2	3	4	5	6	7	8

NOTES: Naztec 980

APPENDIX D

Existing Capacity Analysis Worksheets

HCS7 Two-Way Stop-Control Report

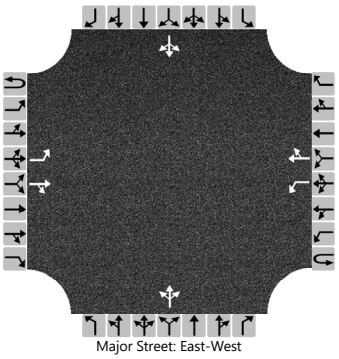
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	5/26/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	CR 48 and Number 2 Rd
Jurisdiction	Lake County
East/West Street	CR 48
North/South Street	Number 2 Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		2	310	6		1	366	0		24	0	1		4	0	3
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				1					28				8	
Capacity, c (veh/h)		1138				1194					316				398	
v/c Ratio		0.00				0.00					0.09				0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.3				0.1	
Control Delay (s/veh)		8.2				8.0					17.5				14.2	
Level of Service (LOS)		A				A					C				B	
Approach Delay (s/veh)	0.1				0.0				17.5				14.2			
Approach LOS									C				B			

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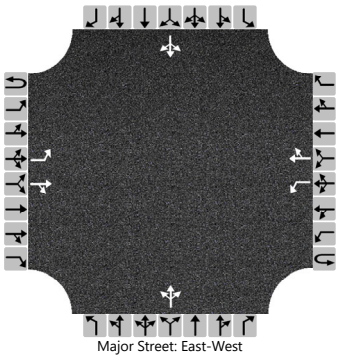
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	SS	Intersection	CR 48 and Number 2 Rd
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County
Date Performed	5/26/2022	East/West Street	CR 48
Analysis Year	2022	North/South Street	Number 2 Rd
Time Analyzed	Existing PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5659		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		3	429	18		6	388	4		13	0	1		5	0	3
Percent Heavy Vehicles (%)		3				3				8	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.18	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.57	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				6					15				9	
Capacity, c (veh/h)		1137				1081					260				330	
v/c Ratio		0.00				0.01					0.06				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.1	
Control Delay (s/veh)		8.2				8.3					19.7				16.2	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.1				0.1				19.7				16.2			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

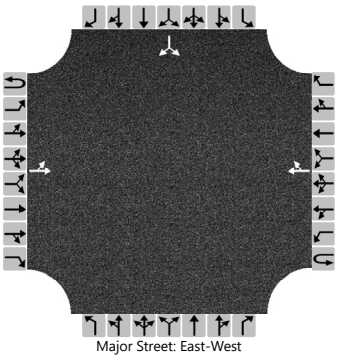
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	5/26/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	Number 2 Rd & Bloomfield
Jurisdiction	Lake County
East/West Street	Number 2 Rd
North/South Street	Bloomfield Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		9	19				29	6						2		4
Percent Heavy Vehicles (%)		11												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.21												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.30												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10													7	
Capacity, c (veh/h)		1516													994	
v/c Ratio		0.01													0.01	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		7.4													8.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	2.4												8.6			
Approach LOS													A			

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HCS7 Two-Way Stop-Control Report

Item 3.

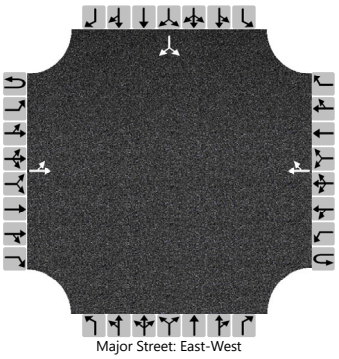
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	5/26/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	Number 2 Rd & Bloomfield
Jurisdiction	Lake County
East/West Street	Number 2 Rd
North/South Street	Bloomfield Ave
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	18				20	6						1		6
Percent Heavy Vehicles (%)		33												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.43												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.50												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													7	
Capacity, c (veh/h)		1408													1035	
v/c Ratio		0.00													0.01	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		7.6													8.5	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	1.1												8.5			
Approach LOS													A			

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HCS7 Two-Way Stop-Control Report

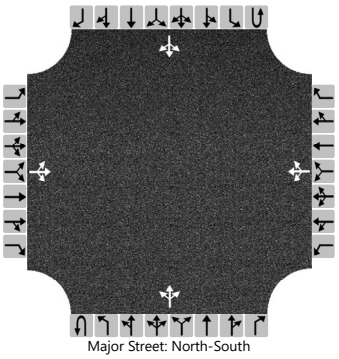
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	5/26/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	North-South
Project Description	5659

Site Information

Intersection	Palm Ave and Central Ave
Jurisdiction	Lake County
East/West Street	Number 2 Rd/W Central Ave
North/South Street	Palm Ave/SR 19
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		45	7	14		10	3	11		14	355	14		29	382	27
Percent Heavy Vehicles (%)		3	3	14		3	3	3		21				7		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.34		7.13	6.53	6.23		4.31				4.17		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.43		3.53	4.03	3.33		2.39				2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			76				28			16				33		
Capacity, c (veh/h)			247				304			999				1109		
v/c Ratio			0.31				0.09			0.02				0.03		
95% Queue Length, Q_{95} (veh)			1.3				0.3			0.0				0.1		
Control Delay (s/veh)			25.9				18.0			8.7				8.3		
Level of Service (LOS)			D				C			A				A		
Approach Delay (s/veh)	25.9				18.0				0.5				0.9			
Approach LOS	D				C											

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HCS7 Two-Way Stop-Control Report

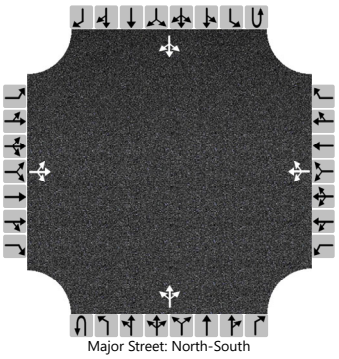
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	5/26/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	North-South
Project Description	5659

Site Information

Intersection	Palm Ave and Central Ave
Jurisdiction	Lake County
East/West Street	Number 2 Rd/W Central Ave
North/South Street	Palm Ave/SR 19
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		29	5	18		11	3	12		20	366	15		14	411	25
Percent Heavy Vehicles (%)		3	3	28		3	3	3		35				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.48		7.13	6.53	6.23		4.45				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.55		3.53	4.03	3.33		2.52				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			60				30			23				16		
Capacity, c (veh/h)			258				290			908				1112		
v/c Ratio			0.23				0.10			0.03				0.01		
95% Queue Length, Q_{95} (veh)			0.9				0.3			0.1				0.0		
Control Delay (s/veh)			23.2				18.9			9.1				8.3		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	23.2				18.9				0.7				0.4			
Approach LOS	C				C											

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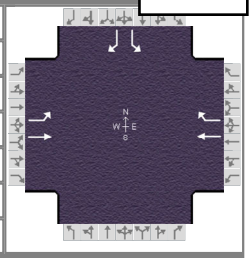
HCS7 Signalized Intersection Results Summary

Item 3.

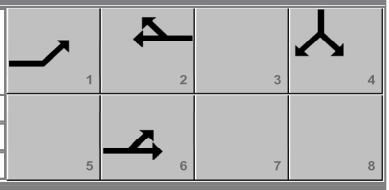
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.250
Analyst	SS	Analysis Date	5/26/2022	Area Type	Other
Jurisdiction	Lake County	Time Period	Existing AM	PHF	0.89
Urban Street	CR 48	Analysis Year	2022	Analysis Period	1> 7:15
Intersection	SR 19	File Name	5659 - CR 48 and SR 19 - Existing AM.xus		
Project Description	5659				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	240	71			76	397				309		205

Signal Information			
Cycle, s	71.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.8	23.6	17.6	0.0	0.0	0.0
Yellow	4.4	4.4	4.8	0.0	0.0	0.0
Red	2.1	2.0	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	16.3	46.3		30.0				24.9
Change Period, ($Y+R_c$), s	6.5	6.4		6.4				7.3
Max Allow Headway (*MAH*), s	4.1	4.2		4.2				4.2
Queue Clearance Time (g_s), s	9.0	3.5		21.1				15.5
Green Extension Time (g_e), s	0.8	2.6		2.5				2.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.00				0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	270	80			85	446				347		230
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1737			1856					1725		1510
Queue Service Time (g_s), s	7.0	1.5			2.3					13.5		9.7
Cycle Queue Clearance Time (g_c), s	7.0	1.5			2.3					13.5		9.7
Green Ratio (*g/C*)	0.50	0.56			0.33					0.25		0.25
Capacity (*c*), veh/h	696	974			616					427		373
Volume-to-Capacity Ratio (*X*)	0.387	0.082			0.139					0.814		0.617
Back of Queue (*Q*), ft/ln (95 th percentile)	107.1	22.4			41.6					248.1		161.6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	0.8			1.6					9.5		6.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d_1), s/veh	10.9	7.2			16.7					25.3		23.8
Incremental Delay (d_2), s/veh	0.4	0.0			0.1					3.8		1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	11.3	7.3			16.8	0.0				29.1		25.5
Level of Service (LOS)	B	A			B	A				C		C
Approach Delay, s/veh / LOS	10.4	B		2.7	A		0.0			27.7	C	
Intersection Delay, s/veh / LOS	14.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.68	A	1.91	B	1.95	B	1.95	B
Bicycle LOS Score / LOS	1.06	A	1.36	A				F

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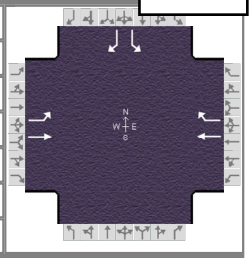
HCS7 Signalized Intersection Results Summary

Item 3.

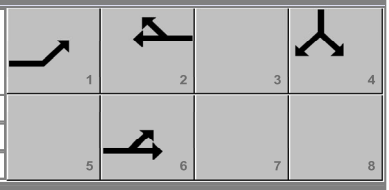
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.250
Analyst	SS	Analysis Date	5/26/2022	Area Type	Other
Jurisdiction	Lake County	Time Period	Existing PM	PHF	0.97
Urban Street	CR 48	Analysis Year	2022	Analysis Period	1> 16:45
Intersection	SR 19	File Name	5659 - CR 48 and SR 19 - Existing PM.xus		
Project Description	5659				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	274	81			79	365				416		276

Signal Information			
Cycle, s	71.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.2	20.2	20.8	0.0	0.0	0.0
Yellow	4.4	4.4	4.8	0.0	0.0	0.0
Red	2.1	2.0	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	16.7	43.3		26.6				28.1
Change Period, ($Y+R_c$), s	6.5	6.4		6.4				7.3
Max Allow Headway (*MAH*), s	4.1	4.2		4.2				4.2
Queue Clearance Time (g_s), s	9.4	3.6		18.0				18.4
Green Extension Time (g_e), s	0.8	2.2		2.1				2.3
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.00				0.14

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	282	84			81	376				429		285
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1900			1856					1753		1585
Queue Service Time (g_s), s	7.4	1.6			2.4					16.4		11.1
Cycle Queue Clearance Time (g_c), s	7.4	1.6			2.4					16.4		11.1
Green Ratio (*g/C*)	0.45	0.52			0.28					0.29		0.29
Capacity (*c*), veh/h	687	982			525					512		463
Volume-to-Capacity Ratio (*X*)	0.411	0.085			0.155					0.838		0.615
Back of Queue (*Q*), ft/ln (95 th percentile)	118.2	25			43.8					294.3		181.4
Back of Queue (*Q*), veh/ln (95 th percentile)	4.7	1.0			1.7					11.4		7.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d_1), s/veh	12.8	8.7			19.2					23.8		21.9
Incremental Delay (d_2), s/veh	0.4	0.0			0.1					5.9		1.3
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	13.2	8.8			19.4	0.0				29.6		23.2
Level of Service (LOS)	B	A			B	A				C		C
Approach Delay, s/veh / LOS	12.2	B		3.4	A		0.0			27.1	C	
Intersection Delay, s/veh / LOS	16.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.68	A	1.91	B	1.95	B	1.95	B
Bicycle LOS Score / LOS	1.09	A	1.24	A				F

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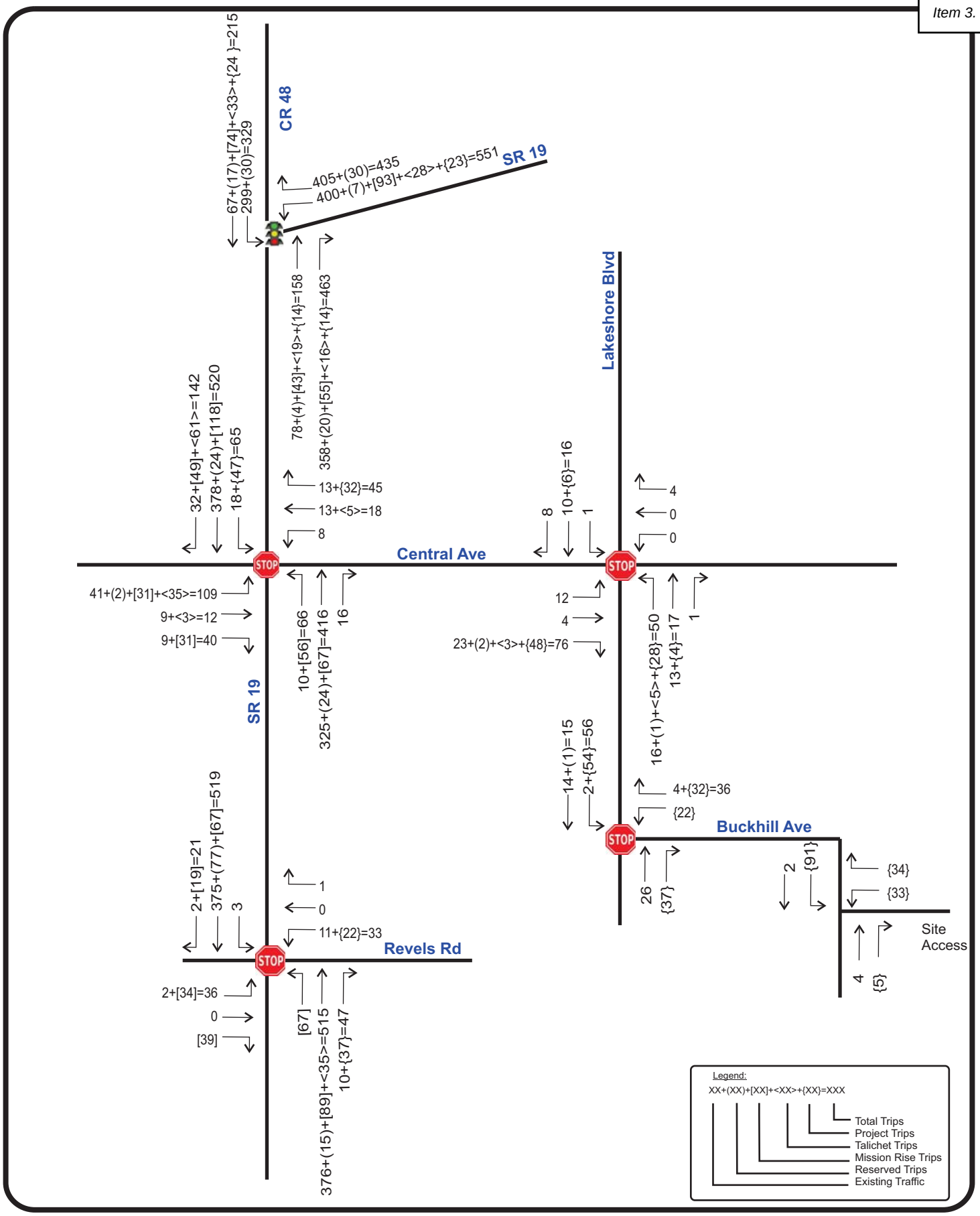
APPENDIX E

Approved Project Trips



Whispering Hills
Project № 5199
Figure 5

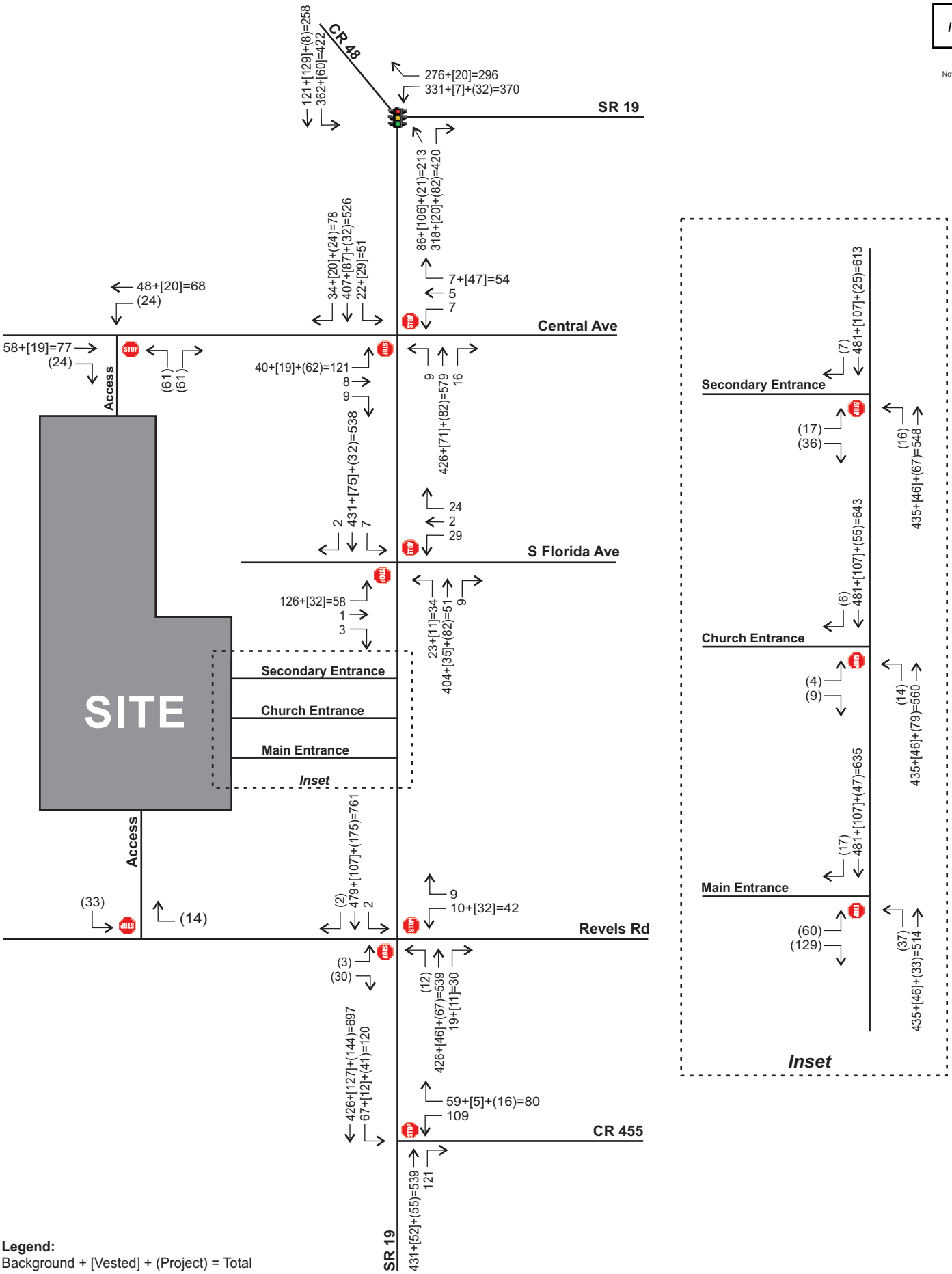
Projected P.M. Peak Hour Intersection Volumes

Table 4
Projected P.M. Peak Hour Roadway Analysis

Roadway Segment	# of Lns	F/Class	LOS		Peak Hour/Peak Direction							V/C Ratio	LOS
			Std	Capacity	Direction	Existing	Reserved*			Project**	Total		
							1	2	3				
SR 19													
CR 561 to Lake Harris N. End	2	ART. 1	D	1,190	NB	595	50	93	14	14	766	0.64	C
Lake Harris N. End to CR 48	2	ART. 1	C	850	NB	595	50	93	14	14	766	0.90	C
CR 48 to Central Ave	2	ART. 1	C	710	NB	362	24	167	32	28	613	0.86	C
Central Ave to CR 455	2	ART. 1	C	850	SB	446	77	171	29	37	760	0.89	C
CR 455 to US 27	2	ART. 1	C	850	SB	446	77	130	11	10	674	0.79	C
CR 48													
US 27 to Lime Ave	2	Maj. Coll.	D	792	WB	576	65	93	12	14	760	0.96	C
Lime Ave to SR 19	2	Maj. Coll.	D	792	WB	390	50	74	16	14	544	0.69	C
CR 561 to Ranch Rd	2	Maj. Coll.	D	792	WB	307	23	22	3	9	364	0.46	C
Ranch Rd to CR 448A	2	Coll.	C	670	WB	258	28	19	3	9	317	0.47	C
CR 561													
CR 448 to CR 48	2	Maj. Coll.	D	792	SB	449	52	5	2	1	509	0.64	C
CR 48 to S. Astatula City Limits	2	Maj. Coll.	D	720	SB	449	52	5	7	1	514	0.71	D
S. Astatula City Limits to CR 455	2	Maj. Coll.	D	720	SB	534	57	22	6	11	630	0.88	D
CR 455 to Howey Cross Rd	2	Maj. Coll.	D	720	NB	357	26	0	3	11	397	0.55	D
Howey Cross Rd to Turnpike Rd/CR 561A	2	Maj. Coll.	D	720	SB	542	153	7	1	11	714	0.99	E
CR 455													
SR 19 to CR 561	2	Maj. Coll.	D	1,200	EB	165	28	33	8	14	248	0.21	B
CR 561 to CR 561A	2	Maj. Coll.	D	1,200	WB	99	12	19	2	1	133	0.11	B

* 1 = MPO Database, 2 = Mission Rise, 3 = Talichet

** Highest trips on the segment

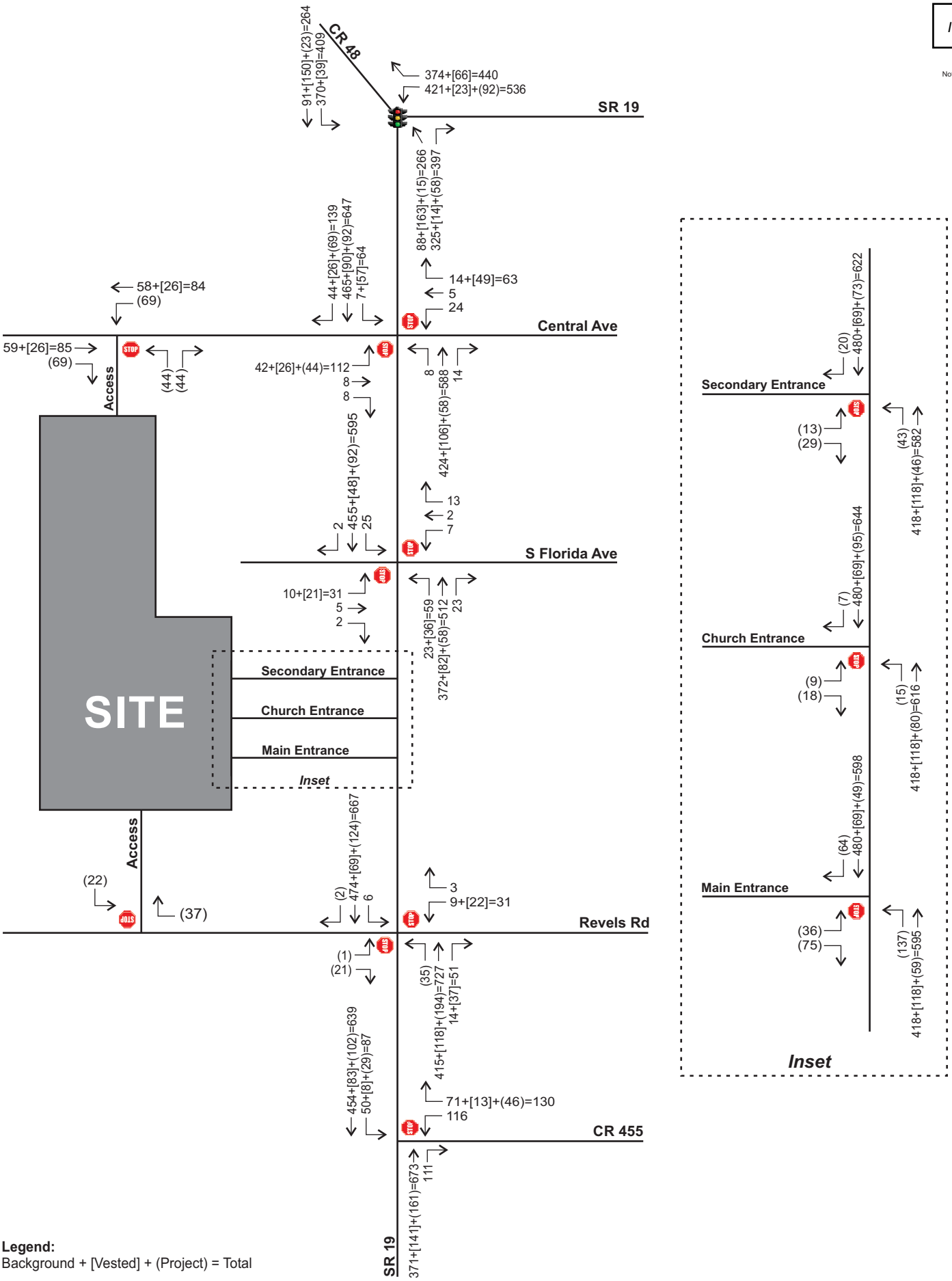


Legend:
Background + [Vested] + (Project) = Total

TMC Traffic & Mobility Consultants

Projected AM Peak Intersection Volumes
The Reserve at Howey in the Hills
21082

Figure 5



Legend:
Background + [Vested] + (Project) = Total

TMC Traffic & Mobility Consultants

Projected PM Peak Intersection Volumes
The Reserve at Howey in the Hills
21082

Figure 6

Table 5
Projected Roadway Segment Capacity Analysis

Roadway Segment	No Lns	LOS Std	PH Dir Capacity	Dir	Exist Vol	Growth Rate	2028 Backg'd	Vested Trips	Trip Distr	Project Volume	Total Volume	LOS
Number 2 Rd												
CR 48 to N Mare Ave	2	D	612	NB/EB SB/WB	51 50	2.00%	58 57	26 26	15%	69 44	153 127	C C
W Central Ave												
N Mare Ave to SR 19	2	D	612	NB/EB SB/WB	51 50	2.00%	58 57	26 26	15%	69 44	153 127	C C
CR 455												
SR 19 to NF 552	2	C	740	NB/EB SB/WB	146 151	5.75%	205 212	8 13	10%	46 29	259 254	B B
SR 19												
Lane Park Rd to CR 48	4	D	1,200	NB/EB SB/WB	625 676	3.75%	789 853	229 189	5%	15 23	1,033 1,065	D D
CR 48 to Central Ave	2	D	800	NB/EB SB/WB	387 423	2.00%	441 482	177 173	30%	87 138	705 793	C D
Central Ave to CR 455	2	D	1,200	NB/EB SB/WB	387 423	2.00%	441 482	82 48	50%	231 145	754 675	C C
CR 455 to US 27/ SR 25	2	C	850	NB/EB SB/WB	419 453	2.00%	478 516	141 83	35%	161 102	780 701	C C
US 27/ SR 25 to CR 478	2	C	850	NB/EB SB/WB	481 405	2.00%	548 462	141 83	20%	92 58	781 603	C C

Source: 2020 Lake County Annual Traffic Counts

Traffic & Mobility Consultants

MEMORANDUM

May 16, 2022

Re: Simpson Howey-In-The-Hills
Tier 2 Traffic Impact Analysis (TIA) Methodology
Town of Howey-In-The-Hills, Florida
Project № 22105

This methodology outlines the Traffic Impact Analysis (TIA) for the above referenced project. This methodology is consistent with the requirements of the Town of Howey-In-The-Hills, Lake County, and the Lake~Sumter Metropolitan Planning Organization (LSMPO) for a Tier 2 TIA.

Project Description

The proposed project is a residential development consisting of 265 single-family units. The project buildout is anticipated to be in 2027. The ±87.17-acre site includes parcels 35-20-25-0150-000-01200, 02-21-25-0001-000-03700 and 35-20-25-0150-000-02600. A preliminary site plan is included in the **Attachments**. The site is located on the southeast corner of the SR 19 and Revels Road intersection, in the Town of Howey-In-The-Hills, Florida, as shown in **Figure 1**. The project proposes two (2) full access driveways along Revels Road.

Trip Generation

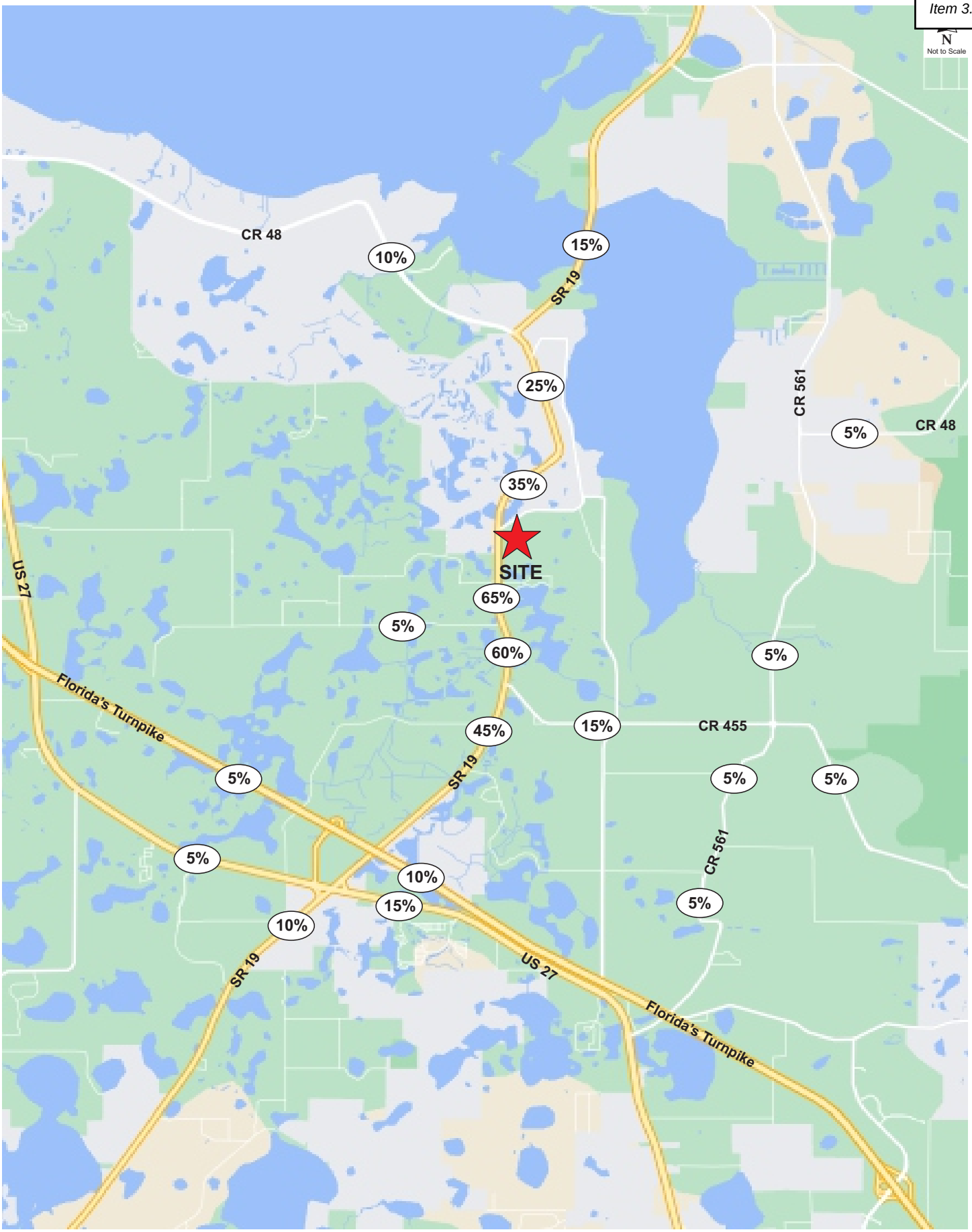
A trip generation analysis was performed for the development using the trip generation information from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition.* The ITE information sheets are included in the **Attachments**. The trip generation for the proposed development is summarized in **Table 1.**

Table 1
Trip Generation Calculations

ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single-Family Detached	269 DU	9.32	2,508	0.68	183	47	136	0.94	252	159	93

Source: ITE Trip Generation Manual, 11th Edition

The proposed development is projected to generate 2,508 new daily trips of which 183 trips occur during the AM peak hour, and 252 trips occur during the PM peak hour.



TMC
Traffic & Mobility Consultants

Project Trip Distribution
Simpson Howey-In-The-Hills
22105

Figure
2

Table 2
Study Area Significance Analysis

Road Name	From	To	# LNS	A T	LOS Std	LOS Cap	Project Trips % Dist	Project Trips NB/EB	Project Trips SB/WB	Within 1.0 miles?	% Cap	Signif?	In Study?
CR 455	SR 19	CR 561	2	R	C	740	15%	14	24	NO	3.2%	NO	**NO**
CR 455	CR 561	CR 561A	2	R	C	410	5%	5	8	NO	2.0%	NO	**NO**
CR 48	US 27	Lime Ave	2	U	D	1,080	10%	16	9	NO	1.5%	NO	**NO**
CR 48	Lime Ave	SR 19	2	U	D	1,080	10%	16	9	NO	1.5%	NO	**NO**
CR 48	CR 561	Ranch Rd	2	U	D	840	5%	5	8	NO	1.0%	NO	**NO**
CR 48	Ranch Rd	CR 488A	2	R	C	410	5%	5	8	NO	2.0%	NO	**NO**
CR 561	CR 448	CR 48	2	U	D	1,080	0%	0	0	NO	0.0%	NO	**NO**
CR 561	CR 48	S Astatula City Limits	2	U	D	620	5%	5	8	NO	1.3%	NO	**NO**
CR 561	S Astatula City Limits	CR 455	2	U	D	1,080	5%	5	8	NO	0.7%	NO	**NO**
CR 561	CR 455	Howey Cross Rd	2	R	C	470	5%	8	5	NO	1.7%	NO	**NO**
CR 561	Howey Cross Rd	Turnpike Rd/CR 561A	2	R	C	640	5%	8	5	NO	1.3%	NO	**NO**
Revels Rd*	SR 19	6th Ave	2	R	C	600	100%	93	159	YES	26.5%	YES	**YES**
SR 19	Lane Park Rd	CR 48	2	U	D	920	15%	14	24	NO	2.6%	NO	**NO**
SR 19	CR 48	Central Ave	2	U	D	700	25%	23	40	NO	5.7%	YES	**YES**
SR 19	Central Ave	CR 455	2	R	C	1,200	65%	103	61	YES	8.6%	YES	**YES**
SR 19	CR 455	US 27/SR 25	2	R	C	450	45%	72	41	NO	16.0%	YES	**YES**
SR 19	US 27/SR 25	CR 478	2	R	C	450	10%	16	9	NO	3.6%	NO	**NO**
SR 91 (Florida Turnpike)	US 27/SR 25	US 27/SR 25/SR 19	4	U	B	2,230	5%	5	8	NO	0.4%	NO	**NO**
SR 91 (Florida Turnpike)	US 27/SR 25/SR 19	Orange County Line	4	U	C	3,100	10%	16	9	NO	0.5%	NO	**NO**
US 27/SR 25	Florida Turnpike	SR 19	4	U	D	2,100	5%	5	8	NO	0.4%	NO	**NO**
US 27/SR 25	SR 19	CR 561	4	U	D	3,280	15%	24	14	NO	0.7%	NO	**NO**

Source: 2021 Lake County CMP Database
** LOS Capacity Estimated Using FDOT 2020 QLOS Handbook Table 9*

Based on the study area analysis, the following roadway segments will be analyzed for the PM peak hour:

- Revels Road
  - SR 19 to 6th Ave
- SR 19
  - CR 48 to Central Avenue
  - Central Avenue to CR 455
  - CR 455 to US 27/SR 25

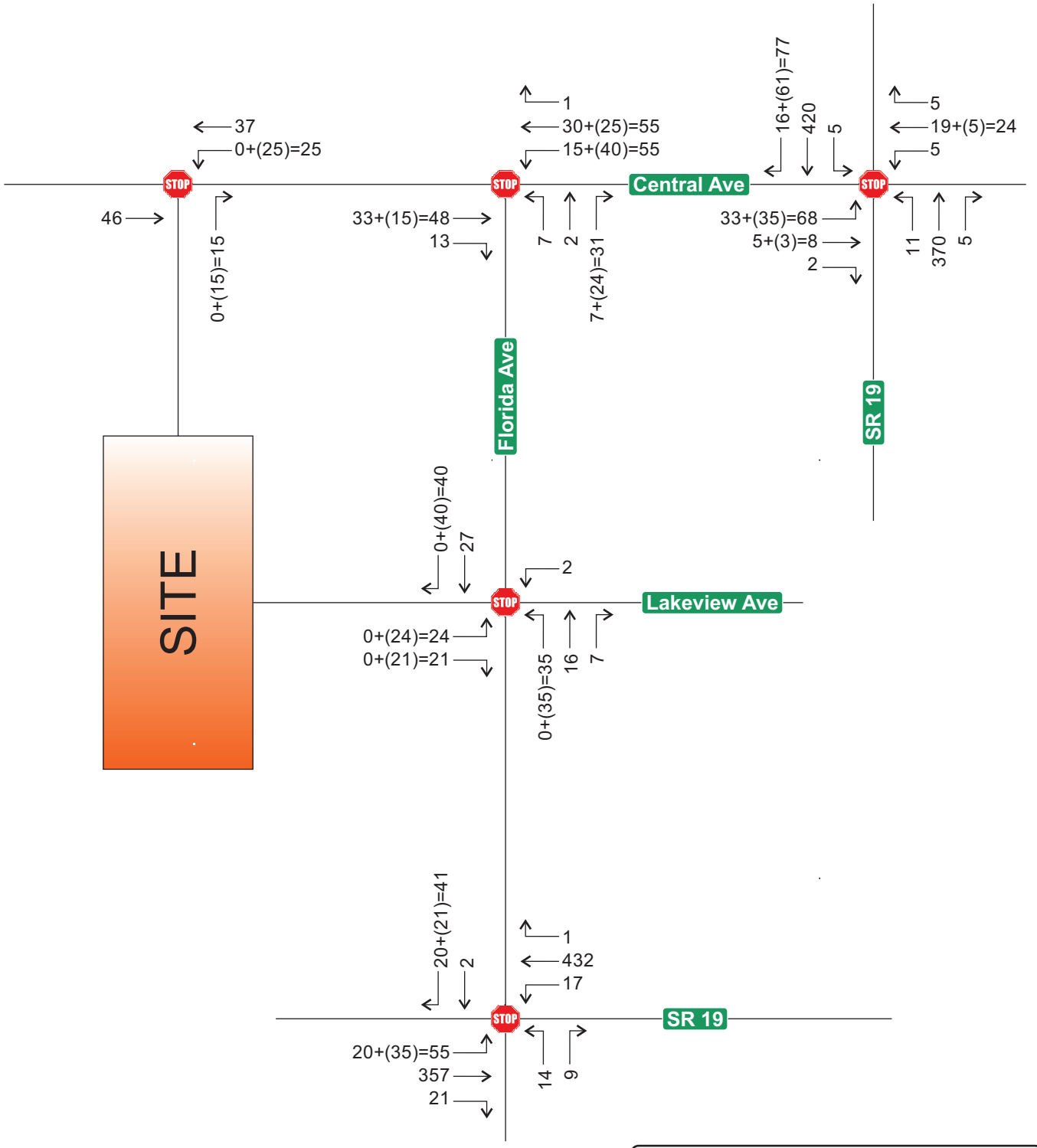
The following intersections will be analyzed for the AM and PM peak hours:

- SR 19 and CR 48 (signalized)
- SR 19 and CR 448 (signalized)
- SR 19 and Central Avenue (unsignalized)
- SR 19 and Revels Road (unsignalized)
- SR 19 and CR 455 (unsignalized)
- Revels Road and Site Access Driveway (proposed)

Table 4
Projected Roadway Capacity Analysis

Seg ID	Roadway	Segment	Lanes	LOS Stnd	PH Dir Capacity	Dir	Backg'd Vol	Trip Dist	Project Vol	% Sig.	Total Vol	Projected LOS
3030	SR 19	CR 561 to LAKE HARRIS NORTH END	2	D	1,190	NB/EB	1,189	28.0%	17	1.43%	1,206	E
						SB/WB	1,136		28	2.35%	1,164	D
3040	SR 19	LAKE HARRIS NORTH END to CR 48	2	C	850	NB/EB	479	28.0%	17	2.00%	496	C
						SB/WB	528		28	3.29%	556	C
3050	SR 19	CR 48 to CENTRAL AVENUE	2	C	710	NB/EB	349	65.0%	38	5.35%	387	C
						SB/WB	304		66	9.30%	370	C
3060	SR 19	CENTRAL AVENUE to CR 455	2	C	850	NB/EB	349	35.0%	35	4.12%	384	B
						SB/WB	304		21	2.47%	325	B
3070	SR 19	CR 455 to US 27 / SR 25	2	C	850	NB/EB	331	22.0%	22	2.59%	353	B
						SB/WB	376		13	1.53%	389	B
1250	C.R. 48	LIME AVENUE to SR 19	2	D	792	NB/EB	395	32.0%	32	4.04%	427	C
						SB/WB	337		19	2.40%	356	C

Note: Background volumes = Existing Volumes x 1 + (Annual Growth Rate x 5 Years of growth from 2016 to 2021)



Legend:

XX+(XX)=XXX

- Total Traffic
- Project Trips
- Background Traffic

*Schematic drawing. Not to scale.

** Any +/- 1 project trip discrepancies is due to rounding

Talichet PUD
Project № 5045
Figure 5

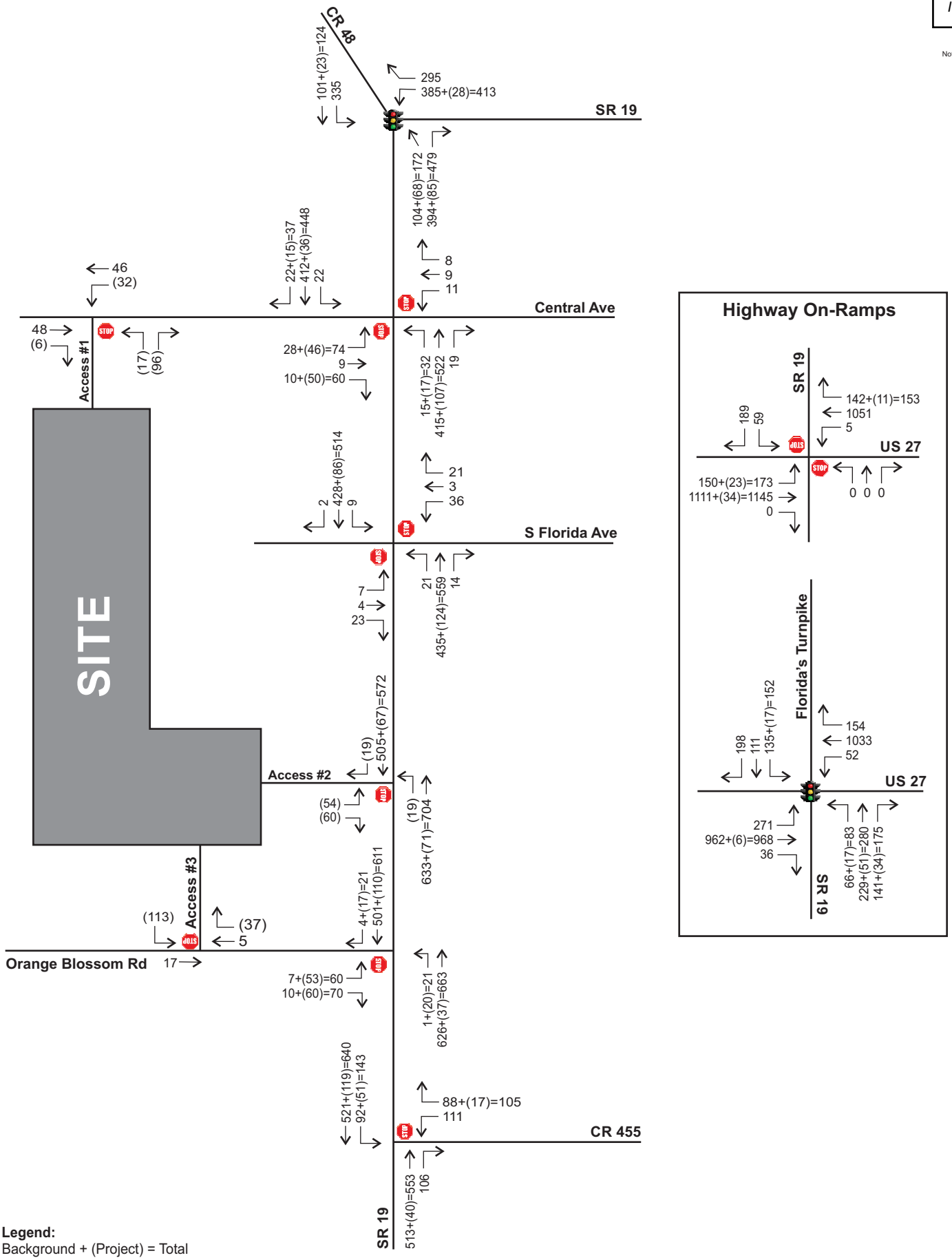
Projected P.M. Peak Hour Traffic Volumes

Table 5
Projected Roadway Segment Capacity Analysis

Roadway Segment	Seg ID	No Lns	LOS Std	PH Dir Capacity	Dir	Exist Vol	Growth Rate	2024 Backg'd	Trip Distr	Proj Dir	Project Volume	Total Volume	LOS
SR 19													
CR 561 to Lake Harris North End	NA	4	D	1,190	NB SB	657 805	4.24%	796 976	25%	OUT IN	55 93	851 1,069	D D
Lake Harris North End to CR 48	NA	2	D	1,200	NB SB	657 805	4.24%	796 976	25%	OUT IN	55 93	851 1,069	D D
CR 48 to Central Ave	NA	2	D	800	NB SB	432 436	3.29%	503 508	45%	OUT IN	99 167	602 675	C C
Central Ave to Taylor Memorial Cemetery	NA	2	D	800	NB SB	432 436	3.29%	503 508	45%	OUT IN	99 167	602 675	C C
Taylor Memorial Cemetery to CR 455 (1)	NA	2	C	900	NB SB	508 503	8.65%	728 721	46%	OUT IN	101 171	829 892	C C
CR 455 to US 27/SR 25 (1)	NA	2	C	900	NB SB	526 541	8.65%	753 775	35%	IN OUT	130 77	883 852	C C
CR 48 (2)													
US 27 to Lime Ave	16	2	D	792	EB WB	366 483	5.62%	469 619	25%	IN OUT	93 55	562 674	C C
Lime Ave to SR 19	16	2	D	792	EB WB	366 483	5.62%	469 619	20%	IN OUT	74 44	543 663	C C
Orange Blossom Rd (2)													
Revels Rd to SR 19	NA	2	D	612	EB WB	8 13	2.00%	9 14	33%	OUT IN	72 123	81 137	C C
Number 2 Rd (2)													
Blue Sink Rd to Mare Ave	NA	2	D	612	EB WB	59 50	2.00%	65 55	5%	OUT IN	11 19	76 74	C C
Central Ave (2)													
Mare Ave to SR 19	NA	2	D	612	EB WB	59 50	2.00%	65 55	28%	OUT IN	61 104	126 159	C C
CR 561													
South Astatula City Limit to CR 455	16	2	D	720	EB WB	520 534	5.33%	659 676	10%	IN OUT	37 22	696 698	D D

Source: 2018 Lake County Annual Traffic Counts
(1) FDOT QLOS HIGHPLAN Analysis for these segments of SR 19
(2) Volumes Obtained from PM Peak Turning Movement Counts

N
Not to Scale



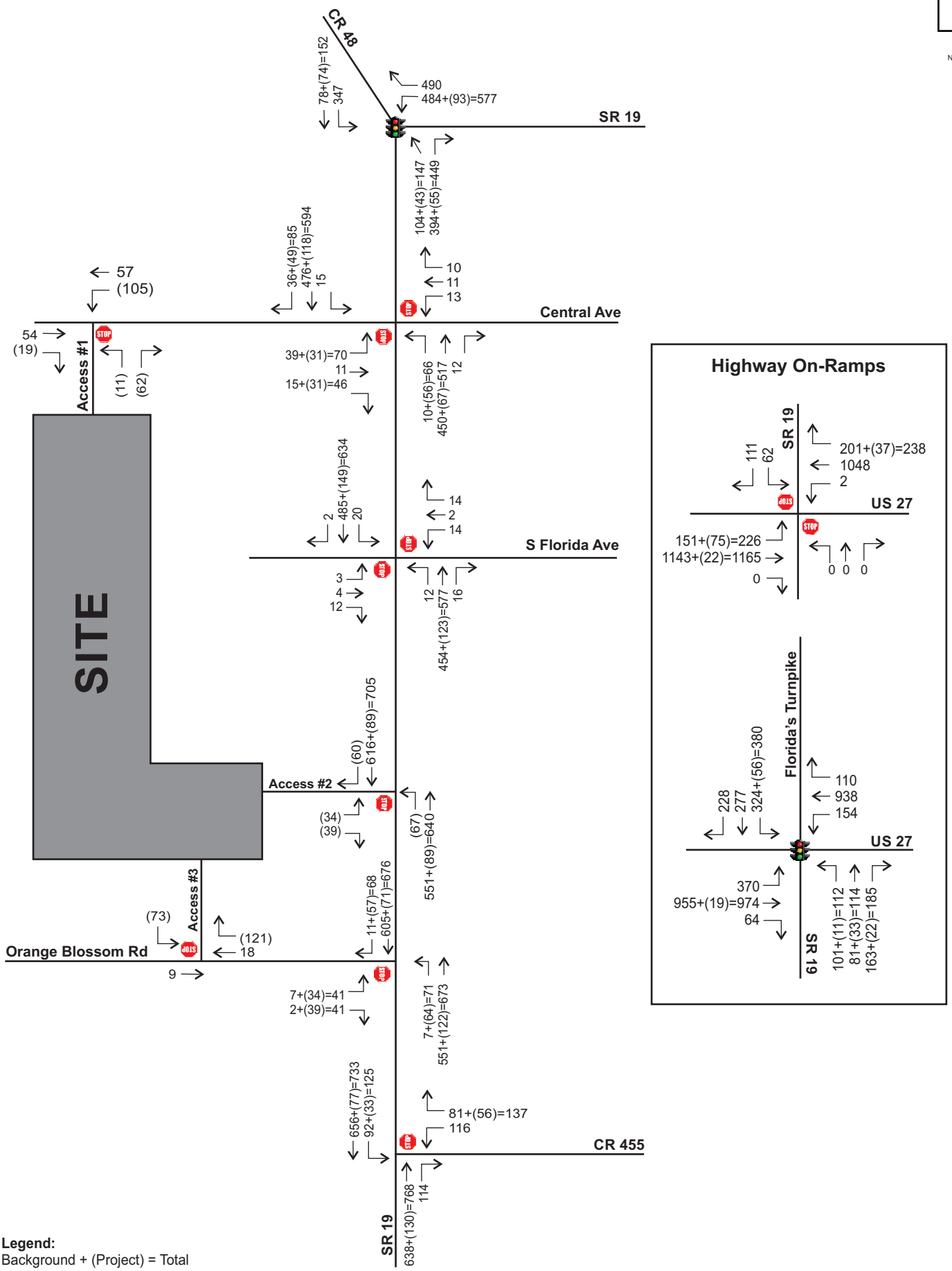
Legend:
Background + (Project) = Total

Projected AM Peak Intersection Volumes

Mission Rise
19011

Figure 5

N
Not to Scale



Legend:
Background + (Project) = Total

Projected PM Peak Intersection Volumes

Mission Rise
19011

Figure 6

APPENDIX F

Projected Capacity Analysis Worksheets

HCS Two-Way Stop-Control Report

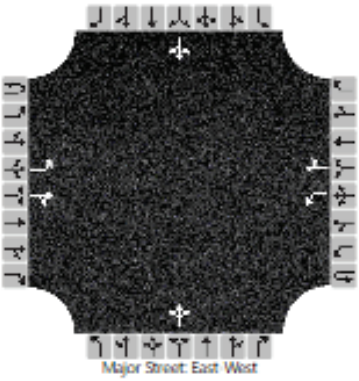
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	CR 48 and Number 2 Rd
Jurisdiction	Lake County
East/West Street	CR 48
North/South Street	Number 2 Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		2	310	15		2	366	0		52	0	3		4	0	3
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				2					63				8	
Capacity, c (veh/h)		1138				1184					315				397	
v/c Ratio		0.00				0.00					0.20				0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.7				0.1	
Control Delay (s/veh)		8.2				8.0					19.2				14.3	
Level of Service (LOS)		A				A					C				B	
Approach Delay (s/veh)	0.0				0.0				19.2				14.3			
Approach LOS	A				A				C				B			

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HCS Two-Way Stop-Control Report

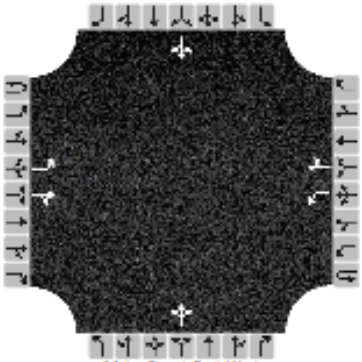
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	CR 48 and Number 2 Rd
Jurisdiction	Lake County
East/West Street	CR 48
North/South Street	Number 2 Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		3	429	50		8	388	4		32	0	2		5	0	3
Percent Heavy Vehicles (%)		3				3				8	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.18	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.57	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				9					36				9	
Capacity, c (veh/h)		1137				1050					250				331	
v/c Ratio		0.00				0.01					0.14				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.5				0.1	
Control Delay (s/veh)		8.2				8.5					21.8				16.2	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.1				0.2				21.8				16.2			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

Item 3.

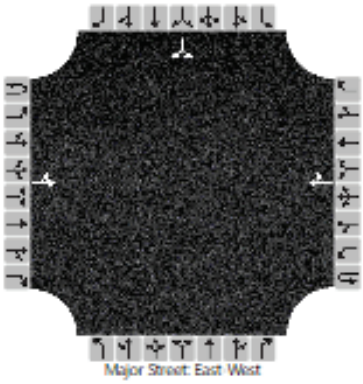
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	Number 2 Rd & Bloomfield
Jurisdiction	Lake County
East/West Street	Number 2 Rd
North/South Street	Bloomfield Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		9	58				131	22						6		4
Percent Heavy Vehicles (%)		11												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.21												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.30												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10													11	
Capacity, c (veh/h)		1359													796	
v/c Ratio		0.01													0.01	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		7.7	0.1												9.6	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)		1.1												9.6		
Approach LOS		A												A		

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HCS Two-Way Stop-Control Report

Item 3.

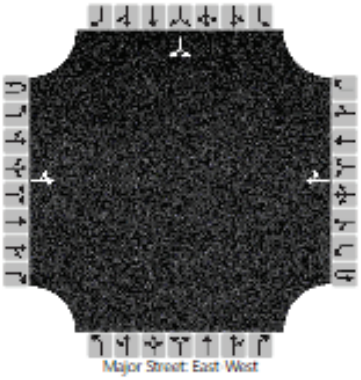
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	Number 2 Rd & Bloomfield
Jurisdiction	Lake County
East/West Street	Number 2 Rd
North/South Street	Bloomfield Ave
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	143				86	22						9		6
Percent Heavy Vehicles (%)		33												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.43												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.50												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													15	
Capacity, c (veh/h)		1306													806	
v/c Ratio		0.00													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
Control Delay (s/veh)		7.8	0.0												9.6	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)		0.2												9.6		
Approach LOS		A												A		

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HCS Two-Way Stop-Control Report

Item 3.

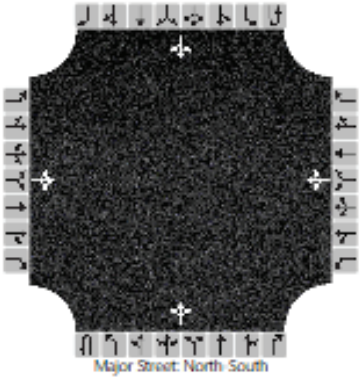
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Bkgd AM
Intersection Orientation	North-South
Project Description	5659

Site Information

Intersection	Palm Ave and Central Ave
Jurisdiction	Lake County
East/West Street	Number 2 Rd/W Central Ave
North/South Street	Palm Ave/SR 19
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		155	7	64		10	3	11		31	572	14		29	532	73
Percent Heavy Vehicles (%)		3	3	14		3	3	3		21				7		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.34		7.13	6.53	6.23		4.31				4.17		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.43		3.53	4.03	3.33		2.39				2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			260				28			36				33		
Capacity, c (veh/h)			116				133			818				894		
v/c Ratio			2.24				0.21			0.04				0.04		
95% Queue Length, Q_{95} (veh)			22.3				0.7			0.1				0.1		
Control Delay (s/veh)			643.4				39.2			9.6	0.7	0.7		9.2	0.6	0.6
Level of Service (LOS)			F				E			A	A	A		A	A	A
Approach Delay (s/veh)	643.4				39.2				1.1				1.0			
Approach LOS	F				E				A				A			

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HCS Two-Way Stop-Control Report

Item 3.

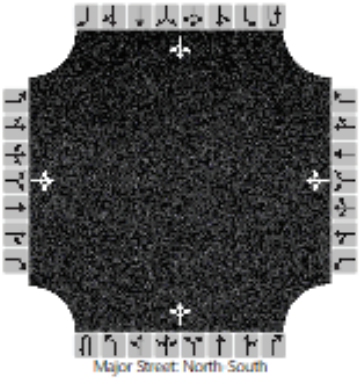
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Bkgd PM
Intersection Orientation	North-South
Project Description	5659

Site Information

Intersection	Palm Ave and Central Ave
Jurisdiction	Lake County
East/West Street	Number 2 Rd/W Central Ave
North/South Street	Palm Ave/SR 19
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		147	8	49		11	8	44		76	586	15		61	677	209
Percent Heavy Vehicles (%)		3	3	14		3	3	3		21				7		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.34		7.13	6.53	6.23		4.31				4.17		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.43		3.53	4.03	3.33		2.39				2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			237				73			88				71		
Capacity, c (veh/h)			29				83			606				875		
v/c Ratio			8.06				0.88			0.15				0.08		
95% Queue Length, Q_{95} (veh)			29.0				4.7			0.5				0.3		
Control Delay (s/veh)			3438.3				155.9			12.0	2.9	2.9		9.5	1.9	1.9
Level of Service (LOS)			F				F			B	A	A		A	A	A
Approach Delay (s/veh)	3438.3				155.9				3.9				2.4			
Approach LOS	F				F				A				A			

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HCS Two-Way Stop-Control Report

Item 3.

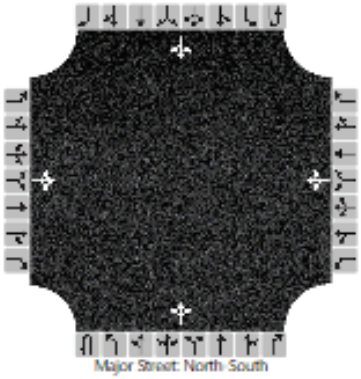
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected AM
Intersection Orientation	North-South
Project Description	5659

Site Information

Intersection	Palm Ave and Central Ave
Jurisdiction	Lake County
East/West Street	Number 2 Rd/W Central Ave
North/South Street	Palm Ave/SR 19
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		184	7	95		10	3	11		42	572	14		29	532	83
Percent Heavy Vehicles (%)		3	3	14		3	3	3		21				7		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.34		7.13	6.53	6.23		4.31				4.17		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.43		3.53	4.03	3.33		2.39				2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			329				28			48				33		
Capacity, c (veh/h)			114				115			810				894		
v/c Ratio			2.90				0.24			0.06				0.04		
95% Queue Length, Q_{95} (veh)			30.9				0.9			0.2				0.1		
Control Delay (s/veh)			935.5				45.8			9.7	0.9	0.9		9.2	0.6	0.6
Level of Service (LOS)			F				E			A	A	A		A	A	A
Approach Delay (s/veh)	935.5				45.8				1.5				1.0			
Approach LOS	F				E				A				A			

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HCS Two-Way Stop-Control Report

Item 3.

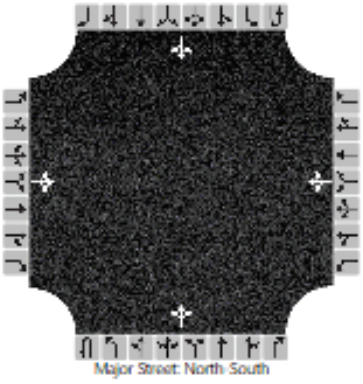
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected PM
Intersection Orientation	North-South
Project Description	5659

Site Information

Intersection	Palm Ave and Central Ave
Jurisdiction	Lake County
East/West Street	Number 2 Rd/W Central Ave
North/South Street	Palm Ave/SR 19
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		167	8	70		11	8	44		112	586	15		61	677	243
Percent Heavy Vehicles (%)		3	3	14		3	3	3		21				7		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.34		7.13	6.53	6.23		4.31				4.17		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.43		3.53	4.03	3.33		2.39				2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			285				73			130				71		
Capacity, c (veh/h)			20				55			585				875		
v/c Ratio			14.20				1.32			0.22				0.08		
95% Queue Length, Q_{95} (veh)			36.1				6.5			0.8				0.3		
Control Delay (s/veh)			6309.4				352.9			12.9	4.7	4.7		9.5	2.1	2.1
Level of Service (LOS)			F				F			B	A	A		A	A	A
Approach Delay (s/veh)	6309.4				352.9				6.0				2.5			
Approach LOS	F				F				A				A			

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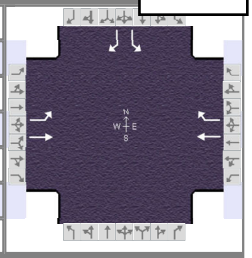
HCS Signalized Intersection Results Summary

Item 3.

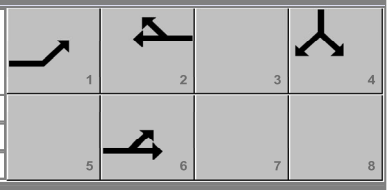
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.250
Analyst	SS	Analysis Date	Dec 22, 2022	Area Type	Other
Jurisdiction	Lake County	Time Period	Projected AM	PHF	0.89
Urban Street	CR 48	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	SR 19	File Name	CR 48 and SR 19 - Projected AM.xus		
Project Description	5659				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	240	108			182	608				384		205

Signal Information			
Cycle, s	105.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.8	45.0	28.4	0.0	0.0	0.0
Yellow	4.4	4.4	4.8	0.0	0.0	0.0
Red	2.1	2.0	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	18.3	69.7		51.4				35.7
Change Period, ($Y+R_c$), s	6.5	6.4		6.4				7.3
Max Allow Headway (*MAH*), s	4.1	4.2		4.2				4.2
Queue Clearance Time (g_s), s	11.1	5.2		47.0				27.7
Green Extension Time (g_e), s	0.8	4.8		0.0				0.7
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		1.00				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	270	121			204	683				431		230
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1737			1856					1725		1510
Queue Service Time (g_s), s	9.1	3.2			7.5					25.7		13.9
Cycle Queue Clearance Time (g_c), s	9.1	3.2			7.5					25.7		13.9
Green Ratio (*g/C*)	0.56	0.60			0.43					0.27		0.27
Capacity (*c*), veh/h	643	1043			792					465		407
Volume-to-Capacity Ratio (*X*)	0.420	0.116			0.258					0.928		0.566
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	5.7	2.0			5.6					19.6		8.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d_1), s/veh	12.9	9.0			19.5					37.5		33.2
Incremental Delay (d_2), s/veh	0.4	0.0			0.2					23.5		1.6
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	13.3	9.1			19.7	0.0				61.1		34.8
Level of Service (LOS)	B	A			B	A				E		C
Approach Delay, s/veh / LOS	12.0	B		4.5	A		0.0			51.9	D	
Intersection Delay, s/veh / LOS	22.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.69	A	1.91	B	1.96	B	1.96	B
Bicycle LOS Score / LOS	1.13	A	1.95	B				F

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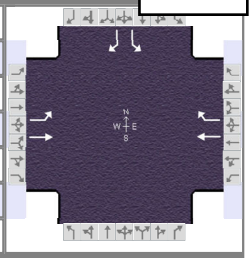
HCS Signalized Intersection Results Summary

Item 3.

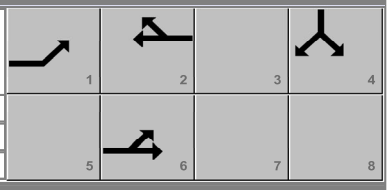
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.250
Analyst	SS	Analysis Date	Dec 22, 2022	Area Type	Other
Jurisdiction	Lake County	Time Period	Projected PM	PHF	0.97
Urban Street	CR 48	Analysis Year	2028	Analysis Period	1> 16:45
Intersection	SR 19	File Name	CR 48 and SR 19 - Projected PM.xus		
Project Description	5659				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	274	221			162	522				675		276

Signal Information			
Cycle, s	98.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.9	36.2	30.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.8	0.0	0.0	0.0
Red	2.1	2.0	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	18.4	61.0		42.6				37.3
Change Period, ($Y+R_c$), s	6.5	6.4		6.4				7.3
Max Allow Headway (*MAH*), s	4.1	4.2		4.2				4.2
Queue Clearance Time (g_s), s	11.1	8.0		33.9				32.0
Green Extension Time (g_e), s	0.8	4.0		2.3				0.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.24				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	282	228			167	538				696		285
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1900			1856					1753		1585
Queue Service Time (g_s), s	9.1	6.0			6.1					30.0		15.0
Cycle Queue Clearance Time (g_c), s	9.1	6.0			6.1					30.0		15.0
Green Ratio (*g/C*)	0.51	0.56			0.37					0.31		0.31
Capacity (*c*), veh/h	662	1056			684					535		484
Volume-to-Capacity Ratio (*X*)	0.427	0.216			0.244					1.301		0.588
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	6.2	4.2			4.6					51.0		9.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d_1), s/veh	14.5	11.0			21.5					34.2		28.9
Incremental Delay (d_2), s/veh	0.4	0.1			0.2					148.8		1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	14.9	11.1			21.7	0.0				182.9		30.8
Level of Service (LOS)	B	B			C	A				F		C
Approach Delay, s/veh / LOS	13.2	B		5.1	A		0.0			138.8	F	
Intersection Delay, s/veh / LOS	66.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.69	A	1.92	B	1.95	B	1.95	B
Bicycle LOS Score / LOS	1.33	A	1.65	B				F

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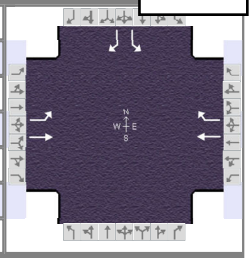
HCS Signalized Intersection Results Summary

Item 3.

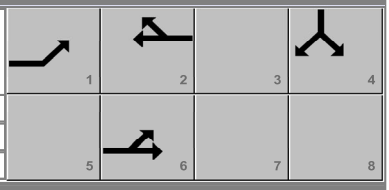
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.250
Analyst	SS	Analysis Date	Dec 22, 2022	Area Type	Other
Jurisdiction	Lake County	Time Period	Projected AM	PHF	0.89
Urban Street	CR 48	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	SR 19	File Name	CR 48 and SR 19 - Projected AM Optimized Sign…		
Project Description	5659 - Optimized Signal Timing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	240	108			182	608				384		205

Signal Information			
Cycle, s	63.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	15.0	19.2	0.0	0.0	0.0
Yellow	4.4	4.4	4.8	0.0	0.0	0.0
Red	2.1	2.0	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	15.5	36.9		21.4				26.5
Change Period, ($Y+R_c$), s	6.5	6.4		6.4				7.3
Max Allow Headway (*MAH*), s	4.1	4.2		4.2				4.2
Queue Clearance Time (g_s), s	9.3	4.5		17.0				16.7
Green Extension Time (g_e), s	0.0	3.4		0.0				2.5
Phase Call Probability	0.99	1.00		1.00				1.00
Max Out Probability	1.00	0.33		1.00				0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	270	121			204	683				431		230
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1737			1856					1725		1510
Queue Service Time (g_s), s	7.3	2.5			6.0					14.7		8.0
Cycle Queue Clearance Time (g_c), s	7.3	2.5			6.0					14.7		8.0
Green Ratio (*g/C*)	0.41	0.48			0.24					0.30		0.30
Capacity (*c*), veh/h	503	835			439					523		457
Volume-to-Capacity Ratio (*X*)	0.536	0.145			0.466					0.826		0.504
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	1.4			4.4					9.7		4.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d_1), s/veh	13.9	9.2			20.8					20.5		18.2
Incremental Delay (d_2), s/veh	1.1	0.1			0.8					3.4		0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	15.0	9.3			21.5	0.0				23.9		19.0
Level of Service (LOS)	B	A			C	A				C		B
Approach Delay, s/veh / LOS	13.2	B		5.0	A		0.0			22.2	C	
Intersection Delay, s/veh / LOS	12.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.69	A	1.91	B	1.94	B	1.94	B
Bicycle LOS Score / LOS	1.13	A	1.95	B				F

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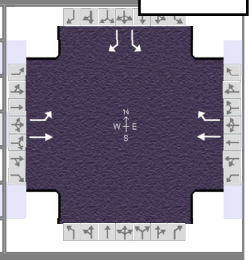
HCS Signalized Intersection Results Summary

Item 3.

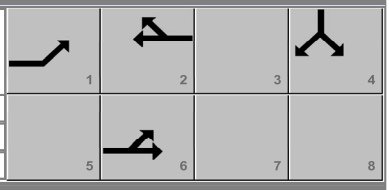
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.250
Analyst	SS	Analysis Date	Dec 22, 2022	Area Type	Other
Jurisdiction	Lake County	Time Period	Projected PM	PHF	0.97
Urban Street	CR 48	Analysis Year	2028	Analysis Period	1> 16:45
Intersection	SR 19	File Name	CR 48 and SR 19 - Projected PM Optimized Sign…		
Project Description	5659 - Optimized Signal Timing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	274	221			162	522				675		276

Signal Information			
Cycle, s	76.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	15.0	32.4	0.0	0.0	0.0
Yellow	4.4	4.4	4.8	0.0	0.0	0.0
Red	2.1	2.0	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	15.5	36.9		21.4				39.7
Change Period, ($Y+R_c$), s	6.5	6.4		6.4				7.3
Max Allow Headway (*MAH*), s	4.1	4.2		4.2				4.2
Queue Clearance Time (g_s), s	11.0	8.3		17.0				31.1
Green Extension Time (g_e), s	0.0	2.3		0.0				1.3
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	1.00	0.60		1.00				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	282	228			167	538				696		285
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1900			1856					1753		1585
Queue Service Time (g_s), s	9.0	6.3			6.1					29.1		9.7
Cycle Queue Clearance Time (g_c), s	9.0	6.3			6.1					29.1		9.7
Green Ratio (*g/C*)	0.34	0.40			0.20					0.42		0.42
Capacity (*c*), veh/h	445	756			363					742		671
Volume-to-Capacity Ratio (*X*)	0.635	0.301			0.460					0.938		0.424
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	7.1	4.5			4.7					20.6		5.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d_1), s/veh	20.8	15.8			27.2					21.1		15.5
Incremental Delay (d_2), s/veh	3.0	0.2			0.9					18.5		0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	23.8	16.0			28.1	0.0				39.6		16.0
Level of Service (LOS)	C	B			C	A				D		B
Approach Delay, s/veh / LOS	20.3	C		6.7	A		0.0			32.7	C	
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.71	A	1.93	B	1.94	B	1.94	B
Bicycle LOS Score / LOS	1.33	A	1.65	B				F

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HCS Two-Way Stop-Control Report

Item 3.

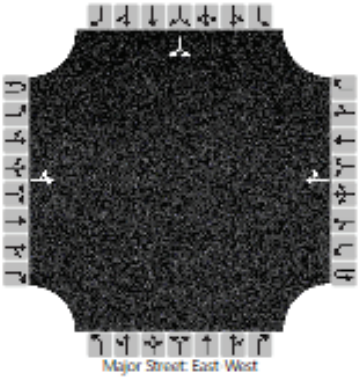
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	Number 2 Rd Site Access
Jurisdiction	Lake County
East/West Street	Number 2 Rd
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		11	53				120	21						62		33
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													103	
Capacity, c (veh/h)		1421													801	
v/c Ratio		0.01													0.13	
95% Queue Length, Q_{95} (veh)		0.0													0.4	
Control Delay (s/veh)		7.6	0.1												10.2	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	1.4												10.2			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

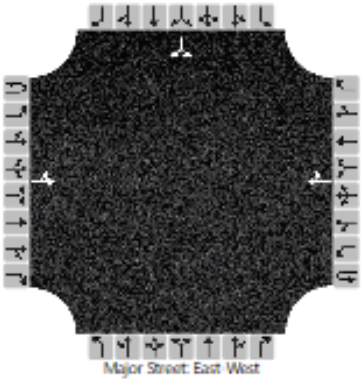
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	12/22/2022
Analysis Year	2028
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5659

Site Information

Intersection	Number 2 Rd Site Access
Jurisdiction	Lake County
East/West Street	Number 2 Rd
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		38	120				86	71						42		22
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41													70	
Capacity, c (veh/h)		1400													704	
v/c Ratio		0.03													0.10	
95% Queue Length, Q_{95} (veh)		0.1													0.3	
Control Delay (s/veh)		7.6	0.2												10.7	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	2.0												10.7			
Approach LOS	A												B			

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APPENDIX G

Right and Left Turn Lanes Warrant Charts

Site Access @ Number 2 Rd - AM
Left Turn Lane Warrant

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

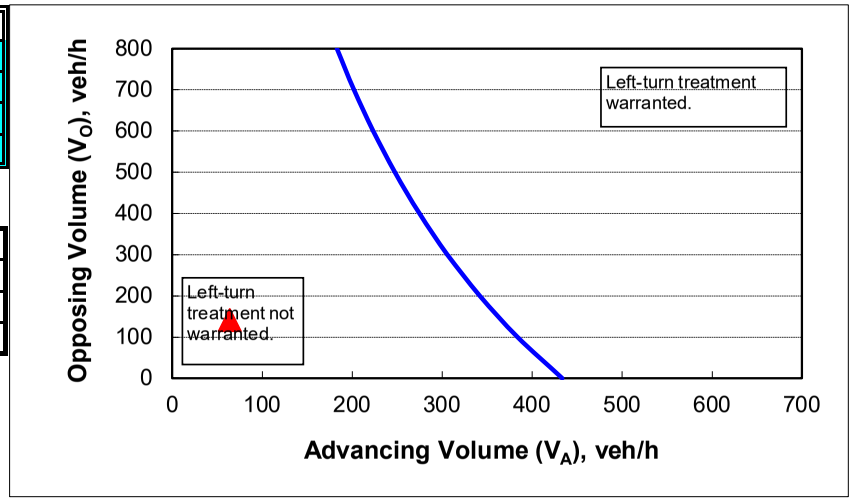
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	17%
Advancing volume (V_A), veh/h:	64
Opposing volume (V_O), veh/h:	141

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	366
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

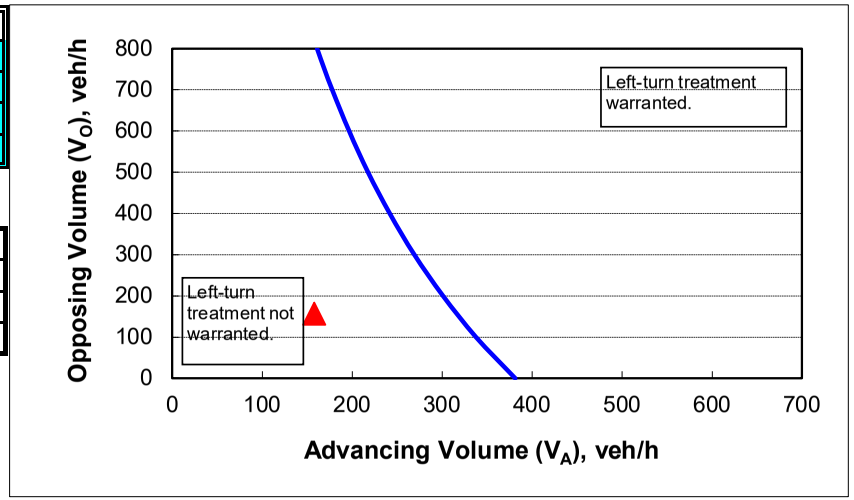
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	24%
Advancing volume (V_A), veh/h:	158
Opposing volume (V_O), veh/h:	157

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	316
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

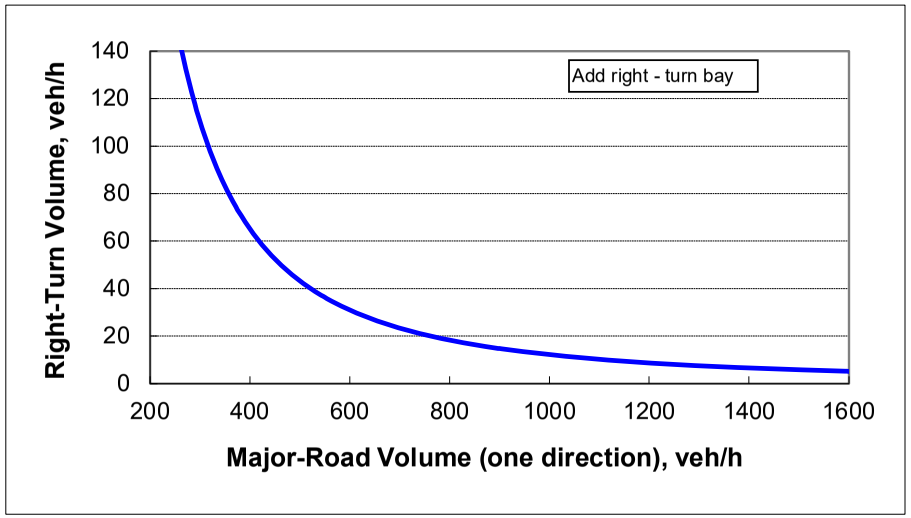
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	141
Right-turn volume, veh/h:	21

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	439
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

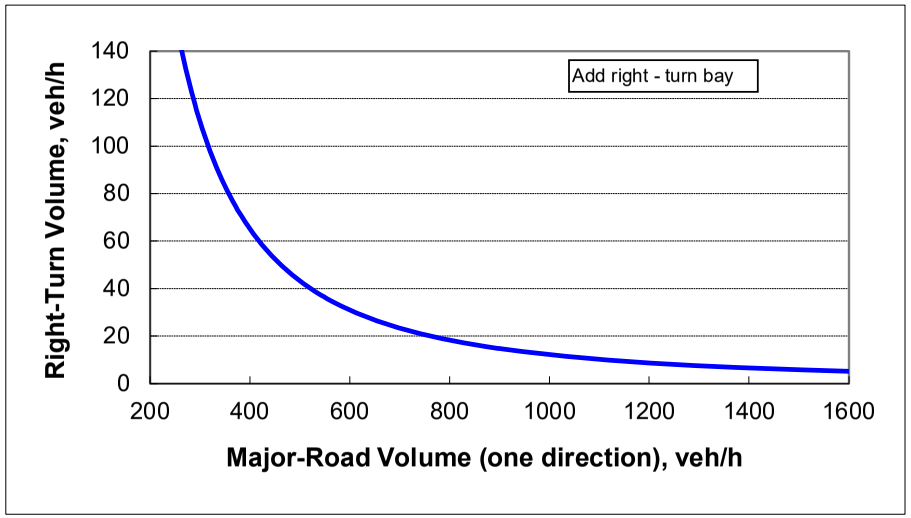
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	**Value**
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	157
Right-turn volume, veh/h:	71

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	361
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

Comment Response for No.2 Road

Staff Comments from 01.10.23 & DRC discussion 01.12.23

1. Number 2 Road is a Lake County facility, and their rules will govern the intersection design. However, the staff supports the recommendation that right and left turn lanes be provided at the entrance as the location for the entrance is on a curve with limited sight distance and the likelihood of high-speed traffic in the area.
   Response: Noted.
2. The project will need to contribute a fair share payment for signalization of the intersection of Central Avenue and SR 19 and the revised signals at CR 48 and SR 19. The Town code sets a maximum length for a cul-de-sac of 660 feet. It appears that two of the proposed cul-de-sacs exceed this limit. Unless the Town Council waives the requirement, some adjustment in the concept plan is needed. A future emergency accessway from the eastern cul-de-sac to the property to the southeast could be provided to offer an opportunity for future access, and some design of the road network near the western cul-de-sac could result in a shortened road.
   Response: Updates to the plan have been made. See updated concept plan for your review.

3. The proposed entrance area design should meet the requirements for the alternative access design as specified in Section 8.03.05 A. The Town Council adoption should note the application of the alternative rule.
   Response: Noted.

4. Staff requested a modified Land Use Map depicting the extent of MDR, Conservation and Public.
   Response: Noted and attached.

Thank you for your comments and we appreciate your reviewing our submittal,

Sincerely,

Alex Stringfellow | Principal
Ph: (352)-217-7710
alex@stringfellowplanning.com
StringfellowPlanning.com
STRINGFELLOW PLANNING & DESIGN

TMH CONSULTING, INC.
Community Planning Services

TMHConsulting@cfl.rr.com
97 N. Saint Andrews Dr.
Ormond Beach, FL 32174
PH: 386.316.8426

MEMORANDUM

TO: Howey-in-the-Hills Planning Board
CC: J. Brock, Town Clerk
FROM: Thomas Harowski, AICP, Planning Consultant
SUBJECT: Comprehensive Plan Future Land Use Map Amendment
Zoning Map Amendment
DATE: February 8, 2023

The subject property is an approximately 160-acre group of four parcels located to the west of the Mission Inn golf course property and north of Number Two Road (location map attached). The property is owned by Blue Sky Capital LLC and the project is currently using Cedar Creek as the project name. The Town has previously dealt with parcel under the name Daryl Carter Trust, and the property may be identified in some of the Town reports under the previous name. The Planning Board has previously dealt with the parcel in recommending annexation of the subject property. To complete the package of amendments that accompany annexation, the Town needs to adopt an amendment to the future land use map and provide a zoning designation consistent with the future land use plan.

As a follow-up to annexation, the applicant is seeking an amendment to the future land use map to designate approximately 80 acres of the property as medium density residential. About 60-acres is proposed as conservation and another 20+ acres designated as Public/Utility. The accompanying map shows the distribution of the proposed land uses with the medium density residential located on the eastern two-thirds of the property. Conservation areas based on surface waters and wetlands are interspersed with the medium density residential land use and in the western one-third of the property. The Public/Utility designation is applied in upland areas in the western 40-acres of the property. A portion of the Public/Utility area is being devoted to stormwater retention for the proposed development and the balance of the Public/Utility area is being reserved for the potential development of a wastewater treatment facility.

The applicant is NOT seeking a planned unit development classification, but has requested the Town's MDR-2 Single-Family Residential zoning be applied. Should the Town approve the application, MDR-2 will be applied to the medium density residential area, Conservation will be applied to the areas designated for conservation and preservation, and the balance of the tract will be zoned Public (PUB). The applicant has submitted a concept development plan which shows how the proposed project complies

with the requested zoning designations. The concept plan will be discussed in more detail below.

The annexation of the subject property is contingent upon approval of the requested comprehensive plan amendment and zoning pattern. Should either the land use designation or zoning not be approved by the Town, the parcel will remain in unincorporated Lake County and continue with the county land use and zoning designations.

Comprehensive Plan Future Land Use Map Amendment Review

The review of the requested amendment of the future land use map will examine the consistency with the Town's comprehensive plan goals, objectives and policies; the issue of potential urban sprawl; and the issue of the ability to provide public services to the proposed project.

The current land use designations under the County comprehensive plan are Rural Transition for all of the parcel except for the western 40 acres which is designated as rural and the small area along the old rail line which is designated as Urban Low Density. The County rural protection area boundary runs along the eastern line of the western 40 acres. The area included within the rural protection area is proposed as conservation and low intensity public use and is therefore consistent with the rural protection area objectives. The rural transition land use allows development up to one unit per acre and the rural land use allows development at one unit per five acres. The applicant's calculation of potential residential development under the current Lake County land use is 84.5 units with project proposed at 171 total units. The Town's medium density land use classifiaction would allow up to four units per acre or a maximum of 322 units for the 80.5 acres. Under the Town's comprehensive plan the Conservation and Public/Utility land use classifications have no residential development allowed.

Housing Demand

The applicant has stated that there is a need for additional housing to address a backlog of housing demand and to reduce pressure on housing prices as a reason for expanding the total inventory of approved housing in the Town. In recent months the town has seen three major projects with entitlements of about 1,600 housing units go dormant while three smaller projects (Watermark, Cedar Creek and Whispering Heights) with about 570 units total continue to move through the review process. It may be that economy is moving into a period where smaller, less expensive projects will become more practical for development. It is interesting to note that all three of these projects are also standard single-family development with amenities and lot sizes at the MDR-2 level and larger.

We know that Lake County has been a strong housing market, especially as housing demand extends northward from the Four Corners area through Groveland and now Howey. Demand also remains strong to west in the area served by Leesburg. For

the housing projects located within the Town and its nearby exetnded area, the issue of demand may be more one of timing for projects rather than total demand.

Urban Sprawl

One of the questions that need to be examined whenever the urban development envelope is expanded is whether the proposed project will create or contribute to urban sprawl. The question was raised with the applicant as part of the Development Review Committee consideration of the proposed project. The applicant responded with a detailed analysis of the urban sprawl criteria, and a copy of this assessment is attached. The following conclusions can be drawn from the analysis:

- From a land use perspective, the proposed project can be viewed as an extension of the developed and proposed housing areas within the Mission Inn planned unit development .

- The previous conclusion is supported by the concentration of the housing area within the eastern portion of the project area.

- The location of wetlands and reservation of a significant area of upland for Public/Utility use creates a step-down of development intensity from the Mission Inn PUD through the residential portion of the proposed project to the existing wetland and agricultural area to the west.

- The proposed plan supports the Lake County rural protection corridor concept.

- The project site is a little remote for effective utility service with water and sewer and careful consideration will need to be given to these issues. Typically the urban sprawl concern with water and sewer utilties is the inificient use of existing water and sewer services while extending services to outlying areas. The Town's situation is a little different in that the water and sewer systems have little available capacity anywhere in the system. While plans are underway to upgrade the services, the opportunity exists to extend these services in any direction where a logical extension of the urban area is proposed.

- The traffic analysis identified the need to make some signal improvements within the current network, and eventually Number Two Road will need improvement, but the applicants will be required to contribute the fair share portion of their project demand to the overall system upgrades.

Concurrency Analysis

The preceeding comments highlight some of the concurrency issues. Sewer service needs a system expansion to support the project and there is one avenue to do this through the community development district service provider. The Town has adequate water treatment capacity from the central plant, but line extensions to the project site need to be addressed. Traffic will raise some issues that will need to be

addressed through the fair share contribution process, and the applicant will need to make improvements to Number Two Road through the dedication of additional right-of-way and the provision of turn lanes at the project entrance.

The school district conducted an analysis of school capacity to serve the project. This review was done in February of 2022 for a 313 unit project. School capacity was available but marginal at that time. The project is much smaller now which will reduce anticipated student generation, but the school assessment will need to be updated. The assessment done at this point for general planning purposes is not a commitment or reservation of capacity, but rather a planning tool for the school and Town to use in assessing overall demand going forward. No commitment of capacity will occur until the project receives a final subdivision plan approval, and at that time the project will need to provide any mitigation that may be required at that point.

Other Commentary

An enviromental survey was consucted for the site including surveys for gopher tortoise, sand skink, scrub jay and eagles. No sand skinks or scrub jays were found on the site. One eagle nest was identified to the northwest but is sufficiently removed that the buffer areas do not intrude onto the subject proprty. Gopher tortoise were identified and will need to be addressed through properly permitted actions at the time of development.

Zoning Proposal

The zoning program is straight forward given that the applicant is asking for standard zoning classifications. A zoning assignment of MDR-2, Medium Density Residential applied to the development area is consistent with the Medium Density Residential Land Use classification. The areas identified as being wetlands or otheriwse designated as non-development areas should be designated as Conservation. The area proposed for potemtial utility development should be zoned as Public.

- The MDR-2 zoned area will allow for development of the proposed single-famiy housing along with the roads, planned amenity center and some of the storm water management faciities.

- The Conservation zoned areas allow no development by right, but would permit low intensity recreation and site security uses as conditional uses. The conditional use designation requires the Town Council to approve each allowable use.

- The Public use designated area lies in the upland areas of the western portion of the tract. The Public zone is used for government buildings and essential utilities. In this project the essential utilities will include some storm water management areas and the potential location for a wastewater treatment facility to serve the project and potentially other development is the future.

Concept Plan Review

The applicants have submitted a concept development plan that is keyed to the requested MDR-2 zoning and the Medium Density Residential land use classification. The concept plan is being evaluated for compliance with the zoning requirements and other requirements of the land development code and comprehensive plan. The salient elements of the plan include:

- Single-family residential lots (171) meeting the minimum lot size of 75 feet by 120 feet.

- The residential density is 2.14 units per acre as a net density (residential area only) and 1.07 units per acre gross density (total project area).

- The project includes a centrally located amenity center along with four additional satellite amenity locations.

- Site access is from Number Two Road and because of the shape of the parcel only one exterior connection is possible.

- The road network does provide alterate access to sub-neighborhoods within the proejct, and the primary access has been designed to meet the requirements of Section 8.03.05 A,. The project provides for a potential emergency access connection to the east if future development in that area permits a future connection.

- Areas where existing conditions and soils are prohibitive for development have been designated as conservation areas. The design will be required to include the minimum wetlands buffers per code and will require complaince with the building setback requirements from wetland areas.

- Stormwater facilities have been located adjacent to conservation areas where appropriate in the design to further distance residential development from the wetland areas.

- Public land uses have been allocated to the western 40 acres of the site and concentrated on the upland portions of thewesern 40 acres. The Public area will include some stormwater retention area and provides the opportunity for placement of a sewage treatement plant on the site if other options cannot be provided.

- The design excludes residential development from the county's rural protection area and the design provides for a transition from more urban uses to agricultural uses.

In part the uses allocated to the site and the locations for development activity are directed by the Town's policies on development adjacent to wetlands. The Town's comprehensive plan policies prohibit the altering of wetlands to create additional area for strucutres. As applied to this project proposal, no wetland areas may be filled to create residential building pads. The comprehensive plan and land development regulations also require a minimum 25-foot buffer from wetlands and a minimum 50-foot setback from a wetland to a structure. The application of these policies requires the plan to identify wetland areas and provide for the protection of these areas as conservation sites. The conservation areas as shown represent the best available data on wetlands, but prior to development a formal wetland determination will be conducted and the residential portion of the property adjusted as necessary.

Preliminary Subdivision Plan

Once the annexation, land use amendment and zoning program are complete, the applicant will present a preliminary subdivision plan for review. A preliminary subdivision plan was advertised, but the plan as submitted lacks some of the required elements. Most of the items are technical such as title block information, a complete legend and an added legal description (one is included in the overall submittal), but the preliminary subdivision plan also requires a tree survey which is not currently avalable. The applicant will need to resubmit the preliminary subdivision plan at a later date once the tree survay data becomes available.

Recommendation

The applicant has presented a land use and zoning pattern that seems reasonable for the intended project. Application of the Town's standards for wetland protection and the future land uses as proposed will effectively limit the number of units that can be constructed under the MDR-2 zoning regardless of the maximum allowable density under Medium Density Land Use.

The next most logical option is to assign a lower density land use such as low density single family residential which has a maximum development level of two units per acre. The concern with the low density residential land use is that the MDR-2 is not consistent with that designation. The only allowable zoning under the Low Density Residential is Single-Family (SFR) or planned unit development. The SFR zoning requires a minimum one-half acre lot with 100 feet by 150 feet lot dimensions. Other than agricultural zoning, the Town does not have a land use or zoning category that approximates the current County designations.

The proposed plan is a reasonable allocation of uses to the site and protective of wetlands on the site and Lake County the rural protection area. Actual development density approximates the maximum density allowed for Low Density Residential, but the allocation of Medium Density Residential and MDR-2 zoning is needed to support the proposed lot sizes. A total of 171 units is proposed by the concept plan, and the limitations of the lot size required by MDR-2 zoning and the available residential area suggests that the total number of units will not increase significantly. Final engineering

may create the opportunity for an additional couple of units, but it just as likely that the total unit count will decrease following formal wetlands determinations and more detailed engineering. If the Planning Board wishes to support the annexation of the project areas as previously recommended, the proposed comprehensive plan designation and proposed zoning is a reasonable choice.

CEDAR CREEK - CONCEPTUAL PLAN

Legend

- Wetlands - 59.94 Acres
- 50' Wetland Buffer
- Stormwater - 17.93 Acres (18%)
- Open Space - 49.57 Acres (49%) - Includes SW & Buffers
- 75' x 120' Single Family Homes - 171
- Community Amenities

ACREAGE & DENSITY
Gross Acreage: ± 161.04 Acres
Net Acreage: ± 101.1 Acres
Proposed Units: 171 (1.69 du/ac)

0' 100' 200' 400' 800'

N

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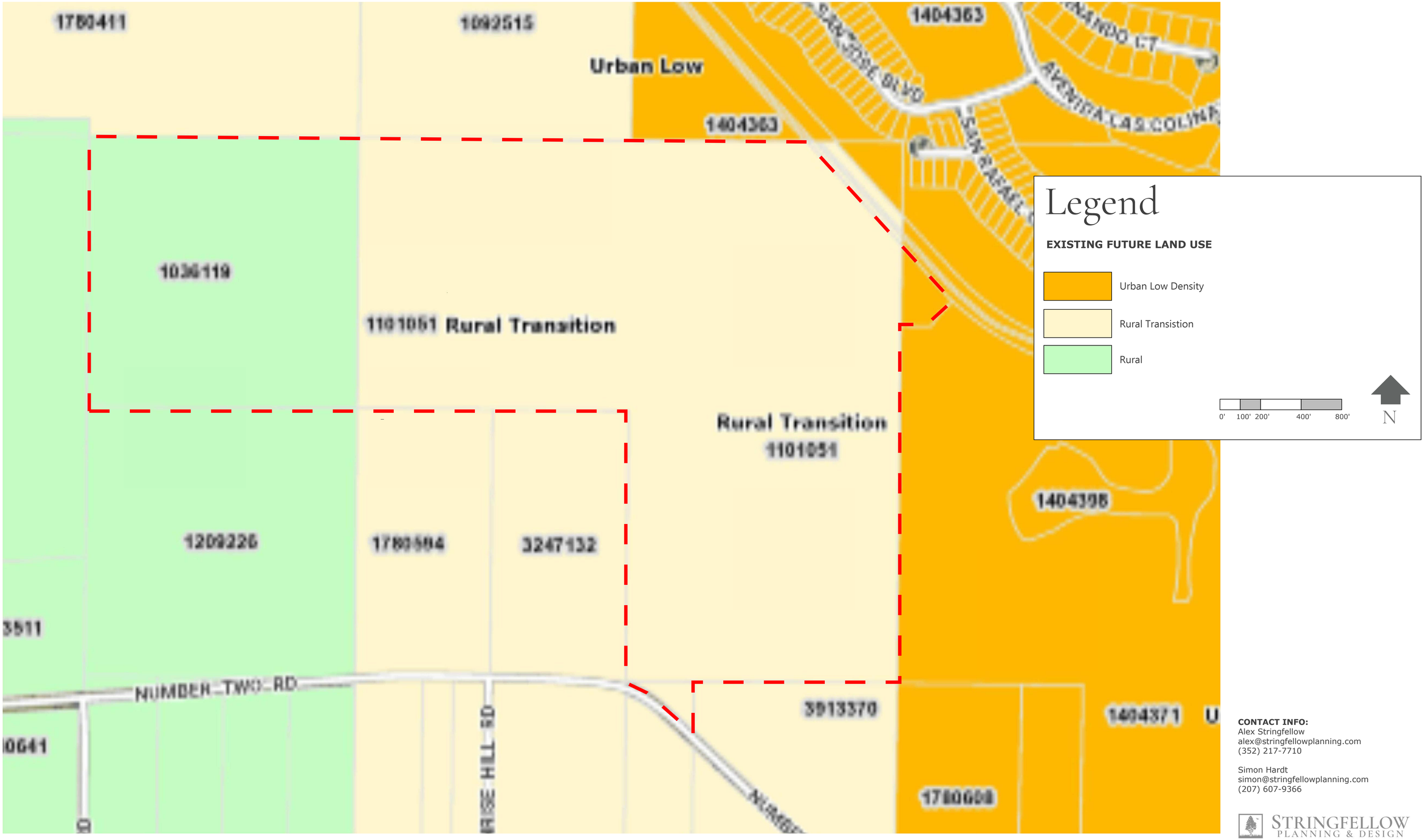
(352) 217-7710

Simon Hardt
simon@stringfellowplanning.com
(207) 607-9366

STRINGFELLOW PLANNING & DESIGN

CEDAR CREEK - EXISTING FUTURE LAND USE MAP



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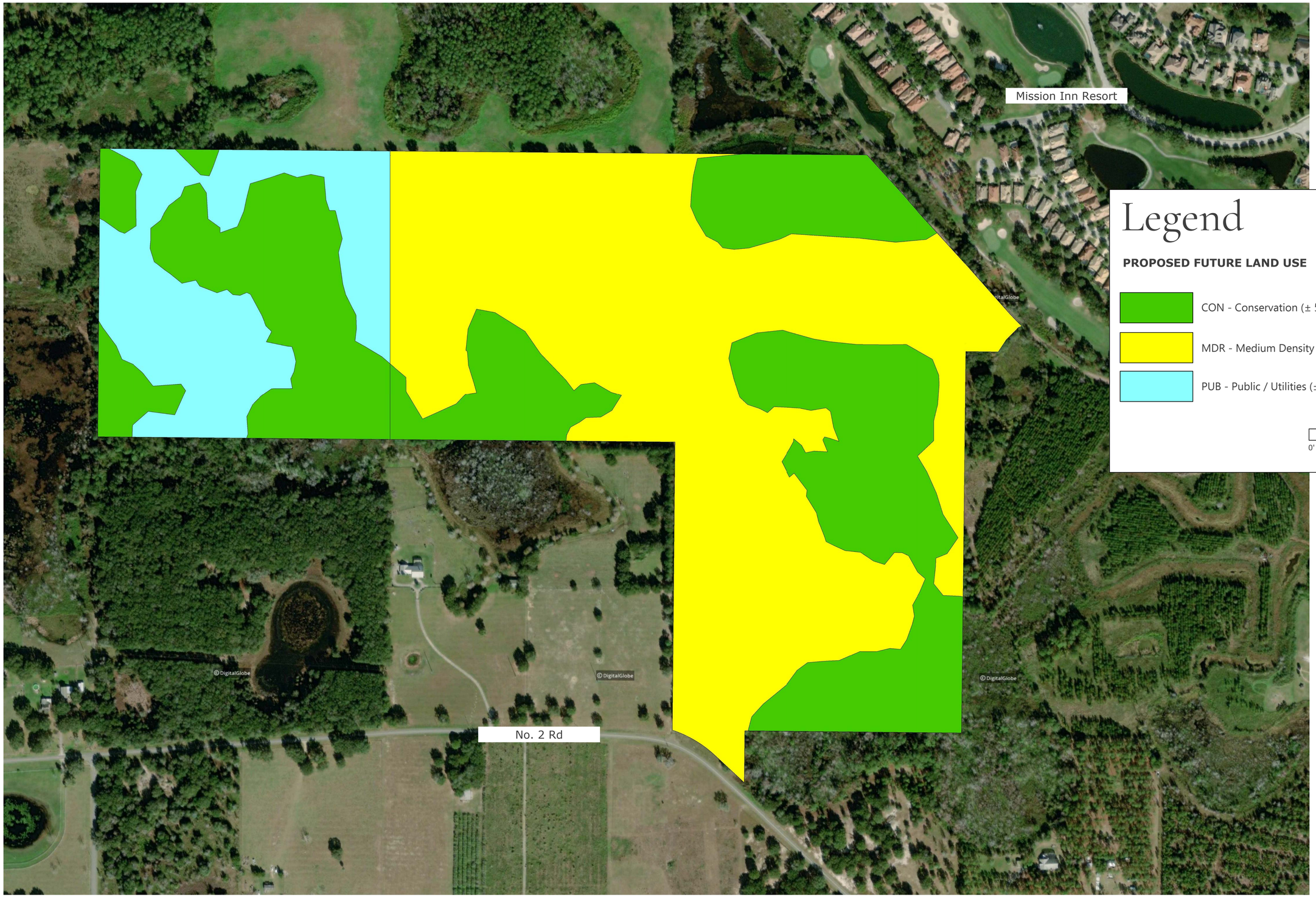
STRINGFELLOW PLANNING & DESIGN

CEDAR CREEK - PROPOSED FUTURE LAND USE



Legend

PROPOSED FUTURE LAND USE

- CON - Conservation (± 59.94 Acres)
- MDR - Medium Density Residential (± 80.38 Acres)
- PUB - Public / Utilities (± 20.66 Acres)

0' 100' 200' 400' 800'

N

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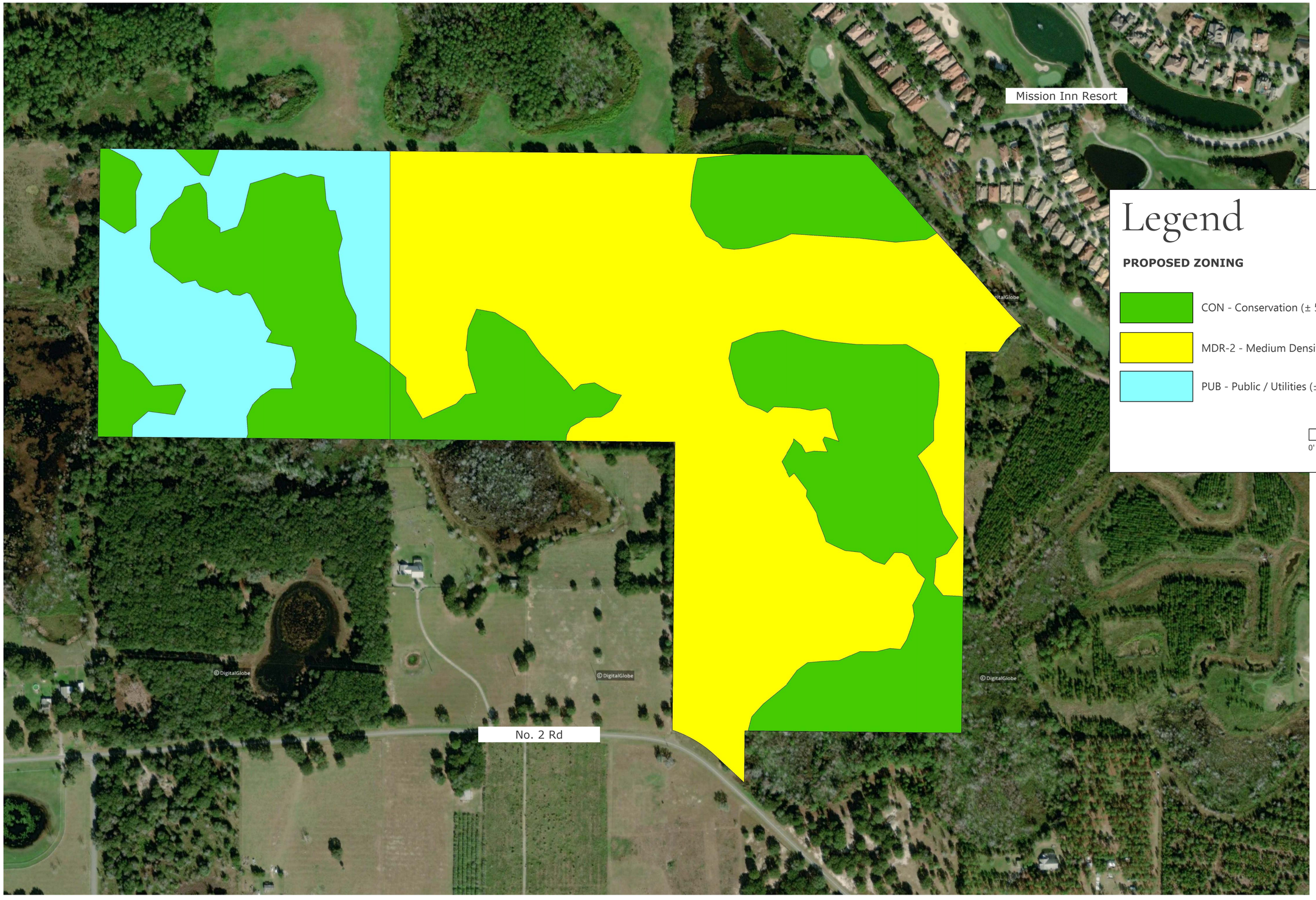
CEDAR CREEK - PROPOSED ZONING



Legend

PROPOSED ZONING

- CON - Conservation (± 59.94 Acres)
- MDR-2 - Medium Density Residential (± 80.38 Acres)
- PUB - Public / Utilities (± 20.66 Acres)

0' 100' 200' 400' 800'

N

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STRINGFELLOW PLANNING & DESIGN

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Govt Public Notices

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This notice is being sent to you by the Clermont Water Systems. Water System IDs # 3354779 and #3350215

8444386 2/13/2023

CITY OF CLERMONT
EVALUATION & APPRAISAL REPORT
ORDINANCE NO. 2023-001

The adoption of the proposed ordinance will be heard by the City Council on Tuesday, February 28, 2023 at 6:30 PM.

ORDINANCE NO. 2023-001
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLERMONT, LAKE COUNTY, FLORIDA, ADOPTING THE EVALUATION AND APPRAISAL REPORT PERTAINING TO THE COMPREHENSIVE PLAN FOR THE CITY OF CLERMONT, FLORIDA, PURSUANT TO THE LOCAL GOVERNMENT COMPREHENSIVE PLANNING ACT, CHAPTER 163, PART II, FLORIDA STATUTES BY ADOPTING THE EVALUATION AND APPRAISAL REPORT; SETTING FORTH THE AUTHORITY FOR ADOPTION OF THE EVALUATION AND APPRAISAL REPORT; SETTING FORTH THE PURPOSE AND INTENT OF THE COMPREHENSIVE PLAN AMENDMENT; ESTABLISHING THE LEGAL STATUS OF THE COMPREHENSIVE PLAN AMENDMENT; PROVIDING FOR CONFLICT, SEVERABILITY, THE ADMINISTRATIVE CORRECTION OF SCRIVENERS ERROR, PUBLICATION AND AN EFFECTIVE DATE.

All meetings will be held in Clermont City Hall, 1st floor Council Chambers, located at 685 West Montrose Street. All interested parties will be given an opportunity to express their views on this matter.
This ordinance is available for public inspection in the Development Services Office, 685 W. Montrose Street, Monday through Friday between the hours of 8:00 AM and 5:00 PM.
Please be advised that, under State law, if you should decide to appeal a decision made with respect to this matter, you will need a record of the proceedings, and may need to ensure that a verbatim record is made. Persons with disabilities who need assistance should contact the City Clerk's office, (352) 241-7330, at least 48 hours prior to the public hearings.

Tracy Ackroyd Howe, MMC
City Clerk
Daily Commercial
February 13, 2023

2/13/23

NOTICE OF PUBLIC HEARING
TOWN OF HOWEY-IN-THE-HILLS, FLORIDA
Ordinance No. 2023-006

AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO LAND USE; PROVIDING FINDINGS OF THE TOWN COUNCIL; AMENDING THE FUTURE LAND

Govt Public Notices

USE MAP DESIGNATION OF THE TOWN'S COMPREHENSIVE PLAN FOR FOUR PARCELS OF LAND TOTALING APPROXIMATELY 160 ACRES AND LOCATED GENERALLY NORTH OF NUMBER TWO ROAD AND EAST OF BLOOMFIELD AVENUE, ALL AS LEGALLY DESCRIBED IN ATTACHMENT A TO THE ORDINANCE, FROM LAKE COUNTY LAND-USE DESIGNATIONS OF "RURAL" AND "RURAL TRANSITION" TO TOWN DESIGNATIONS OF "MEDIUM DENSITY RESIDENTIAL," "PUBLIC / UTILITIES," AND "CONSERVATION;" PROVIDING FOR CONFLICTS, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.
The Planning and Zoning Board for the Town of Howey-in-the-Hills will hold a public hearing for Ordinance 2023-006 on February 23, 2023, at 06:00 P.M. (or as soon thereafter as the matter may be considered). All public hearings will be held in the Town Hall at 101 North Palm Avenue, Howey-in-the-Hills, Florida. No final action regarding the proposed Ordinance will be made at this public hearing. Following the public hearing, the Planning and Zoning Board shall provide a recommendation on the Ordinance to the Town Council. The Town Council will take final action on the requests.
Ordinance 2023-006 is available in the Town Clerks Office. 101 N. Palm Ave., Howey-in-the-Hills, FL 34737 for inspection during normal business hours of Mon-Thurs 8 a.m. – 5 p.m. In compliance with the Americans with Disabilities Act (ADA) anyone who needs a special accommodation for this meeting should contact the Town Clerk at least 48 hours before the meeting.
Persons are advised that if they decide to appeal any decision made at this meeting, they will need a record of the proceeding, and for such purposes, they may need to ensure that a verbatim record of the proceeding is made which includes testimony and evidence upon which the appeal is based per Section 286.0105 of the Florida Statutes.
John Brock, Town Clerk
Town of Howey-in-the-Hills
Publish Date - February 13, 2023

8440095 2/13/2023

NOTICE OF PUBLIC HEARING
TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

Ordinance No. 2023-007

AN ORDINANCE OF THE TOWN OF HOWEY IN THE HILLS, FLORIDA, PERTAINING TO LAND USE; PROVIDING FINDINGS OF THE TOWN COUNCIL; AMENDING THE TOWN'S OFFICIAL ZONING MAP TO REZONE FOUR PARCELS OF LAND TOTALING APPROXIMATELY 160 ACRES AND LOCATED GENERALLY NORTH OF NUMBER TWO ROAD AND EAST OF BLOOMFIELD AVENUE, AS MORE PARTICULARLY DESCRIBED IN ATTACHMENT A TO THE ORDINANCE, FROM LAKE COUNTY "AGRICULTURE" ZONING TO TOWN "MEDIUM DENSITY RESIDENTIAL 2" ZONING; PROVIDING FOR SEVERABILITY, CONFLICTS, CODIFICATION, AND AN EFFEC-

Govt Public Notices

TIVE DATE.
The Planning and Zoning Board for the Town of Howey-in-the-Hills will hold a public hearing for Ordinance 2023-007 on February 23, 2023, at 06:00 P.M. (or as soon thereafter as the matter may be considered). All public hearings will be held in the Town Hall at 101 North Palm Avenue, Howey-in-the-Hills, Florida. No final action regarding the proposed Ordinance will be made at this public hearing. Following the public hearing, the Planning and Zoning Board shall provide a recommendation on the Ordinance to the Town Council. The Town Council will take final action on the requests.
All parties in interest and persons for or against the proposed ordinance shall have an opportunity to be heard at said public hearings. Copies of Ordinance 2023-007 and its related materials are available in the Town Clerks Office. 101 N. Palm Ave., Howey-in-the-Hills, FL 34737 for inspection during normal business hours of Mon-Thurs 8 a.m. – 5 p.m. In compliance with the Americans with Disabilities Act (ADA) anyone who needs a special accommodation for this meeting should contact the Town Clerk at least 48 hours before the meeting.
Persons are advised that if they decide to appeal any decision made at this meeting, they will need a record of the proceeding, and for such purposes, they may need to ensure that a verbatim record of the proceeding is made which includes testimony and evidence upon which the appeal is based per Section 286.0105 of the Florida Statutes.

John Brock, Town Clerk
Town of Howey-in-the-Hills
8439808 Feb. 13, 2023

NOTICE OF PUBLIC HEARINGS
FOR PRELIMINARY
SUBDIVISION PLAN APPROVAL

The Planning and Zoning Board for the Town of Howey-in-the-Hills will hold a public hearing on February 23, 2023 at 6:00 p.m., (or as soon thereafter as the matter may be considered), at Town Hall at 101 North Palm Avenue, Howey-in-the-Hills, Florida 34737.

The Town of Howey-in-the-Hills Planning and Zoning Board will consider an application from Tim Loucks on behalf of Blue Sky Capital Group LLC for a Preliminary Subdivision Plan approval on approximately 160 +- acres. The subdivision would be located on parcels identified with Alternate Keys # 3852069, 1101051, 3887680, and 1036119. The proposed subdivision is located generally North of Number Two Road and East of Bloomfield Avenue.

No final action regarding the proposed application will be made at this public hearing before the Planning and Zoning Board. Following the public hearing, the Planning and Zoning Board shall provide a recommendation on the applications and proposed amendment to the Town Council. The Town Council will take final action on the request.

Copies of the applications and related public records may be viewed at the Town Clerk's Office, 101 North Palm Avenue, Howey-in-

Govt Public Notices

the-Hills, Florida 34737, for inspection during normal business hours of Mon-Thurs 8:00 a.m. - 5:00 p.m. Persons with disabilities needing assistance to participate in this proceeding should contact the Town Clerk at least 48 hours before the meeting. One or more of the subject public hearings may be held remotely and interested parties should contact the Town Clerk for information on participation.

Persons are advised that if they decide to appeal any decision made at this meeting, they will need a record of the proceeding, and for such purposes, they may need to ensure that a verbatim record of the proceeding is made which includes the testimony and evidence upon which the appeal is based, per Section 286.0105 F.S.

John Brock, Town Clerk
Town of Howey-in-the-Hills
Publish Date – February 13, 2023

#8442799 2/13/23

Public Notices

IN THE CIRCUIT COURT OF THE FIFTH JUDICIAL CIRCUIT OF FLORIDA IN AND FOR LAKE COUNTY
GENERAL JURISDICTION DIVISION
CASE NO. 2022-CA-001943
U.S. BANK TRUST NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY, BUT SOLELY AS TRUSTEE OF LSF10 MASTER PARTICIPATION TRUST,
Plaintiff,
vs.
CORI L JENKINS, et al.,
Defendant.

NOTICE OF ACTION
To: UNKNOWN TENANT IN POSSESSION 1
225 INDIANA ST
LEESBURG, FL 34748
UNKNOWN TENANT IN POSSESSION 2
225 INDIANA ST
LEESBURG, FL 34748
LAST KNOWN ADDRESS STATED, CURRENT RESIDENCE UNKNOWN
YOU ARE HEREBY NOTIFIED that an action to foreclose covering the following real and personal property described as follows, to-wit:
BEGINNING 448 FEET SOUTH OF THE SOUTHEAST CORNER OF LOT 3, BLOCK 64, IN THE CITY OF LEESBURG, ACCORDING TO OFFICIAL MAP OF THE SAID CITY, RUN THENCE WEST 152 FEET, THENCE SOUTH 60 FEET, THENCE EAST 152 FEET, THENCE NORTH 60 FEET TO POINT OF BEGINNING. ALSO DESCRIBED AS LOT 9, BLOCK D, JOHN K. MCWILLMAN SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 5, PAGE 34, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.
has been filed against you and you are required to a copy of your written defenses, if any, to it on Nicholas J. Vanhook, McCalla Raymer Leibert Pierce, LLC, 225 East Robinson Street, Suite 155, Orlando, FL 32801 and file the original with the Clerk of the above-styled Court on or before or 30 days

Public Notices

from the first publication, otherwise a Judgment may be entered against you for the relief demanded in the Complaint.
WITNESS my hand and seal of said Court on the 3 day of February, 2023.

Gary J. Cooney
CLERK OF THE CIRCUIT COURT
As Clerk of the Court
BY: /s/; Deputy Clerk

8440680 2/13, 2/20/2023

IN THE CIRCUIT COURT OF THE FIFTH JUDICIAL CIRCUIT OF FLORIDA IN AND FOR LAKE COUNTY
GENERAL JURISDICTION DIVISION
CASE NO. 2022-CA-001943
U.S. BANK TRUST NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY, BUT SOLELY AS TRUSTEE OF LSF10 MASTER PARTICIPATION TRUST,
Plaintiff,
vs.
CORI L JENKINS, et al.,
Defendant.

NOTICE OF ACTION
To: UNKNOWN SPOUSE OF CORI L JENKNS
225 INDIANA ST
LEESBURG, FL 34748
LAST KNOWN ADDRESS STATED, CURRENT RESIDENCE UNKNOWN
YOU ARE HEREBY NOTIFIED that an action to foreclose Mortgage covering the following real and personal property described as follows, to-wit:
BEGINNING 448 FEET SOUTH OF THE SOUTHEAST CORNER OF LOT 3, BLOCK 64, IN THE CITY OF LEESBURG, ACCORDING TO THE OFFICIAL MAP OF THE SAID CITY, RUN THENCE WEST 152 FEET, THENCE SOUTH 60 FEET, THENCE EAST 152 FEET, THENCE NORTH 60 FEET TO THE POINT OF BEGINNING. ALSO DESCRIBED AS LOT 9, BLOCK D, JOHN K. MCWILLMAN SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 5, PAGE 34, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.
has been filed against you and you are required to file a copy of your written defenses, if any, to it on Nicholas J Vanhook, Esq., McCalla Raymer Leibert Pierce, LLC, 225 East Robinson Street, Suite 155, Orlando, FL 32801 and file the original with the Clerk of the above-styled Court on or before or 30 days from the first publication, otherwise a Judgment may be entered against you for the relief demanded in the Complaint.
WITNESS my hand and seal of said Court on the 3 day of February, 2023

Gary J. Cooney
CLERK OF THE CIRCUIT COURT
As Clerk of the Court
BY: /s/ Deputy Clerk

x 2/13, 2/20/2023

IN THE CIRCUIT COURT
OF THE FIFTH JUDICIAL
CIRCUIT IN AND FOR
LAKE COUNTY, FLORIDA
CASE NO. 2020 CP 2181

IN RE: ESTATE OF
MARIA HOLMES,
Deceased

NOTICE OF UNCLAIMED FUNDS
TO: UNKNOWN HEIRS OF MARIA

Public Notices

HOLMES AND ALL OTHERS WHO MAY CLAIM AN INTEREST IN THE ABOVE ESTATE
YOU ARE HEREBY NOTIFIED that you may be an interested person in the Estate of MARIA HOLMES, who died on APRIL 16, 2020 and whose curator is GINETTE M. SINK. An order authorizing a deposit of funds to the registry of the court has been entered by this Court. Funds in the amount of $15,059.25 have been received by the Clerk of Circuit Court for deposit into the registry of the court, to be disposed of as directed by Section 733.816, Florida Statutes. Those funds remaining after any valid claim is ordered by this Court to be paid will be deposited with the Chief Financial Officer of the State of Florida after six months have expired from the first publication of this notice.
Any claims to the above referenced funds should be filed with Gary Cooney, Clerk of Circuit Court, 550 W. Main Street, P.O. Box 7800, Tavares, FL 32778 on or before six months have expired from the first publication of this notice.
Dated at Tavares, Lake County, Clerk, Florida this 8th day of February, 2023.
GARY COONEY
CLERK OF CIRCUIT COURT
By: /s/ Charlene Olsen
Deputy Clerk
8440354 2/13, 3/13/2023

Public Sale

NOTICE OF PUBLIC SALE
The following personal property of DORIS MAXINE HADLEY, if deceased any unknown heirs or assigns, PAUL DUANE HADLEY, if deceased any unknown heirs or assigns, and KIM DUANE HADLEY, will, on February 20, 2023, at 10:00 a.m., at 43 Ohara Street, Lot #43, Leesburg, Lake County, Florida 34788; be sold for cash to satisfy storage fees in accordance with Florida Statutes, Section 715.109:

1973 CHAM MOBILE HOME,
VIN: 0439516856D,
TITLE NO.: 0006057229
and all other personal property located therein

PREPARED BY:
J. Matthew Bobo
Lutz, Bobo & Telfair, P.A.
2 North Tamiami Trail, Suite 500
Sarasota, Florida 34236
8412922 2/6, 2/13/2023

NOTICE OF PUBLIC SALE:
J-D TOWING AND ROADSIDE SERVICE, INC gives notice that on 02/26/2023 at 10:00 AM the following vehicles(s) may be sold by public sale at 1130 E NORTH BLVD to satisfy the lien for the amount owed on each vehicle for any recovery, towing, or storage services charges and administrative fees allowed pursuant to Florida statute 713.78.

1FTEX15H5KKA47537 1989 FORD
NC014004127 1980 HOND
NC014004229 1980 HOND

This notification is published in DAILY COMMERCIAL on 02/13/2023.

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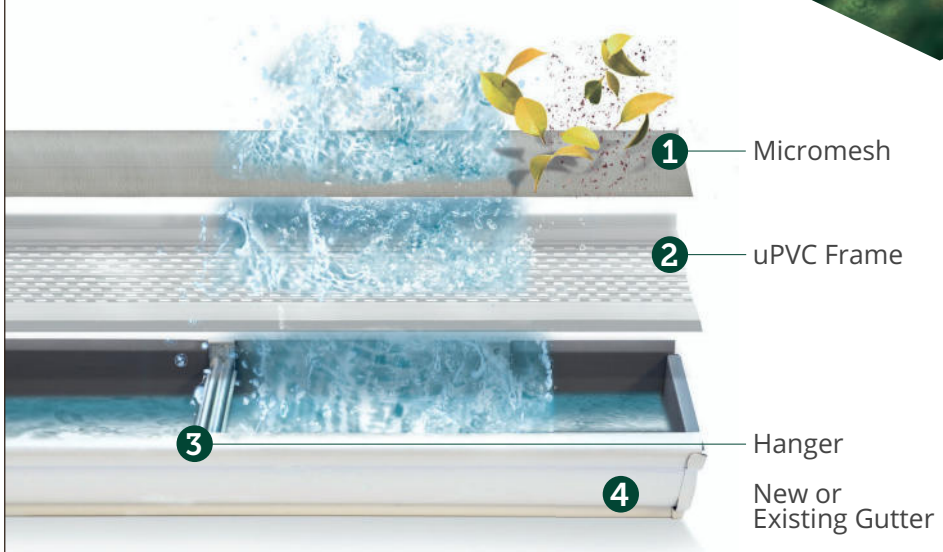

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–Bill & Jan M. ★★★★★

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[2]The leading consumer reporting agency conducted a 16 month outdoor test of gutter guards in 2010 and recognized LeafFilter as the "#1 rated professionally installed gutter guard system in America." *For those who qualify. One coupon per household. No obligation estimate valid for 1 year. **Must present at time of estimate. See Representative for full warranty details. Manufactured in Plainwell, Michigan and processed at LMT Mercer Group in Ohio.
AR #0366920922, CA #1035795, CT #HIC.0649905, FL #CBC056678, IN #RCE-51604, IA #C127230, LA #559544, Suffolk HIC License #H-52229, MI # 2102212986, #262000022, #262000403, #2106212946, MD #MHIC111225, MA #176447, MT #226192, MN #IR731804, NE #50145, NM #408693, NJ #13VH09953900, #H-19114, OR #218294, PA #PA069383, RI #41354, TN #7656, UT #423330, VA #2705169445, WA #LEAFFNW822JZ, WV #WV056912

TMH CONSULTING, INC.
Community Planning Services

TMHConsulting@cfl.rr.com
97 N. Saint Andrews Dr.
Ormond Beach, FL 32174
PH: 386.316.8426

MEMORANDUM

TO: Howey-in-the-Hills Planning Board
CC: J. Brock, Town Clerk
FROM: Thomas Harowski, AICP, Planning Consultant
SUBJECT: Residential and Commercial Design Guidelines
DATE: February 16, 2023

Following the Board's request to review design guidelines for residential development including both single-family and townhouse units, staff has been reviewing design guidelines in use in other jurisdictions to compare with the Town's program. What we found is that the Town's rules cover the same basic areas of regulation that other jurisdictions use. This situation suggests that our discussion should begin by focusing on specifically what outcomes the Town is seeking from its design rules and where the outcomes are falling short in the process.

The code section from Chapter 4 of the land development regulations lists the purpose and intent as follows:

4.06.01 ***Purpose and Intent***

A. Architectural requirements are an integral part of the LDC in order to ensure quality development, create a sense of place and community, and to enhance the physical environment. All architectural plans submitted under this Chapter must be signed and sealed by a licensed architect registered in the State of Florida.
B. These standards are intended to:
   1. Encourage a diversity in housing styles, shapes, and materials in order to create variety in the streetscape,
   2. Encourage richness in design through materials and details,
   3. Maximize the positive impact of development,
   4. Ensure that non-residential building facades are designed to a human scale, for esthetic appeal, pedestrian comfort, and compatibility with adjacent development,
   5. Ensure that larger non-residential buildings are designed to reduce their apparent bulk and volume through design and landscaping,
   6. Encourage sustainable architecture.

The regulations then include standards for residential development generally, single-family homes and non-residential development. The same regulations as set for single-family homes are applied to townhouse units. Since the rules were adopted they have been applied almost exclusively to single-family homes which for the most part have been in the Venezia South and Talichet developments. There have been a relative handful of single-family homes on scattered sites throughout the town that have been reviewed as well. There have been no non-residential projects that have undergone a full design review since the rules were adopted, and the only townhouse project has been the Venezia Townhouse development.

Thus there is some experience in evaluating the design output for single-family units but little else with other types of structures. The Venezia Townhouse project, while having an approved design, has yet to be constructed to allow an effective review of the output. The only commercial project that has gotten to the serious discussion point is the commercial component of the Lake Hills PUD, and the PUD agreement includes specific design standards that will be applied within the project. For the most part, single-family reviews to date have resulted in reasonably well articulated front facades and minimally articulated side and rear facades. Until recently the various iterations of the planning board have been satisfied with this outcome.

The full set of design guidelines is laid out in Section 4.06 of the land development code. An excerpt of the code has been added to the agenda packet for review, and a copy of a single-family residential review checklist has been provided to offer a short-hand list of requirements for single-family units. This checklist includes the landscaping guidelines as well as structural components as landscaping adds to the overall design impact.

Discussion questions:

What does the Board consider the purpose of the design regulations for single-family and other types of structures?

How do the current regulations contribute or fail to contribute to the desired outcome?

Should there be a balance between the components of design required by rule and the freedom of the house designer in creating individual designs? (Note: This is in part why the rule sets a standard for a minimum number of design elements while allowing the designer to select from a broad range of options in meeting the requirement.)

Should the Town direct new development to a range of specific architectural styles? (Common styles used in Florida are Spanish Mission, Mediterranean, Italianate, Colonial, Neoclassical, Greek Revival, Craftsman, Florida Vernacular)

SECTION 4.06.00 ARCHITECTURAL REQUIREMENTS

4.06.00 ARCHITECTURAL PLAN REQUIREMENTS

4.06.01 Purpose and Intent

A. Architectural requirements are an integral part of the LDC in order to ensure quality development, create a sense of place and community, and to enhance the physical environment. All architectural plans submitted under this Chapter must be signed and sealed by a licensed architect registered in the State of Florida.

B. These standards are intended to:
   1. Encourage a diversity in housing styles, shapes, and materials in order to create variety in the streetscape,
   2. Encourage richness in design through materials and details,
   3. Maximize the positive impact of development,
   4. Ensure that non-residential building facades are designed to a human scale, for esthetic appeal, pedestrian comfort, and compatibility with adjacent development,
   5. Ensure that larger non-residential buildings are designed to reduce their apparent bulk and volume through design and landscaping,
   6. Encourage sustainable architecture.

4.06.02 Residential Developments

In order to promote architectural character, the Town shall require new housing developments to offer a variety of architectural styles and elevations. These regulations promote both diversity in the exterior elevations of neighboring homes, as well as individual character in the design of each residence.

A. For new single-family residential developments or infill single family development with six (6) or more adjacent lots:
   1. The same house model may not be used more than three times within a single block face. For purposes of this requirement, a different house model is a different floor plan, not the same floor plan flipped in a different direction and not the same floor plan with a different exterior treatment. When less than ten (10%) percent of the lots in a subdivision remain to be developed, the Planning Board may approve a home design to be used more than three times within a single block face. This option is intended to provide some flexibility in finishing the subdivision development while maintaining diversity in building design.
   2. Front porches shall be a required component on at least one quarter of the house models offered in a development. These porches shall be at least 6 feet deep and 10 feet wide.
      a. Front porches may encroach into the front setback up to five (5) feet in Single Family Residential and Medium Density Residential developments.
      b. Front porches may be screened, provided that the screen is located behind the railings.

3. Recessed garages or side entry garages shall be a required component on at least one quarter of the house models offered in a development. To be considered recessed, the garage shall be set back a minimum of ten (10) feet from the main building face, or five (5) feet if the house has a front porch.

B. For all new residential development
1. Residential building walls shall be wood clapboard, wood shingle, wood drop siding, Hardie board siding, brick, stone, stucco, approved vinyl siding, or similar material.
2. Residential roofs shall be wood, synthetic, or fiberglass shingles, solar shingles, tile or metal. Eaves are an important component of the roof design; they not only provide architectural character, but they help to protect building walls and reduce cooling costs.
3. Fencing or decorative walls in residential front yards shall be a maximum of three (3) feet tall. Fencing in side and rear yards shall be a maximum of six (6) feet tall. Fences shall be wood, vinyl, wrought iron, or aluminum that is designed to resemble wrought iron. The architectural style and color of walls shall match the primary dwelling unit. Fences shall be erected so that the finished side is towards adjacent lots or the public right-of-way. Chain link fencing is permitted along the sides and rear lot lines of residential lots that back up to either a lake or wetland. Residential development in Agricultural and Rural Estates zoning districts may also propose special purpose fencing in conjunction with farm animals and horses.
4. Perimeter fences or walls are permitted around a residential development up to a maximum of six (6) feet, provided that the fence and/or wall has architectural features compatible with the neighborhood. Fences and walls shall also include details such as banding, capping, columns (which may be up to 8 feet tall), and other elements to add interest. To enhance design, perimeter fences and walls are required to incorporate landscaping with breaks in the fence or wall (or change in direction). Perimeter fences shall be wrought iron, or aluminum that is designed to resemble wrought iron. Perimeter walls shall be faced with stucco, brick, or stone or a combination of those materials.

4.06.03 Single Family Residential Development Architectural Plans

At the time of Final Plan submittal (or at building permit for infill development), the applicant shall submit a complete set of the residential design plans. This shall include the front, side, and rear elevations for each model that will be constructed within the development. The building elevations shall include the following:

A. Roof plan: Residential homes shall have variations in roof lines and use dormers, wide eaves, and other architectural elements to add interest and sustainability.
B. Wall materials and color options: See Section 4.06.02(B)(1) above for material options. Walls cannot be all one material and/or all one color. Primary facades shall have one base color and a minimum of one complementary accent color. A complementary wall material may be used to meet the second color requirement.

C. Exterior architectural details: Each home shall incorporate architectural details to add interest to all sides of the building. Primary facades shall incorporate a minimum of four (4) architectural details and secondary facades shall incorporate a minimum of two (2) architectural details. These include, but are not limited to:
   1. Windows
   2. Shutters
   3. Porches
   4. Decorative elements
   5. Doors
   6. Columns
   7. Window boxes
   8. Porticos
   9. Cupolas
   10. Chimneys
   11. Enhanced landscape treatment which provides for one additional planting area with a minimum size of 400 square feet
   12. Other elements approved by the Town

4.06.04 Other Residential Development

Townhome development shall follow the same architectural standards as single-family development, except for Section 4.06.02 above.

4.06.05 Non-Residential Development

A. For non-residential buildings, the scale and design should be compatible with surrounding development and the Town's overall character. Non-residential building walls shall be finished with wood clapboard, wood shingle, wood drop siding, Hardie board siding, brick, stone, stucco, approved vinyl siding, or similar material. Exposed concrete block or metal finishes shall not be permitted except when determined to be an integral feature of a recognized architectural style.

B. Non-residential roofs shall be wood, synthetic, or fiberglass shingles or tile. Metal roofs may be permitted if determined to be an integral feature of a recognized architectural style. Flat roofing is permitted, as long as the rooftop is not visible from the right of way. False facades may be used as long as the treatment is used for all sides of the building.

4.06.06 Non-Residential Development Architectural Plans

A. At the time of Final Plan submittal, the applicant shall submit a complete set of the building design plans. This shall include the front, side, and rear elevations. The plans shall include the roof design and show all pertinent details (windows, shutters, porches, decorative finishes, doors, colors, materials). The plans shall be drawn to scale, and dimensions shall be clearly delineated. All elevations must be signed and sealed by a licensed architect registered in the State of Florida.

B. Architectural plans shall also include screening details for service areas and mechanical equipment as well as site furnishings, lighting fixtures, and any

other information necessary to ensure consistency with the intent of this section.

C. Architectural plans are required for any new non-residential developments, and additions or alterations to previously approved non-residential developments. Alterations may include, but are not limited to, changes in color, material, roof finishes, awnings, and other exterior features.

D. Non-Residential Architectural Plans should also ensure the following:

1. Facades should be designed to reduce the scale and uniform appearance of the building and provide visual interest. Each façade shall incorporate one massing technique and one articulation technique from the following list or other technique proposed by the project architect and approved by the Town Council. For every fifty (50) feet of wall that exceeds fifty (50) feet in length one additional massing technique and one additional articulation technique shall be applied to the entire wall length.

Massing Techniques	Articulation Techniques
Building wall offsets	Base course or plinth course
Colonnades	Windows
Cupolas	Facia
Towers	Cornice
Pavilions	Piers
Arcades	Arches
Building recesses and projections	Bays
Clock or bell towers	Brackets
Variations in roof lines	Balconies
Verandas	Portals
Overhangs	Wings
	Porches
	Stoops
	String courses
	Lintels
	Bay windows and oriels
	Show cases
	Transoms

2. Fences that are visible from the public right-of-way shall not be chain link unless the land use requires security fencing.
3. Variations in roof lines should be used to add building interest consistent with the designated building style. Roof mounted equipment is also required to be shielded from view. Flat roofing is encouraged if the roof can

be utilized (i.e., rooftop terrace), especially where such use can take advantage of views (i.e., for residential units above non-residential uses).

4. Large storefront windows are encouraged in retail areas as pedestrian-friendly components. At least 50 percent of the first floor of all buildings with a retail component shall be comprised of storefront windows, unless a waiver is specifically granted by the Town Council.
5. Non-residential buildings shall be painted with earth tone or pastel colors consistent with the designated building styles. Fluorescent and visually overwhelming colors which call undo attention to the property shall not be permitted. The fact that certain colors are “corporate” shall not be grounds for waiver from this provision. Where color schemes are used on non-residential buildings that commonly identify the business on site, those areas shall be considered signage and shall be included in the calculation of sign area.
6. Awnings, arcades, colonnades, arbors, trellises, and other similar architectural components should be a component of non-residential building design to add interest to the physical character of the area as well as afford a way for pedestrians to get out of the weather.
7. The main building entrance shall face the public right-of-way unless it is determined during the site plan approval process that such configuration is not practical. When parking is located on the side or rear of the building, the placement of a suitably large building entrance facing the parking area is permitted, but it shall not displace the main building entrance. Main building entrances shall be articulated in a manner consistent with the architectural style of the building.

TOWN OF HOWEY-IN-THE-HILLS
SINGLE-FAMILY RESIDENCE
DESIGN APPROVAL REVIEW PROCESS

APPLICATION

SUBMITTAL CAN BE CONCURRENT WITH BUILDING PERMIT APPLICATION. PLANS NEED TO SHOW EXTERIOR FAÇADE DESIGN, PLACEMENT OF BUILDING ON LOT BY SURVEY, PROPOSED MATERIALS, AND LANDSCAPE PLAN

STAFF REVIEW

STAFF REVIEW ANALYZES REQUEST COMPARED TO DESIGN CRITERIA. REPORT IS PREPARED FOR PLANNING BOARD

PLANNING BOARD REVIEW

PLANNING BOARD REVIEWS DESIGN FOR COMPLIANCE WITH STANDARDS. FOR PRODUCTION BUILDERS WITH ESTABLISHED MODELS, PLANNING BOARD MAY APPROVE MODELS RATHER THAN EACH HOUOSE INDIVIDUALLY

BUILDING OFFICIAL ISSUES CONSTRUCTION PERMIT

DESIGN APPROVAL IS ONE INPUT TO BUILDING OFFICIAL REVIEW. LANDSCAPING PLAN MAY BE APPROVED PRIOR TO CERTIFICATE OF OCCUPANCY.

TOWN OF HOWEY- IN-THE- HILLS, FLORIDA

SINGLE-FAMILY RESIDENCE
APPLICATION CHECKLIST

PROPERTY ADDRESS: _____

Please complete the checklist items for the following lot requirements, dimensional requirements, design standards and landscape requirements identifying how the proposed construction plans comply with the regulations in the Land Development Code. The proposed design elements must comply with the minimum requirements established by the Land Development Code in order to issue the construction permit. A copy of this checklist should be submitted with the application for permit. If the proposed project cannot meet all of the requirements as presented on this checklist, please contact staff so that we can discuss potential solutions.

LOT REQUIREMENTS						
ZONE	**AG**	**RE**	**SFR**	**MDR-1**	**MDR-2**	**PROPOSED**
LOT SIZE	2 AC.	2 AC.	.5 AC	15,000 SF	9,000 SF	
LOT WIDTH	150 FT.	150 FT.	100 FT.	100 FT.	75 FT.	
LOT DEPTH	200 FT.	200 FT.	150 FT.	120 FT.	120 FT.	

Please circle the zoning for the proposed development parcel and enter the data for the lot in the PROPOSED column. Please include a survey done within the last two years as part of the plan submittal.

DIMENSIONAL REQUIREMENTS						
ZONE	**AG**	**RE**	**SFR**	**MDR-1**	**MDR-2**	**PROPOSED**
SETBACKS						
FRONT	50 FT.	50 FT.	35 FT.	35 FT.	25 FT.	
STREET SIDE	50 FT.	50 FT.	35 FT.	12.5 FT.	12.5 FT.	
SIDE	25 FT.	25 FT.	20 FT.	12.5 FT.	12.5 FT.	
REAR	50 FT.	50 FT.	30 FT.	25 FT.	25 FT.	
IMPERVIOUS AREA	NA	NA	NA	50%	50%	
BUILDING HEIGHT	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	
BUILDING FLOOR AREA	1,500 SF	1,500 SF	1,800 SF	2,000 SF	1,200 SF	
GASRAGE AREA	400 SF	400 SF	400 SF	400 SF	400 SF	

Please circle the zoning for the proposed development parcel and enter the data for the lot in the PROPOSED column. Show setback dimensions on layout plan.

BUILDING DESIGN REQUIREMENTS

The Howey-in-the-Hills Land Development Code includes some basic building design requirements in order to promote architectural interest in the building constructed in the Town and to provide diversity in housing styles. The details for the design requirements are located in Sections 4.06.02 and 4.06.03 of the Land Development Code. Answering the following questions will assist staff in reviewing the proposed home design for compliance with the building design standards. Please complete the required information and indicate the page of the plan set where the information can be found.

BUILDING DESIGN REQUIREMENTS		PAGE
Proposed exterior wall material(s)		
Proposed roof material		
Is an eave proposed?		
Is there variation in the roof lines?		
Does the exterior have multiple colors or wall materials?		

In addition to the building design requirements listed in the table above, the Land Development Code requires the incorporation of architectural details to add interest to all sides of the residence. The code provides suggested details that can be employed to meet this requirement, but other elements may be proposed for consideration by the Town. Please indicate on the following table which architectural elements are applied to each wall of the proposed dwelling. Make sure that these elements are clearly identified on the plans by specific graphic representation or by a specific call out on the plans.

ARCHITECTURAL DESIGN ELEMENTS				
DESIGN ELEMENT	FRONT	STREET SIDE	SIDE	REAR
WINDOWS				
SHUTTERS				
PORCHES				
DECORATIVE ELEMENTS				
DOORS				
COLUMNS				
WINDOW BOXES				
PORTICOS				
CUPOLAS				
CHIMNEYS				
OTHER				

Please place a check in the appropriate box to indicate the presence of this element on the indicated wall of the building.

RESIDENTIAL LOT LANDSCAPING REQUIREMENTS

Single-family homes in the Town have minimum landscape requirements that must be met on the lot. The requirements are set out in Section 708 Landscaping Individual Residences. Section 7.10 Approved Tree and Plant List should also be consulted when preparing a landscape design. A landscape plan and irrigation plan is required as part of the permit application. The following questions are provided to assist in the preparation of a landscape design that meets the code requirements.

RESIDENTIAL LOT LANDSCAPE STANDARDS			
LANDSCAPE	**REQUIREMENT**	**YES**	**NO**
CANOPY TREES	Does the plan provide at least three (3) canopy trees?		
	Does one of the trees have a caliper of at least four (4) inches?		
	Do the other two trees have a caliper of at least two and one-half (2.5) inches?		
	Is one of the trees planted in the front yard between five (5) and eight (8) feet from the front property line?		
	On a corner lot is at least one canopy tree planted between five (5) and eight (8) feet from the property line on each street frontage?		
UNDERSTORY TREES	Does the plan provide at least two (2) understory trees?		
FOUNDATION PLANTINGS	Does the plan provide foundation plantings along the outline of the house except where doors and patios are located?		
GRASSED AREA	Is fifty percent (50%) or less of the landscaped area devoted to sod?		
OTHER LANDSCAPED AREA	Does the plan provide at least two areas with a minimum square footage of 400 square feet devoted to non-turf plantings in addition to the foundation plantings?		
PLANT MATERIALS	Is at least fifty percent (50%) of the landscaped area of the lot drought tolerant or “Florida Friendly” plants?		

Landscaping Notes:

1. Lots one-half acre or larger have additional planting requirements that must be considered in the proposed landscape design.
2. Existing trees and shrubs, including, preserved natural areas may be credited toward the landscape requirements when preserved as part of the final design.
3. Plantings must conform to the minimum specifications of Section 7.09.01.