

#### **Town Council Meeting**

April 10, 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/81202932215?pwd=ZmltdDJ4dHV2bVBDcU45ZklGaUZQUT09 Meeting ID: 812 0293 2215 | Passcode: 480449

#### **AGENDA**

Call the Town Council Meeting to order Pledge of Allegiance to the Flag Invocation by Councilor Reneé Lannamañ

#### **ROLL CALL**

Acknowledgement of Quorum

#### AGENDA APPROVAL/REVIEW

#### **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. The approval of the minutes and ratification and confirmation of all Town Council actions at the March 27, 2023 Town Council Meeting.

#### **PUBLIC HEARING**

2. Consideration and Recommendation: (First Reading / Transmittal Hearing) Ordinance 2023-006 - Comp. Plan FLU Amend. Cedar Creek

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.

- Mayor MacFarlane will read the Ordinance title
- Town Planner will explain Ordinance 2023-006
- Mayor MacFarlane will open Public Comment for this item only.
- Mayor MacFarlane will close Public Comment.
- Mayor MacFarlane will ask for a Motion on Ordinance 2023-006
- Council Discussion
- Roll Call Vote

#### **OLD BUSINESS**

#### **NEW BUSINESS**

3. Consideration and Recommendation: (First Reading) Ordinance 2023-007 - Rezoning for Cedar Creek proposed development

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.

- Mayor MacFarlane will read the Ordinance title
- Town Planner will explain Ordinance 2023-007
- Mayor MacFarlane will open Public Comment for this item only.
- Mayor MacFarlane will close Public Comment.
- Mayor MacFarlane will ask for a Motion on Ordinance 2023-007
- Council Discussion
- Roll Call Vote
- **4.** Consideration and Approval: (First Reading) **Ordinance 2023-008 Cedar Creek Annexation Ordinance**

AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO TOWN BOUNDARIES; ANNEXING INTO THE TOWN PURSUANT TO (i) CHAPTER 171, FLORIDA STATUTES, AND (ii) THE 2013 INTERLOCAL SERVICE BOUNDARY THE TOWN, LAKE COUNTY, AND CERTAIN OTHER AGREEMENT AMONG FOUR PARCELS MUNICIPALITIES. AS AMENDED, OF LAND TOTALING APPROXIMATELY 160 ACRES LOCATED GENERALLY NORTH OF NUMBER TWO ROAD AND EAST OF BLOOMFIELD AVENUE; PROVIDING FOR RECORDING AND FOR NOTICE TO THE BOARD OF COUNTY COMMISSIONERS OF LAKE COUNTY; PROVIDING EFFECTIVE DATES AND A POTENTIAL SUNSET DATE.

- Mayor MacFarlane will read the Ordinance title
- Town Attorney will explain Ordinance 2023-008.
- Mayor MacFarlane will open Public Comment for this item only.
- Mayor MacFarlane will close Public Comment.
- Mayor MacFarlane will ask for a Motion on Ordinance 2023-008.
- Council Discussion
- Roll Call Vote

#### 5. Discussion: Mid-Year Budget Review Workshop Date Selection

#### **DEPARTMENT REPORTS**

- **6.** Town Hall
- 7. Police Department
- **8.** Code Enforcement
- 9. Public Works
- 10. Library
- 11. Parks & Recreation Advisory Board / Special Events
- **12.** Town Attorney
- 13. Finance Supervisor
- 14. Town Manager

#### **COUNCIL MEMBER REPORTS**

- 15. Mayor Pro Tem Gallelli
- **16.** Councilor Lehning
- 17. Councilor Miles
- 18. Councilor Lannamañ
- 19. Mayor MacFarlane

#### **PUBLIC COMMENTS**

Any person wishing to address the Mayor and Town Council 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.

**Howey Town Hall** is inviting you to a scheduled Zoom meeting.

**Topic: Town Council Meeting** 

Time: Apr 10, 2023 06:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

https://us06web.zoom.us/j/81202932215?pwd=ZmltdDJ4dHV2bVBDcU45ZklGaUZQUT09

Meeting ID: 812 0293 2215

Passcode: 480449 Dial by your location

+1 646 558 8656 US (New York) +1 346 248 7799 US (Houston) Meeting ID: 812 0293 2215

Passcode: 480449

Find your local number: <a href="https://us06web.zoom.us/u/kb219Ioyy">https://us06web.zoom.us/u/kb219Ioyy</a>

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.



#### **Town Council Meeting**

March 27, 2023 at 6:00 PM Howey-in the-Hills Town Hall 101 N. Palm Ave., Howey-in-the-Hills, FL 34737

#### **MINUTES**

Mayor MacFarlane called the Town Council Meeting to order at 6:00 p.m. Mayor MacFarlane led the attendees in the Pledge of Allegiance to the Flag. Councilor Reneé Lannamañ delivered an invocation.

#### **ROLL CALL**

Acknowledgement of Quorum

#### **MEMBERS PRESENT:**

Councilor Reneé Lannamañ | Councilor David Miles | Councilor George Lehning | Mayor Pro Tem Marie V Gallelli | Mayor Martha MacFarlane

#### **STAFF PRESENT:**

Sean O'Keefe, Town Administrator | John Brock, Town Clerk | Tom Wilkes, Town Attorney | Tom Harowski, Town Planner (via Zoom)

#### AGENDA APPROVAL/REVIEW

Motion made by Councilor Lannamañ to move item #7 (Consideration and Approval: Library Board Member Selection (3 Seats Open)) and have it considered before the Consent Agenda; seconded by Mayor Pro Tem Gallelli. Motion passed unanimously by voice vote.

#### **Voting**

**Yea**: Councilor Lannamañ, Councilor Miles, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane **Nay**: None

**NEW BUSINESS** (Item #7 moved to be considered prior to the Consent Agenda)

7. Consideration and Approval: **Library Board Member Selection** (3 Seats Open)

Mayor MacFarlane introduced this item.

Mayor MacFarlane opened Public Comment for this item only. Seeing no public comment, Mayor MacFarlane closed Public Comment for this item.

Motion made by Councilor Miles to reappoint Jim Steele, Beth Flack and Tahsia O'Keefe to the Town's Library Board; seconded by Councilor Lannamañ. Motion approved unanimously by voice vote.

#### Voting

Yea: Councilor Lannamañ, Councilor Miles, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor

MacFarlane **Nay**: None

#### **CONSENT AGENDA**

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Councilor Lannamañ requested to pull item #3 (Resolution 2023-001) for discussion.

- 1. The approval of the minutes and ratification and confirmation of all Town Council actions at the March 13, 2023 Town Council Meeting.
- 2. Consideration and Approval: **Planning and Zoning Board Annual Selection of Officers**Confirmation

Motion made by Councilor Miles to approve items #1 and #2 of the Consent Agenda; seconded by Councilor Lannamañ. Motion approved unanimously by voice vote.

#### Voting

**Yea**: Councilor Lannamañ, Councilor Miles, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane **Nay**: None

3. Consideration Approval: Resolution 2023-001 Amendment to the Town's Purchasing Policy

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA; AMENDING THE TOWN OF HOWEY-IN-THE-HILLS' PURCHASING POLICY, CLARIFYING COOPERATIVE PURCHASES; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

Mayor MacFarlane asked Town Manager, Sean O'Keefe, to introduce and explain this item. Mr. O'Keefe explained that the resolution would change the Town Purchasing Policy to allow the Town to "piggyback", which is sometimes called Cooperative Purchasing, on other governmental entities' bids and contracts. Town Attorney, Tom Wilkes, agreed with Mr. O'Keefe and stated that piggybacking can be a very efficient way to get market pricing in a quick manner.

Mayor MacFarlane opened Public Comment for this item only.

Wendy Zermeno, 25896 Bloomfield Ave., Howey-in-the-Hills (unincorporated Lake County) – Mrs. Zermeno questioned if there was a specific item the Town was attempting to purchase that sparked the idea for approving the ability to "piggyback" on other contracts.

Mayor MacFarlane closed Public Comment for this item.

Councilor Lehning stated that he did not want the Town to utilize "piggybacking" on all contracts, and that it was appropriate to bid out some contracts.

Motion made by Councilor Miles to approve Resolution 2023-001; seconded by Councilor Lannamañ. Motion approved unanimously by roll-call vote.

#### **Voting**

Yea: Councilor Lannamañ, Councilor Miles, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane
Nay: None

#### **PUBLIC HEARING**

None

#### **OLD BUSINESS**

4. Consideration and Approval: Creating a Resident seat on the Development Review Committee (DRC)

Mayor MacFarlane asked Mayor Pro Tem Gallelli to introduce and explain this item. Mayor Pro Tem Gallelli explained that she had spoken to a group of residents that stated they wanted a resident member on the DRC.

Councilor Miles suggested that it would be better to make an amendment to the Land Development Code that codified that all meetings of the DRC would be open to the public to attend and that the public would be able to comment before each item at the DRC meetings. Councilor Miles stated that this would guarantee that multiple people would have voice during the meeting.

Mayor MacFarlane emphasized that all documentation on proposed development that goes before the DRC is included in each meeting's packet. Mayor MacFarlane was concerned that she did not want to slow down the DRC to educate a resident member.

Councilor Lannamañ stated that she thought it was better for the committee to all subject matter experts and for the public to have a right to attend and comment, rather than a member of the public being appointed to the committee.

Councilor Lannamañ made a motion that would keep the DRC membership as it was. There was no second for this motion.

Mayor MacFarlane opened Public Comment for this item only.

**Tim Everline, 1012 N Lakeshore Blvd.** – Mr. Everline stated that the DRC does give time for public comment, and he felt like he was listened to.

**Paul Hoar, 503 E Mission Ln.** – Mr. Hoar had questions about if any of the current staff that was on the DRC was also a resident.

Brittany Lerch, 25926 Bloomfield Ave., Howey-in-the-Hills (unincorporated Lake County) – Mrs. Lerch wants to have the meetings recorded.

Mayor MacFarlane closed Public Comment for this item.

Motion made by Councilor Miles to have the Town Attorney prepare an Ordinance that would create subsection 09.03.04 (D) of the Land Development Code that would make all DRC meetings open to the public and allow the public to comment before each item that comes before the DRC; seconded by Councilor Lehning. Motion approved by roll-call vote.

#### **Voting**

Yea: Councilor Lannamañ, Councilor Miles, Councilor Lehning, Mayor MacFarlane

Nay: Mayor Pro Tem Gallelli

#### Consideration and Approval: Citrus Ave Reconstruction Project FY 2024

Mayor MacFarlane asked Town Manager, Sean O'Keefe, to introduce and explain this item. Mr. O'Keefe stated that, in the prior Town Council meeting, an 18-foot width had been proposed as the standard base width for roads that were being repaired or resurfaced in the Town.

Councilor Miles stated that, during the last meeting, the Public Works Director had stated that Citrus Ave. was the second worst road in town and was also a collector road. Councilor Miles also stated that Howey Mansion is located on this road and brings in a lot of traffic. Councilor Miles stated that any reconstruction project of Citrus Ave. should also include fixing the intersection of Citrus Ave. and Camelia Way and moving Citrus Ave. to its proper place, as it was currently located on some residents' properties. This project would require detailed survey work as well as title research to delineate the proper right-of-way.

Councilor Miles stated that he believed that this project should start now so that the construction could be completed during Fiscal Year 2024. Councilor Miles also stated that Citrus Ave. should be 24 feet wide, have a curb and gutter, stormwater piping, and a sidewalk on one side of the road. Councilor Miles also stated that his calculations show that the cost of the project should be approximately \$285,030.

Mr. O'Keefe stated that the Public Works Director has already started reviewing this project and that all of Citrus Ave. will need to be surveyed.

Councilor Lehning stated that having Citrus Ave. surveyed is the appropriate first step, then designing the road in the right place, and the Town may have to buy some right-of-way from residents.

Mayor MacFarlane stated that she would like to see the survey completed this fiscal year.

Councilor Miles stated that he believed that the Town Council should make a decision during the meeting to ensure the project gets completed in a timely manner.

Mayor Pro Tem Gallelli stated that she agreed with Councilor Lehning and added that she thought the width of Citrus Ave. should be 20 feet and the road should have a sidewalk on it.

Councilor Lehning stated that he wanted engineers to work on the project after a survey before the Town Council made a decision on the project.

Mayor MacFarlane stated that she thought the Town Manager should update the Town Council during each upcoming meeting on the status of this project.

Councilor Lannamañ stated that she wanted a survey and engineering work done before the Town Council makes a decision on the project, as she does not want the Town to overspend on the project.

Councilor Miles stated that he would like to see the survey work, title work, and design work on this project completed prior to the end of June.

Mayor MacFarlane opened Public Comment for this item only.

**Fran Wagler, 409 W Central Ave.** – Mrs. Wagler stated that the wider Citrus Ave. is, the better, and that it would be better for the Howey Mansion's business if the road project were completed during the summer months, rather than the fall months.

**Tim Everline, 1012 N. Lakeshore Blvd.** – Mr. Everline thinks that a survey of the Citrus Ave. area should be done immediately.

Mayor MacFarlane closed Public Comment for this item.

#### **NEW BUSINESS**

6. Consideration and Approval: Water Conservation Proclamation

Mayor MacFarlane stated that it was component of the Town's Consumptive Use Permit (CUP) to educate the public about water conservation. Mayor MacFarlane then read out loud the Water Conservation Proclamation.

Mayor MacFarlane opened Public Comment for this item only. Seeing no public comment, Mayor MacFarlane closed the Public Comment.

Motion made by Councilor Miles to approve the Water Conservation Proclamation; seconded by Councilor Lannamañ. Motion approved unanimously by voice vote.

#### Voting

**Yea**: Councilor Lannamañ, Councilor Miles, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor MacFarlane **Nay**: None

8. Consideration and Approval: **PAQCO Inc. On-Call Paving Contract** (Piggybacking on Lake County Contract #19-0921)

Mayor MacFarlane asked Town Manager, Sean O'Keefe, to introduce and explain this item. Mr. O'Keefe explained that PAQCO Inc. was a very reputable paving vendor in Lake County and that it was the staff's recommendation to approve this contract.

Mayor Pro Tem Gallelli asked how the Town could choose which of the Town's paving vendor to use.

Councilor Lehning wants to see the total cost of the N. Dixie Dr. project prior to deciding which vendor the Town would use and wants to know the cost of the Town Engineer services.

Mayor MacFarlane opened Public Comment for this item only. Seeing no public comment, Mayor MacFarlane closed the Public Comment.

Motion made by Mayor MacFarlane made a motion to approve; seconded by Councilor Lannamañ. Motion approved unanimously by voice vote.

#### Voting

Yea: Councilor Lannamañ, Councilor Miles, Councilor Lehning, Mayor Pro Tem Gallelli, Mayor

MacFarlane **Nay**: None

#### **DEPARTMENT REPORTS**

#### 9. Town Manager

Sean O'Keefe, Town Manager, announced that there would be a Special Magistrate Hearing on April 27, 2023, at 9:00 am. Mr. O'Keefe also announced the schedule for Events Committee meetings and that he would be meeting with the Lake County Fire Department about their potential acquisition of 2 acres of land off Number Two Rd. for a new fire station.

#### **COUNCIL MEMBER REPORTS**

#### 10. Mayor Pro Tem Gallelli

Mayor Pro Tem Gallelli had nothing to report.

#### 11. Councilor Lehning

Councilor Lehning had questions about the proposed fire station.

#### 12. Councilor Miles

Councilor Miles stated that he had been reviewing the Town's finance reports and had noticed that the Town had received more tax money from LP gas companies than natural gas (TECO) and that this might be an error. Councilor Miles had questions about whether the Town was getting the appropriate amount of taxes due to the Town's zip code (34737) being shared with the City of Groveland. Councilor Miles would like the Town's Finance Supervisor to review the Town's public services taxes, insurance taxes, and utility taxes and other tax collections.

#### 13. Councilor Lannamañ

Councilor Lannamañ had nothing to report.

#### 14. Mayor MacFarlane

Mayor MacFarlane had questions about the Town's audit. Mayor MacFarlane also asked about the status of the water drilling contract and if the Town Manager had spoken with FDEP yet about getting another extension on the grant that would be used to pay for the water drilling project.

Mayor MacFarlane announced that there was a new owner for the coffee food truck (For His Glory Drinks and Eats.)

Mayor MacFarlane also recommended that the Town's residents participate in the Strong Towns event and that the next opportunity for the public to participate would be in June.

#### **PUBLIC COMMENTS**

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

Banks Helfrich, 9100 Sam's Lake Rd, Clermont, Fl – Mr. Helfrich spoke about sustainability. Mr. Helfrich reminded the public that he conducts tours of his farm on the second Saturday of every month.

**Tim Everline, 1012 N. Lakeshore Blvd**. – Mr. Everline wants to see recordings of every Town public meeting. Mr. Everline also reminded the Council that a workshop on developer minimum standards had not yet occurred.

#### **ADJOURNMENT**

There being no further business to discuss, a motion was made by Mayor Pro Tem Gallelli to adjourn the meeting; Councilor Lannamañ seconded the motion. Motion was approved unanimously by voice vote.

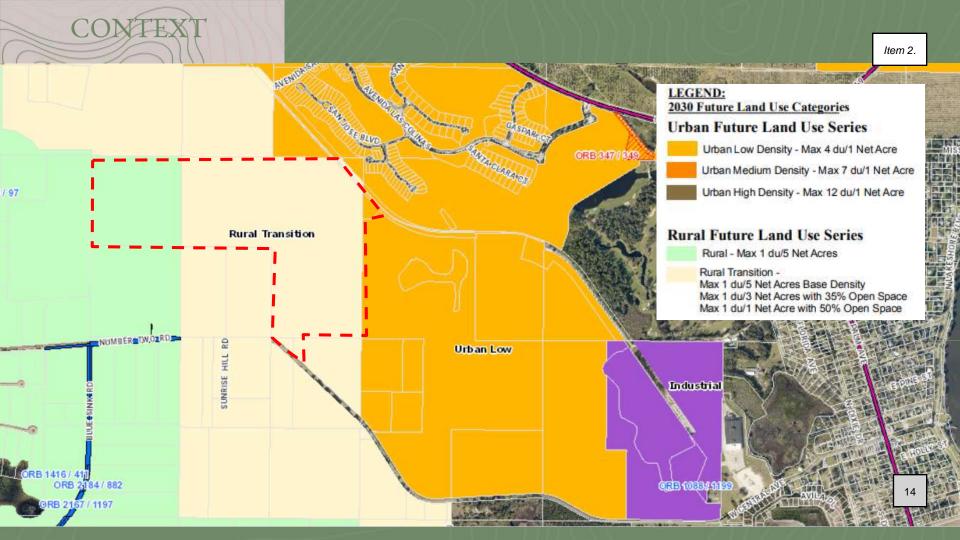
The Meeting adjourned at 7:44 p.m.	Attendees: 28
ATTEST:	Mayor Martha MacFarlane
John Brock, Town Clerk	



### CEDAR CREEK

A Blue Sky Capital Development





## HISTORY







Dec. 2021
313 Units
50' Lots
1.94 du/ac
38% Open Space
50 Homes in Rural Land Use

July 2022
271 Units
50' Lots
1.68 du/ac
48% Open Space
No Homes in Rural Land Use

March 2023
174 Units
75' Lots
1.08 du/ac
48% Open Space
No Homes in Rural Land I









CEDAR CREEK



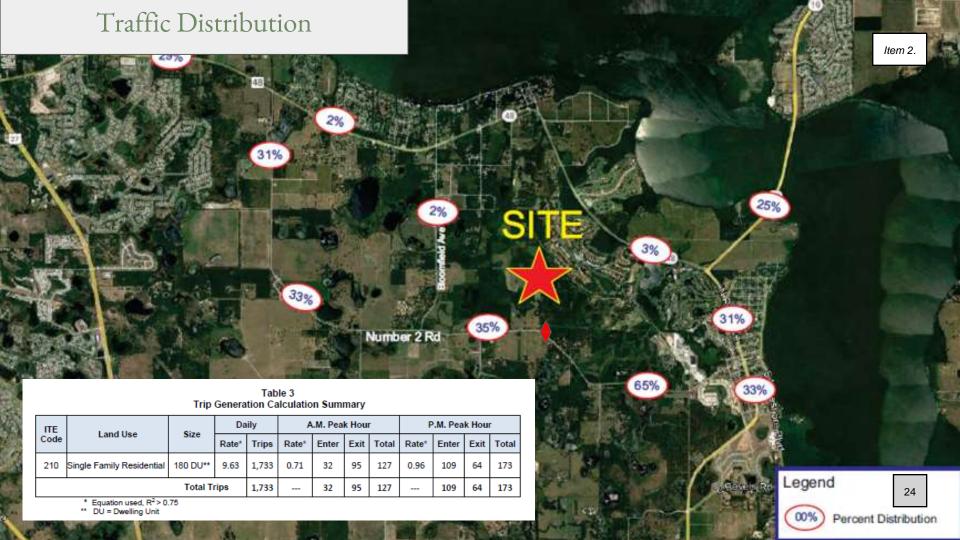




#### APPROVED DEVELORMENTS

Development	Lot Size	Amenity
Venezia North/Talichet Phase 1	65 ft - 75 ft.	N/A
Talichet Phase 2	60 ft.	N/A
Venezia South	75 ft SF, 20 ft TH	N/A
Mission Inn (County)	55 ft min - 100 ft.	Golf/Resort
Current Proposal	75 Feet	Provided

The goal is to provide a *reasonable residential development* that can support infrastructure, utilities and City services.





### INFRASTRUCTURE

- Required connection to potable/sewer, adjacent properties are not required to connect
- Roundabout on No.2 Road at community entrance in order to reduce speeding on No. 2 Rd.
- Proportionate share for intersections (i.e. S.R. 19 and No.2 Road)















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

PH: 386.316.8426

#### **MEMORANDUM**

TO: Howey-in-the-Hills Town Council

CC: John Brock, Town Clerk

FROM: Thomas Harowski, AICP, Planning Consultant

SUBJECT: Cedar Creek Comprehensive Plan and Zoning Actions

DATE: March 2, 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 the parcel under the name Daryl Carter Trust, and the property may be identified in some Town reports under the previous name. The Town Council has previously dealt with the parcel in considering 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. Additionally, under the current interlocal agreement with Lake County, the County needs to consent to the annexation as the property does not directly abut the Town limits or meet all of the other requirements of the interlocal agreement. The applicant has been advised of this requirement and directed to contact the county to initiate the approval process.

The annexation of the subject property is also contingent upon approval of the requested comprehensive plan amendment and zoning pattern or other land use and zoning pattern acceptable to the applicant. Should either the land use designation or zoning not be approved by the Town or approved in a version not acceptable to the applicant, the parcel will remain in unincorporated Lake County and continue with the county land use and zoning designations. The applicant would then have the option of pursuing plan approval through Lake County.

In conjunction with 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. MDR-2 has a minimum lot dimension of 75-feet by 120-feet and a minimum lot size of 9,000 square feet. 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 proposes 171 lots that meet or exceed the minimum dimensional standards. The plan also includes community amenity areas and small parks located throughout the proposed subdivision. The residential density is 2.14 units per acre as net density (residential area only) and 1.07 units per acre gross density (total project area).

At their regular meeting of February 23, 2023, the Planning Board reviewed the application and recommended the future land use designation of Low Density Residential rather than the Medium Density Residential requested by the applicant. Low Density Residential has a maximum density of two units per acre. Other than planned unit development, the only zoning classification determined to be consistent with the Low-Density Residential land use is single family residential (SFR), and the Planning Board recommended that zoning. The SFR district has a minimum lot size of one-half acre and a minimum lot width of 100 feet.

#### Discussion

At the Town Council goal setting workshop of January 9, 2023, one of the suggested goals was annexation and responsible development. With the Cedar Creek project, the Town Council has supported annexation of the parcel through first reading of the annexation ordinance. Since the first reading of the annexation ordinance was some months ago, the town attorney has advised holding another first reading on the annexation question. The next steps in the process are to select a future land use classification and assign a zoning compatible with that classification. The applicant has made a proposal that it believes is consistent with their intended development of the site, and the Planning Board has recommended an alternative selection of land use and zoning.

The land use recommended by the Planning Board is very close to the proposed development density offered by the applicant. Based on the policies in the comprehensive plan, the total number of units allowed in Low Density Residential (160 units based on net land area devoted to residential use) is close to the 171 units proposed by the current Cedar Creek concept plan. The larger issue comes with the lot sizes allowed by the applicable zoning. The lot sizes consistent with the MDR-2 zoning and proposed by the current concept plan are not available under the Low-Density

Residential land use designation except by application of a planned unit development. This leads to five options for consideration.

Option 1: Approve the applicant's request for Medium Density Land Use and MDR-2 zoning.

Option 2: Approve the Planning Board recommendation of Low Density Residential and SFR zoning.

Option 3: Approve Low Density Residential and apply a PUD zoning based on the MDR-2 zoning requirements.

Option 4: Approve Medium Density Residential land use and apply MDR-2 zoning with a maximum unit cap of 171 lots.

Option 5: Take no action on land use and zoning and abandon annexation of the parcel.

Option 1 would allow the applicant to initiate development of the parcel according to their intended plan. The 171 proposed units is likely the maximum number of units that can be accommodated on the developable portion of the property using the requested zoning, however, Option 4 would assure the maximum unit total if the applicant will agree to the cap. As projects proceed through the process of formally determining the location and extent of wetland areas, the tendency is for the wetland areas to expand with the review of more specific data rather than shrink. The Town's comprehensive plan policies exclude the modification of wetland areas to create building lots. The Town has allowed minor impacts to wetlands for road crossings and utility crossings. This factor also mitigates against the expansion of the number of potential residential units.

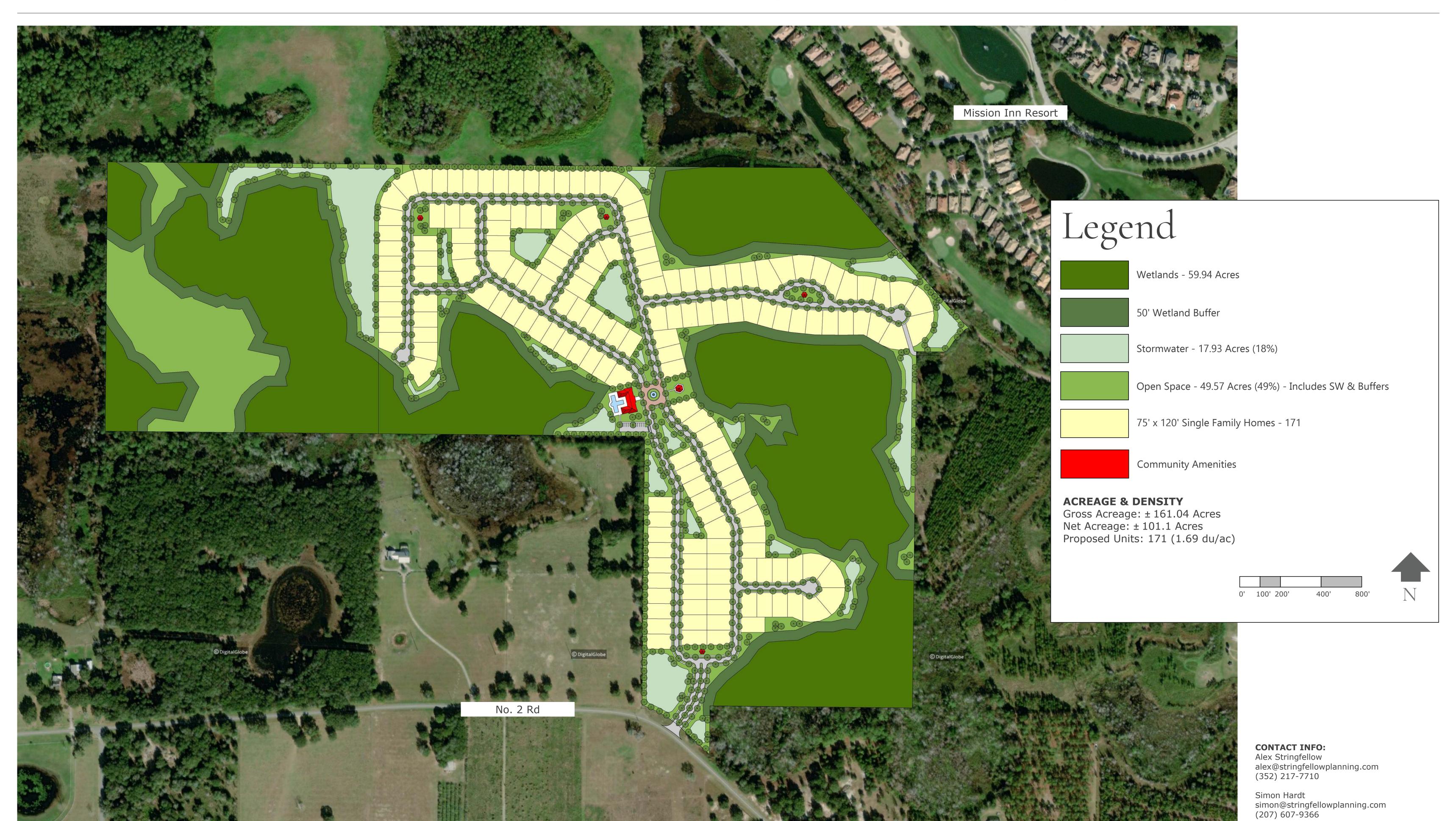
Should the Council wish to more specifically link the comprehensive plan density to the potential unit yield for the parcel, the Council could assign the Low Density Residential land use designation as recommended by the planning board and match the requested zoning layout by using the MDE-2 zoning classification as the basis for a planned unit development zoning. This process is essentially what the Council did in approving the Watermark project at Revels Road and SR 19. This action will result in fewer lots (160) as the unit yield at the approved density is based on the net land area. In this case the 80 acres.

Should the proposed project gain planning approval at this point, the Town has a plan for serving the project with water and sewer and providing for traffic impacts identified by the traffic study. Timing on the implementation of the services is an open question at this time as the applicant will need to extend water lines from the treatment plant to the project site and to provide for the construction of a wastewater treatment plant or connection to the existing community development district facility. The next formal step in the Town's review process will be the submittal of a preliminary

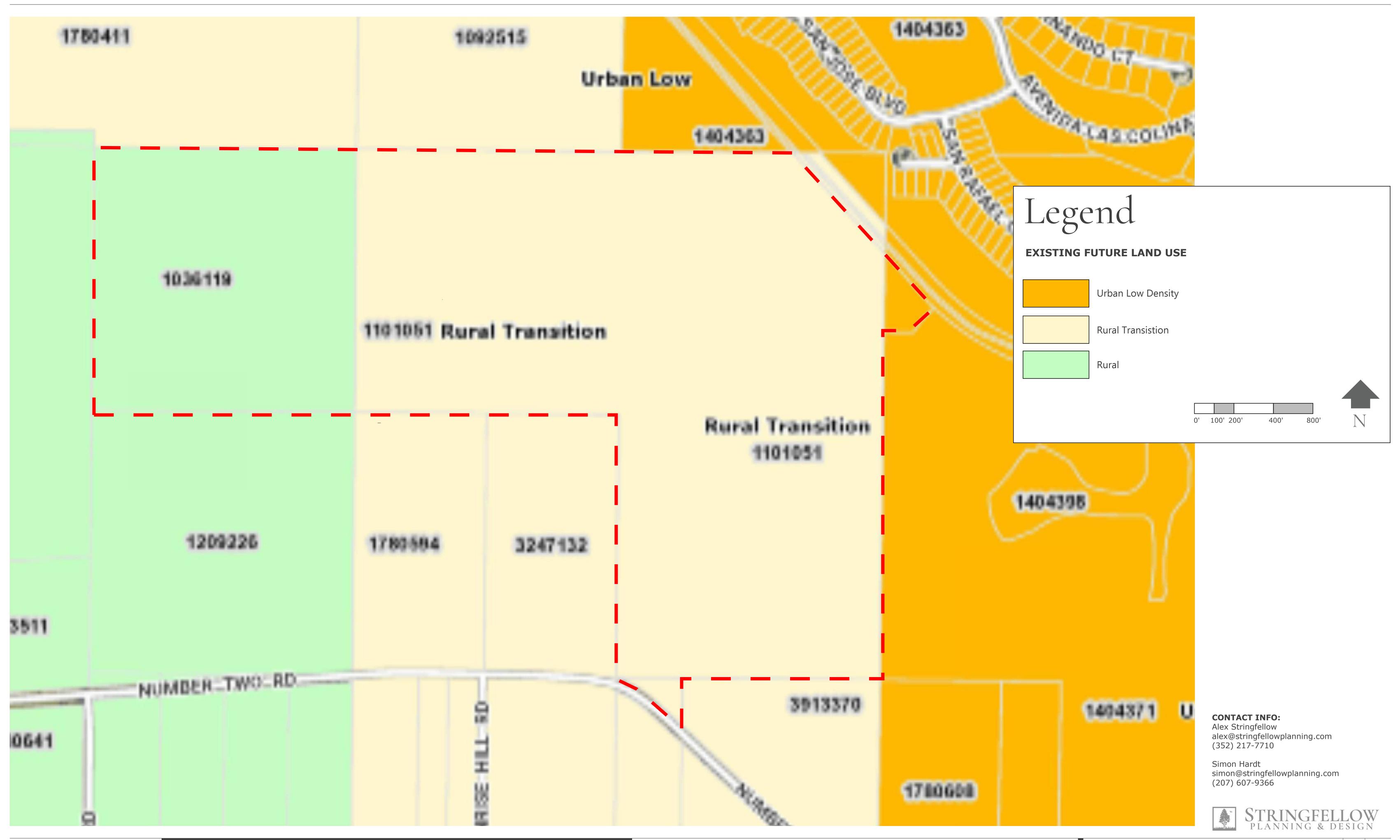
subdivision plan based on the concept plan submitted by the applicant, and the timing of utility extensions will be discussed in more detail at that point.

Should the Town Council recommend annexation and a land use and zoning plan supported by the applicant, the next formal step by the applicant will be obtaining annexation approval from Lake County.

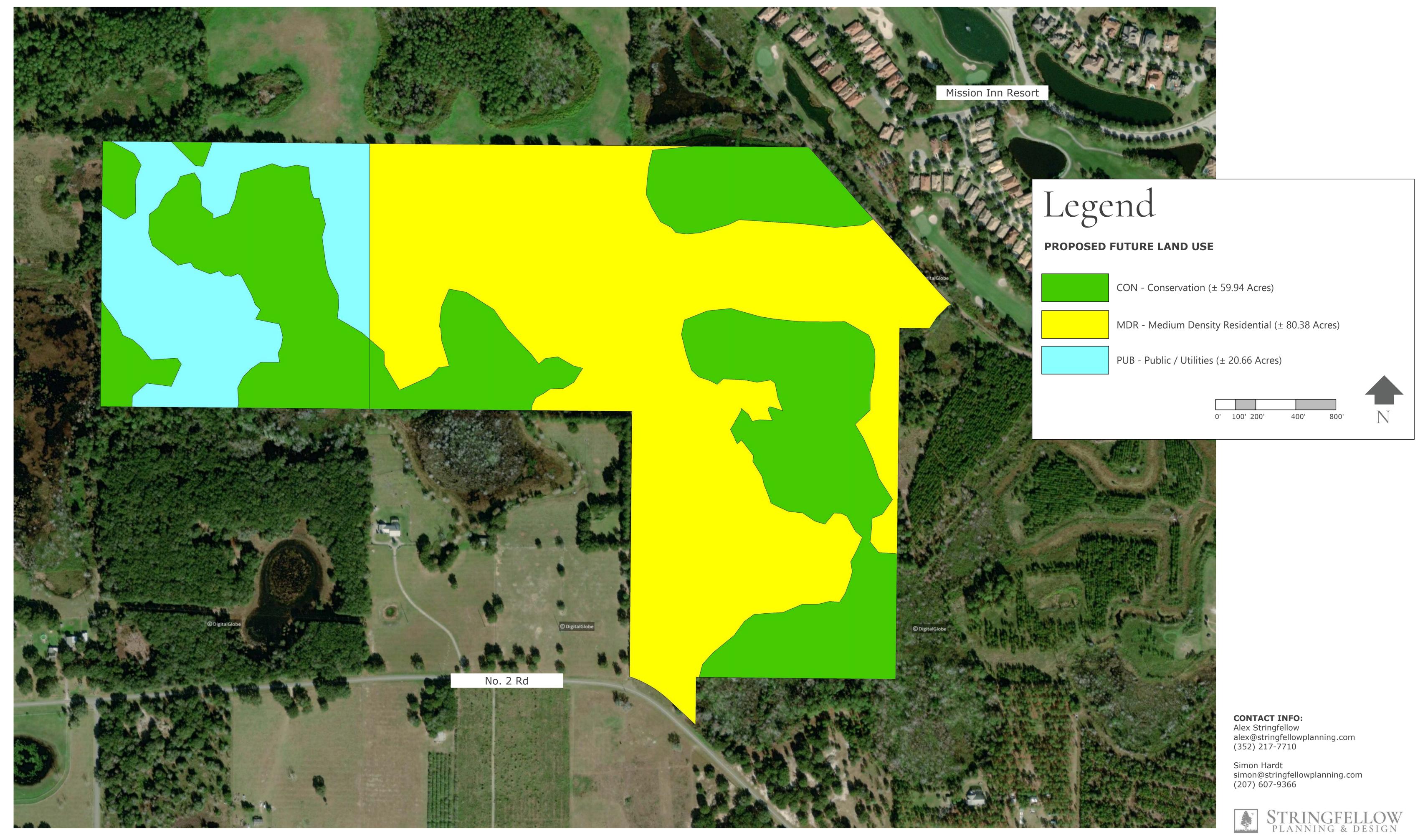
# CEDAR CREEK - CONCEPTUAL PLAN



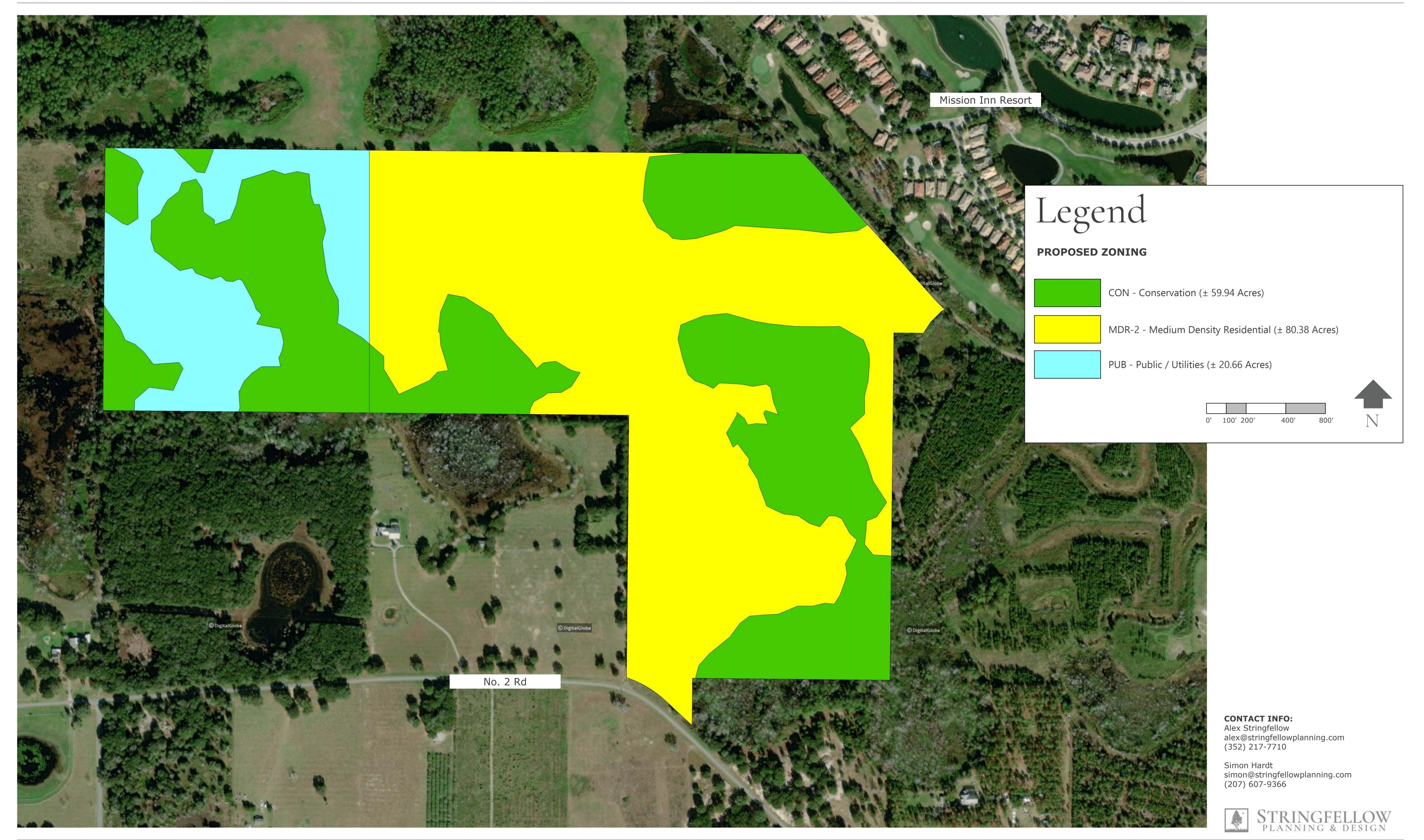
# CEDAR CREEK - EXISTING FUTURE LAND USE MAP



# CEDAR CREEK - PROPOSED FUTURE LAND USE



# CEDAR CREEK - PROPOSED ZONING



### **ORDINANCE NO. 2023-006**

1 2

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 RESIDENTIAL," DENSITY "PUBLIC/UTILITY," "CONSERVATION;" **PROVIDING FOR** CONFLICTS, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.

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

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

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

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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.

313233

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

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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

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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.

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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 <b>Attachment B</b> to this ordinance.		
<b>Section 3. Severability</b> . 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 declar severable.			
	<b>Section 4. Conflicts</b> . 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.		
<b>Section 5. Codification</b> . The amendments enacted by this ordinance to the Future Lan 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 31 <sup>st</sup> 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 ]		

78	ORDAINED and ENACTED thisday of	, 2023 by the Town Council of
79	the Town of Howey-in-the-Hills, Florida:	·
80	·	
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82		
83		Town of Howey-in-the-Hills, Florida
84		By: its Town Council
85		•
86		By:
87		Martha MacFarlane, Mayor
88		•
89		
90	ATTEST:	
91		
92		
93	John Brock	
94	Town Clerk	
95		
96		
97	APPROVED AS TO FORM AND LEGALITY	
98 99	(for use and reliance of the Town only)	
100		
101	Thomas J. Wilkes	
102	Town Attorney	
103	Town Automey	
103		
105	Transmittal of proposed amendment approv	yed on 2023
105		
	Planning and Zoning Board meeting held o	
107	Public hearing and adoption of proposed an	nenament neid on
108		

109						
110	ATTACHMENT A					
111						
112		LEGAL DESCRIPT	TIONS OF THE "PROPERTY"			
113						
113						
115	1.	Parcel ID No.'s:	27-20-25-0002-000-00200			
_	1.	Tarcer ID No. s.				
116			28-20-25-0001-000-00100			
117			27-20-25-0003-000-03100			
118			27-20-25-0001-000-03300			
119						
120	2.	Alternate Key No.'s:	1101051			
121		•	1036119			
122			3852069			
			3887680			
123			3007000			
124	•	I EGAL DEGGDIDENAN	a			
125	3.	LEGAL DESCRIPTION	<b>S:</b>			
126						
127		CEL 1:				
128			ESCRIBED IN OFFICIAL RECORDS BOOK 2737, PAGES			
129	1678 THROUGH 1680, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND LYING IN					
130	SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, DESCRIBED					
131	AS FOLLOWS:					
132	COM	MENICE AT THE NODTH 1/4 CEC	TION CORNED OF SECTION 27 TOWNSHIP 20 SOLUTH			
133 134			TION CORNER OF SECTION 27, TOWNSHIP 20 SOUTH, ORIDA; THENCE ON A BEARING RELATED TO			
134		· · · · · · · · · · · · · · · · · · ·	TES, EAST ZONE, AND ALONG THE EAST LINE OF THE			
136			T 1/4 OF SAID SECTION 27, RUN S00'27'46"W A			
137			VT ON THE SOUTHWESTERLY LINE OF THE LANDS			
137						
139						
140						
141	COURSES; S 41'36'25"E A DISTANCE OF 89.22 FEET. S41'38'46"E A DISTANCE OF 180.32 FEET,					
142	· · · · · · · · · · · · · · · · · · ·					
143						
144	•					
145						
146			RONMENTAL EASEMENT NO. 22, AS FOUND ON PAGE			
147			121, PAGES 1441 THROUGH 1478, PUBLIC RECORDS OF			
148			ALONG SAID NORTHWESTERLY LINE RUN THE			
149		The state of the s	58'35'23"W A DISTANCE OF 16.30 FEET, S44'30'53"W A			
150			V A DISTANCE OF 65.77 FEET; THENCE DEPARTING			
151			189'29'24"W A DISTANCE OF 148.97 FEET TO A POINT			
152	ON T	THE WEST LINE OF THE NORTHY	VEST 1/4 OF THE NORTHEAST 1/4 OF AFORESAID			
153	SEC	ΓΙΟΝ 27; THENCE ALONG SAID V	VEST LINE RUN N00'27'46"E A DISTANCE OF 395.61			
154	FEE]	TO THE POINT OF BEGINNING.				

155	
156	Plus:
157	
158	PARCEL 2:
159	A PARCEL OF LAND SITUATE IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN
160	LAKE COUNTY, FLORIDA, BEING THAT PART OF THE WEST 1/4 OF THE NORTHEAST 1/4 OF
161	THE SOUTHWEST 1/4 OF SAID SECTION 27 LYING NORTHERLY OF NUMBER TWO ROAD
162	(PUBLIC ROAD), BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
163	BEGINNING AT THE NORTHWEST CORNER OF SAID WEST 1/4; THENCE SOUTH 89'40'19"
164	EAST ALONG THE NORTH LINE OF SAID SOUTHWEST 1/4 332.52 FEET; THENCE SOUTH
165	00.05'49" WEST ALONG THE EAST LINE OF SAID WEST 1/4 243.34 FEET; THENCE
166	NORTHWESTERLY ALONG THE NORTHERLY MAINTAINED RIGHT OF WAY LINE OF
167	NUMBER TWO ROAD (PUBLIC ROADWAY) 410 FEET MORE OR LESS; THENCE NORTH
168	00'05'49" EAST ALONG THE WEST LINE OF SAID NORTHEAST 1/4 10.09 FEET TO THE POINT
169	OF BEGINNING.
170	
171	Plus:
172	
173	PARCEL 3:
174	THE NORTH 1/2 OF THE NORTHWEST 1/4; LESS AND EXCEPT ANY PORTION THEREOF
175	LYING NORTHEASTERLY OF THE SOUTHWESTERLY BOUNDARY OF THOSE LANDS
176	DESCRIBED AS TRACT 3, AS RECORDED IN OFFICIAL RECORDS BOOK 1076, PAGE 0802,
177	PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; SAID SOUTHWESTERLY BOUNDARY
178	ALSO BEING THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF THE ABANDONED
179	SEABOARD COASTLINE RAILROAD; TOGETHER WITH THE SOUTHEAST 1/4 OF THE
180	NORTHWEST 1/4, ALL IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE
181	COUNTY, FLORIDA.
182	
183	Plus:
184	
185	PARCEL 4:
186	THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 20 SOUTH,
187	RANGE 25 EAST, LAKE COUNTY, FLORIDA.
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189		ATTACHMENT B	
190			
191		FUTURE LAND USE DESIGNATION	
192		for the	
193		"PROPERTY"	
194			
195			
196			
197	/40286/5#49474284 v1		



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 classification 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 utilities 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 preceding 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 environmental 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 otherwise designated as non-development areas should be designated as Conservation. The area proposed for potential utility development should be zoned as Public.

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

## Classifieds

To Advertise, visit our website: Classifieds.dailycommercial.com

- Public Notices/Legals email: Legals@dailycommercial.com
- Business & Services email: DailyCommercialBusSer@gannett.com
- To post job openings, visit: Dailycommercial.com/jobs

All classified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to approval before publication. The Leesburg Daily Commercial reserves the right to edit, refuse, reject, classify or cancel expense that results from an error in o r omission of an advertisement. No refunds for early cancellation of orde

## Govt Public Notices

received this notice directly (for example, people in apartments, nple, people in apartments, ing homes, schools and busies). You can do this by posting notice in a public place or 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. System IDs # 3354779 and #3350215

8444386 2/13/2023

CITY OF CLERMONT EVALUATION & APPRAISAL 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 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 AND AN EFFECTIVE DATE.

All meetings will be held in Cler-mont City Hall, 1st floor Council Chambers, located at 685 West Montrose Street. All interested parties will be given an opportunity All interested to express their views on this matter.
This ordinance

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.

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.

least 48 hours prior to the pul hearings. Tracy Ackroyd Howe, MMC City Clerk Daily Commercial February 13, 2023

NOTICE OF PUBLIC HEARING
TOWN OF HOWEY-IN-THEHILLS, 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

orted in the first day of publication. The Leesburg Daily Commo

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 However, in the Fills will

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 at

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 hased per Section the appeal is based per Se 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 SOFFICIAL 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

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

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

All parties in interest and persons for or against the proposed ordi-nance shall have an opportunity to be heard at said public hearings. Copies of Ordinance 2023-007 and its 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 Planning and Zoning Board ato 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 Subdi-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, ond 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

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

Section 286.0105 F.S.

## **Dublic 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, TRUST, Plaintiff,

CORI L JENKINS, et al.,

Defendant.

NOTICE OF ACTION

To: UNKNOWN TENANT IN

POSSESSION 1

225 INDIANA ST LEESBURG, FL 34748 UNKNOWN TENANT IN POSSES-

SION 2 225 INDIANA ST LEESBURG, FL 34748 LAST KNOWN ADDRESS STATED, CURRENT RESIDENCE UNKNOWN

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 LOT3, 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 NORTH 60 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,

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

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. TRUST, Plaintiff,

vs.
CORI L JENKINS, et al.,
Defendant.

VS.
CORI L JENKINS, et al.,
Defendant.

MOTICE OF ACTION

TO: UNKNOWN SPOUSE OF CORI
L JENKNS
225 INDIANA ST
LEESBURG, FL 34748
LAST KNOWN ADDRESS STATED,
CURRENT
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
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East Robinson Street, Suite
155, Orlando, FL 32801 and file the
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from the first publication, otherwise
a Judgment may be entered against
you for the relief demanded in the

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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,

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 Florida after six months have expired from the first publication of this notice.

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, Dated at Tavares, Lake County, Clerk, Florida this 8th day of Eebruary, 2023.

GARY COONEY CLERK OF CIRCUIT COURT By: /s/ Charlene Olsen Deputy Clerk 8440354 2/13, 3/13/2023



NOTICE OF 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
07/26/2023 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 NC014004229 1980 HOND

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

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**Keeps Out All Debris** 

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4 公 4

<sup>1</sup>Subject to credit approval. Call for details.

<sup>2</sup>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 #036692092, CA #1035795, CT #HIC.0649905, FL #CBC056678, IN #RCF-51604, IA #C127230, LA #559544, Suffolk HIC License #H. ±2102212986, #210200022, #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: Applie	cation ID:	Received By:			
REQUESTED ACTION					
□ Comp Plan Amendment     □ PUD     □ Conditional Use     □ Land Development Code Te					
Describe Request: Request to a	mend the future land	d use map to MDR and the zoning map to			
MDR-2 on the	e subject property.				
APPLICANT INFORMATIO	N:				
Name: Blue Sky Capital LLC	Name: Blue Sky Capital LLC E-Mail: tim@pibland.com				
Address: 103 Commerce Street, Suite 160	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-Ma	ail: 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 approxing	mately 0.3 miles west of	Heald Lane.	
Current Zoning: A	Current Land	Use: Rural Trans	ition	
Parcel Size: +/- 161.3	Acres Tax Parcel #:	;		
Legal Description Attach	ed 🛛 Yes 🗌 No	Survey Attached	☐ Yes ☐ No	
Pre-Application Meeting Date: (Attach Pre-Application Form)				
Application Fee: \$				
Applicant's Signature:				
	(Signature)	(Date)		
Owner's Signature: (Provide letter of Authorization)	(Print) (Signature)  adique Jaffer - Managing Memb (Print)	12/16/2022 <i>(Date)</i> per		

Applications must be complete to initiate the review process.



## TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

## PETITION FOR REZONING CHECKLIST AND REQUIREMENTS

_1	VARIANCE AFFLICATION 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
Γ	Notarized Authorization of Owner (if applicant is other than owner or attorney for owner).

## PUBLIC NOTIFICATION (Sec. 4.13.03)

VADIANCE ADDITION CHECKLIST

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.

Plus Oly Carital Caral II C. Cadiava Jaffaa Man	Manaka
Blue Sky Capital Group LLC - Sadique Jaffer, Mar	naging Membe
Print Applicant Name	
Har ell	
Applicant Signature	
12/16/2022	
Date	



## Comprehensive Plan Justification - No. 2 Road Justification (Comprehensive Plan Policies)

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.
- 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.



## Comprehensive Plan Justification - No. 2 Road

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.



## Comprehensive Plan Justification - No. 2 Road

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:

Туре	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  $\pm$  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







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 Bobby Luthra – Property Investment Brokers Number 2 Road (BTC File #372-81) Environmental Assessment Report Page 2 of 12

- 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



Bobby Luthra – Property Investment Brokers Number 2 Road (BTC File #372-81) Environmental Assessment Report Page 3 of 12

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



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## 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 <u>Hydric Soils of Florida Handbook</u>, 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 onsite 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*).



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## 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*)



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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 <u>Florida's Fragile Wildlife</u> (Wood, 2001) and Florida Fish and Wildlife Conservation Commission's (FFWCC) <u>Gopher Tortoise Permitting Guidelines</u> (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 - <u>Florida's Endangered Species, Threatened Species and Species of Special Concern</u> (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**



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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 - <u>Florida's Endangered Species</u>, <u>Threatened Species and Species of Special Concern</u> (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 onsite 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)



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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.



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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.



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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



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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



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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.

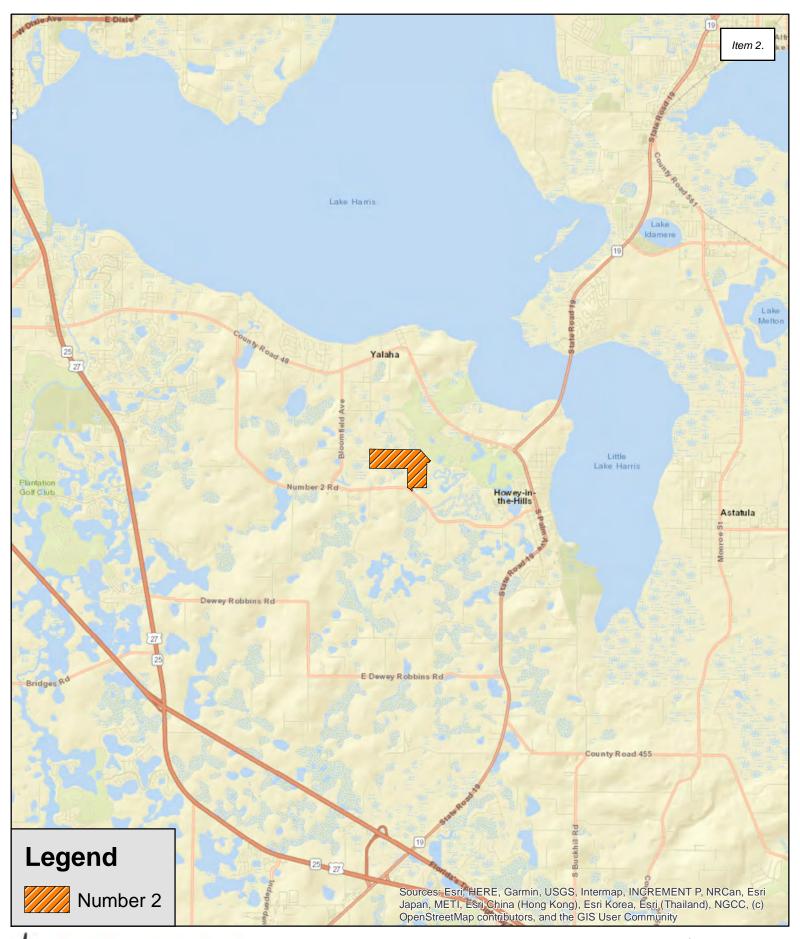
Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

Mark Ausley Director

Attachments



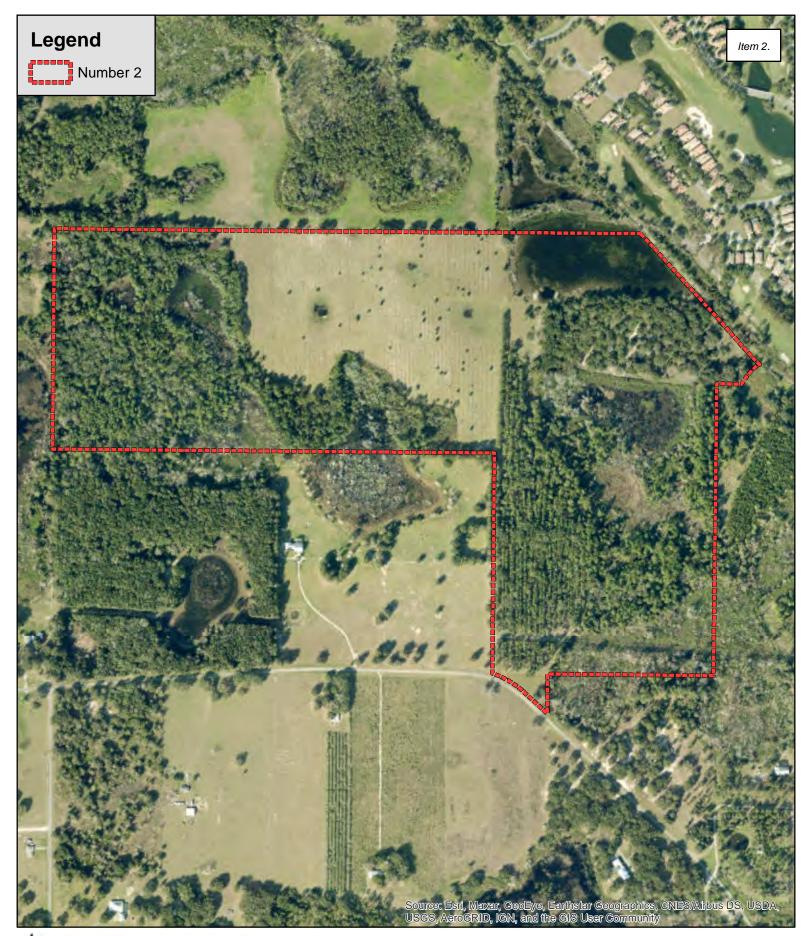




Number 2 Road Lake County, Florida Figure 1 Location Map



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Produced By: 73
Date: 6/19/2022

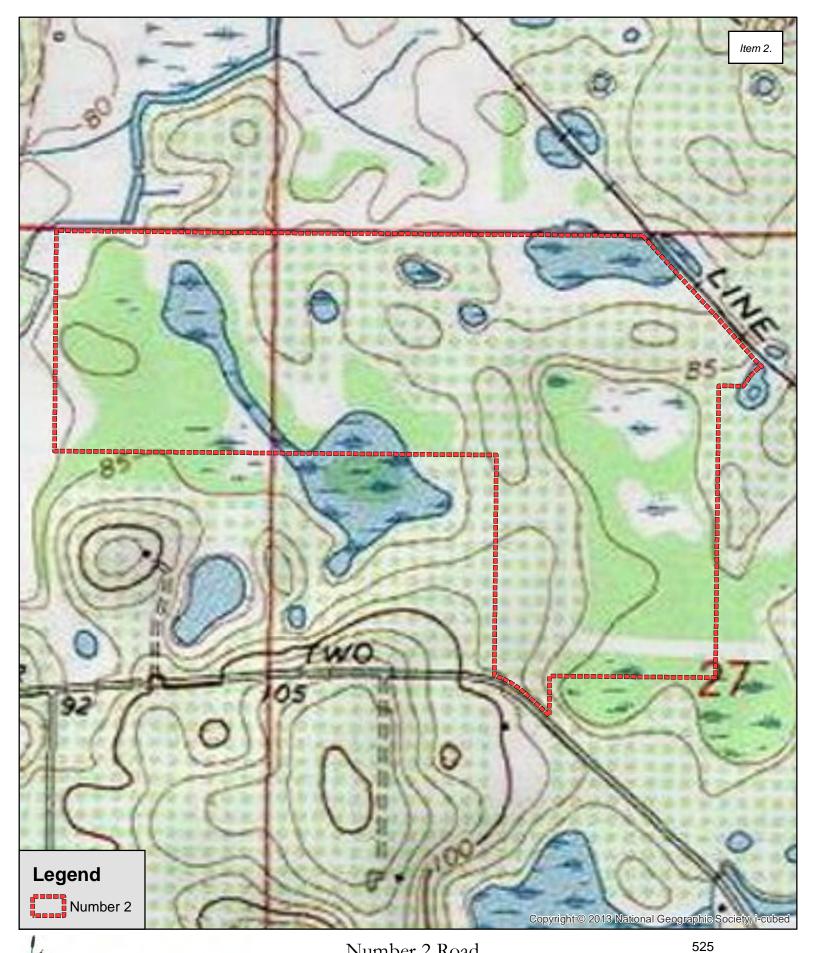




Number 2 Road Lake County, Florida Figure 2 2021 Aerial Photograph



Feet Project #: 372-18
Produced By: 74 H
Date: 4/2/2022

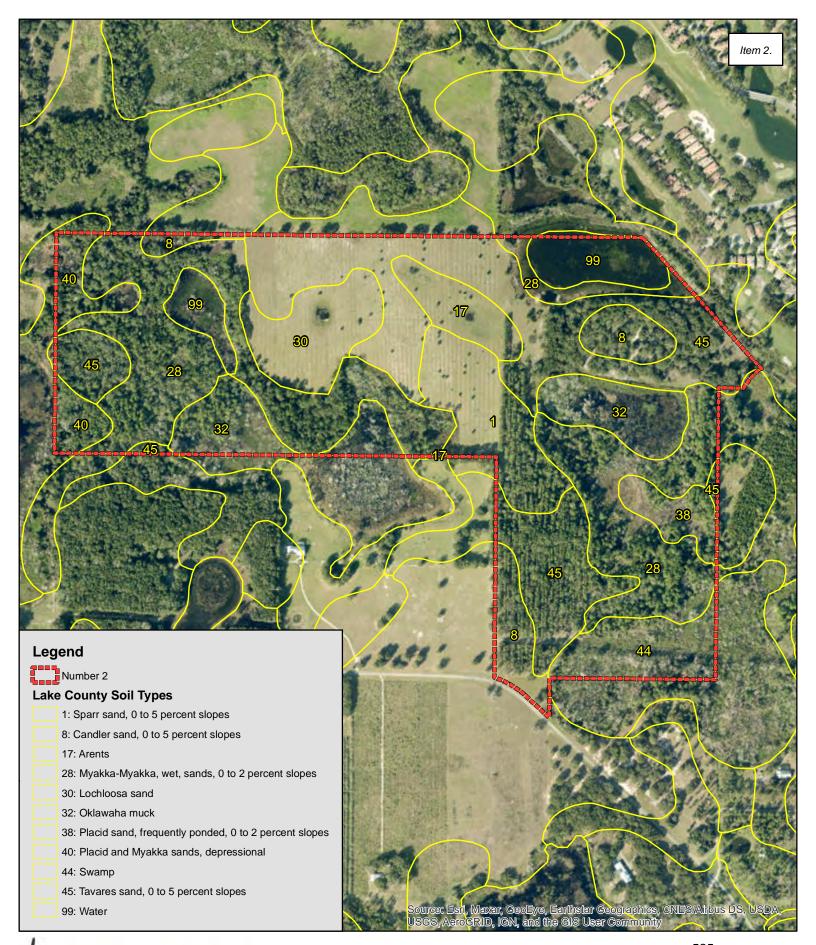




Number 2 Road Lake County, Florida Figure 3 USGS Topographic Map



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Date: 7/15/2022

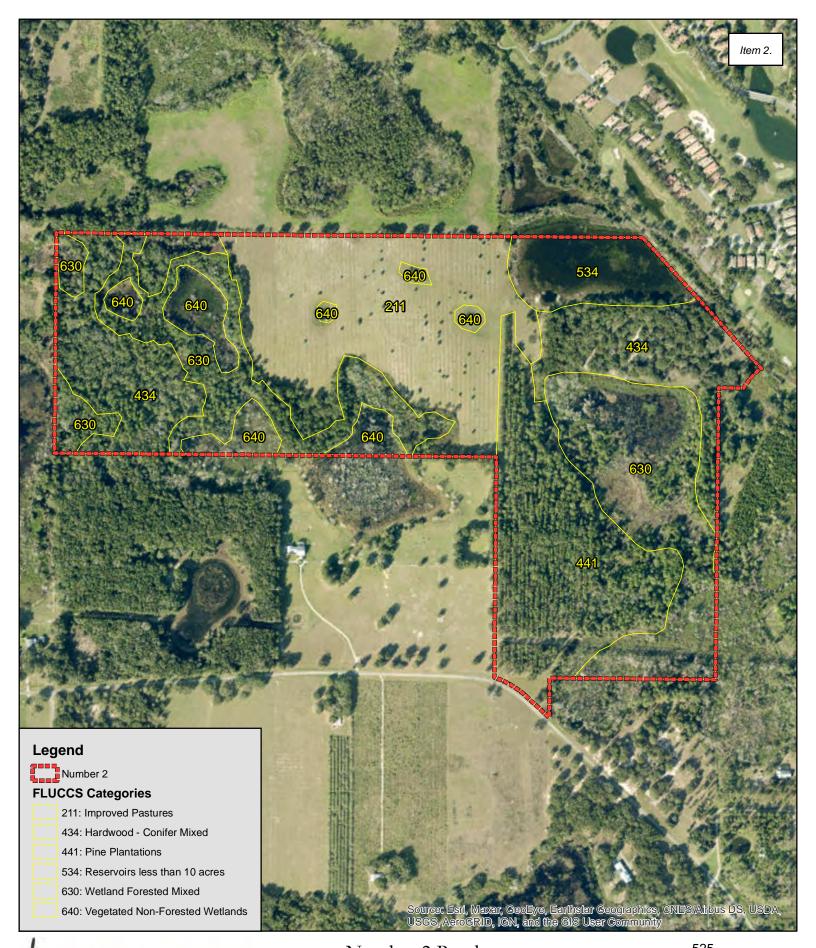


**Bio-Tech Consulting Inc.**Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

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



Feet
Project #: 372-18
Produced By: 76
Date: 7/15/2022

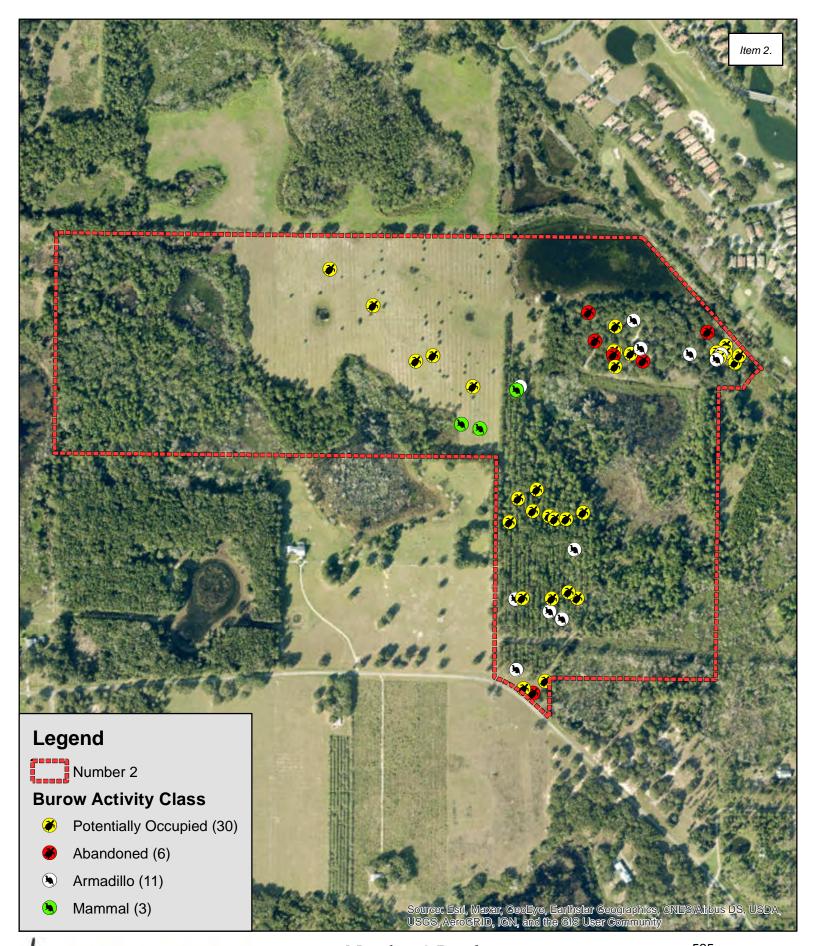




Number 2 Road Lake County, Florida Figure 5 FLUCCS Map



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Date: 7/15/2022

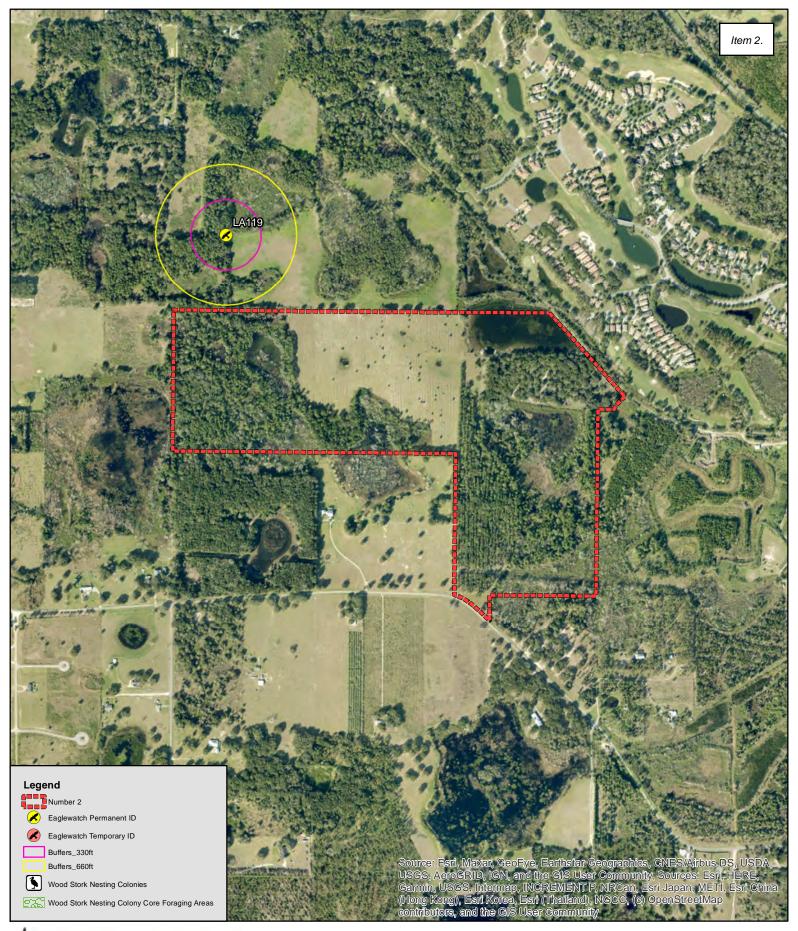




Number 2 Road Lake County, Florida Figure 6a Wildlife Survey Map



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Produced By: 78
Date: 7/11/2022

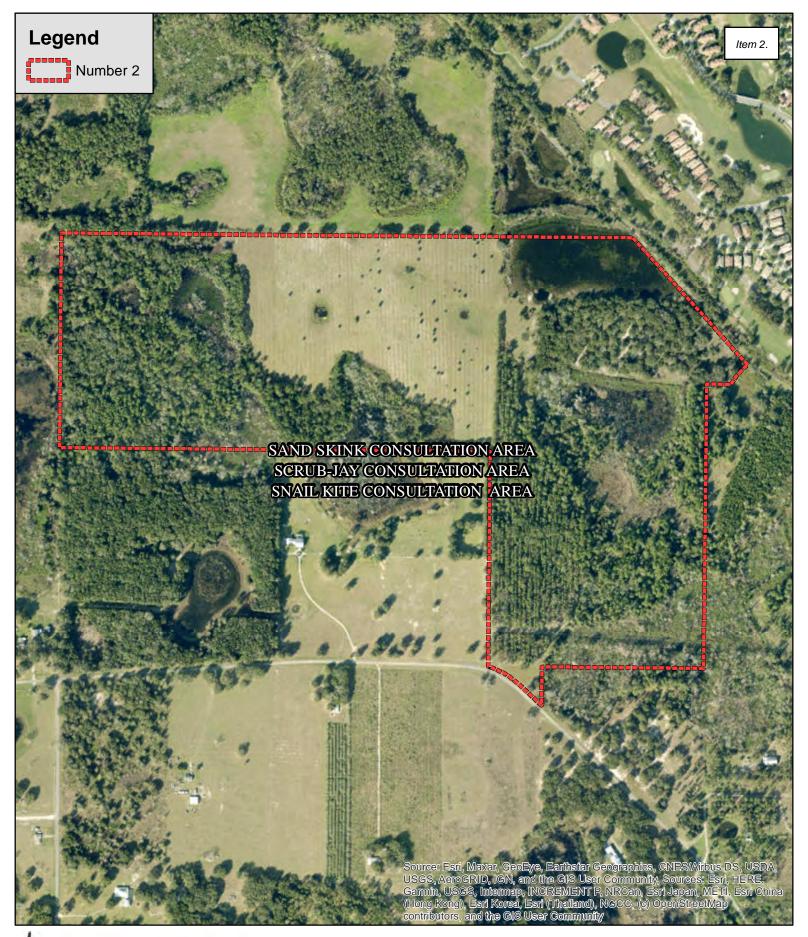




Number 2 Road Lake County, Florida Figure 6b Wildlife Proximity Map



1,000 Project #: 372-18 Produced By: 79 Date: 6/19/2022

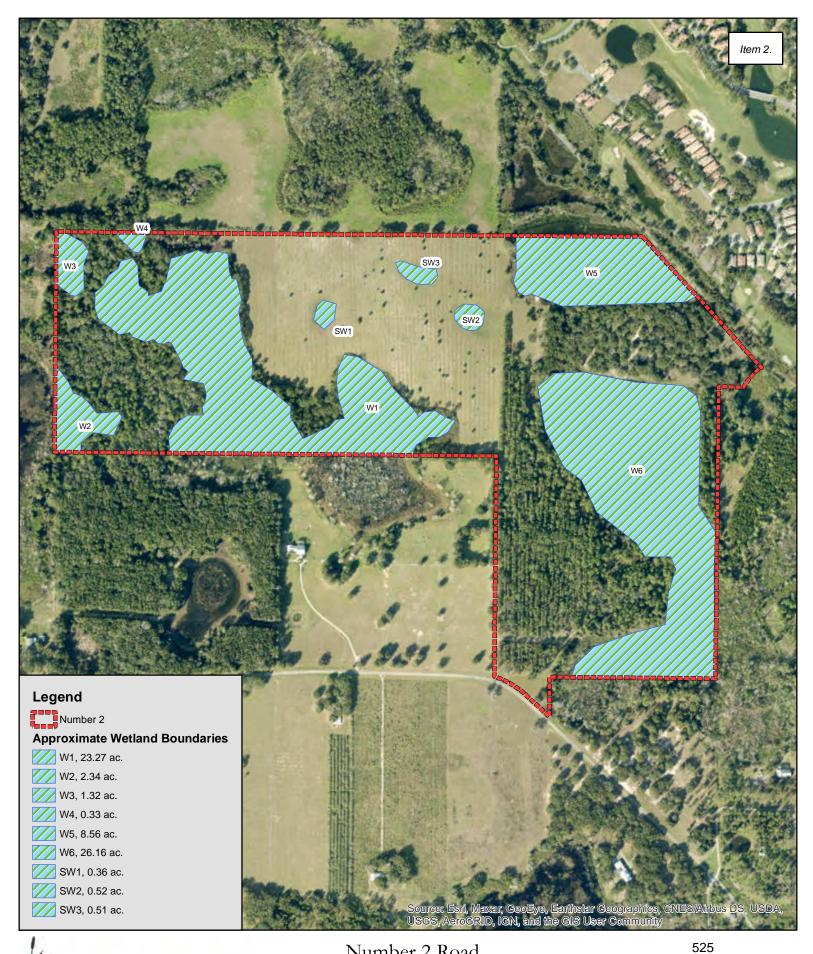




Number 2 Road
Lake County, Florida
Figure 7
USFWS Consultation Map



650
Feet
Project #: 372-18
Produced By: 80
Date: 6/19/2022





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



Feet Project #: 372-18
Produced By: 81
Date: 7/21/2022





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



3,000 Feet Project #: 372-18 Produced By: 82

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				
<u>FISH</u>							
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	С	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	Е				
Carex chapmanii	Chapman's Sedge	N	Т				
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 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 N	E				
Najas filifolia	Narrowleaf Naiad	N N	T				
Nemastylis floridana	Celestial Lily	N 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 N	E				
Polygala lewtonii	Lewton's Polygala	LE	E				
Polygonella myriophylla	Small's Jointweed	LE LE	E				
Prunus geniculata	Scrub Plum	LE LE	E				
1 runus geniculata	SCIUD PIUIII	LE	E				

Pteroglossaspis ecristata	Giant Orchid	N	T
Salix floridana	Florida Willow	N	E Item 2.
Sideroxylon alachuense	Silver Buckthorn	N	Е
Stylisma abdita	Scrub Stylisma	N	Е
Vicia ocalensis	Ocala Vetch	N	Е
Warea amplexifolia	Clasping Warea	LE	Е
Warea carteri	Carter's Warea	LE	Е

#### 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 NOO'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:

SYMBOL AND ABBREVIATION LEGEND:

RECOVERED CONCRETE MONUMENT

RECOVERED MONUMENT (SEE DWG FOR DESCRIPTION)

□ RECOVERED 4"x4" CONCRETE MONUMENT, AS NOTED

(SEE DWG FOR DESCRIPTION AND SIZE) ● SET 1/2" IRON ROD & CAP, "LB 6723"

CM CONCRETE MONUMENT

WOOD POWER POLE

METAL POWER POLE

FIBER OPTIC MARKER

O SIGN

WELL WELL

→ GUY ANCHOR TELEPHONE RISER

R RADIUS L LENGTH Δ DELTA

FND FOUND

PG(S) PAGE(S)

± MORE OR LESS

R/W RIGHT OF WAY

(M) MEASURED DEED

——— FENCE LINE

(D)

ELECTRICAL BOX

C CHORD DISTANCE CD CHORD BEARING N NORTH/NORTHING E EAST/EASTING

LLC LIMITED LIABILITY COMPANY

PNT POINT OF NON-TANGENCY

(D) DESCRIBED MEASUREMENT (M) FIELD MEASUREMENT PC POINT OF CURVATURE

CCR CERTIFIED CORNER RECORD

IRON ROD & CAP

— OE — OVERHEAD UTILITY LINE

----- ASPHALT PAVEMENT

LICENSED BUSINESS

RLS REGISTERED LICENSED SURVERYOR

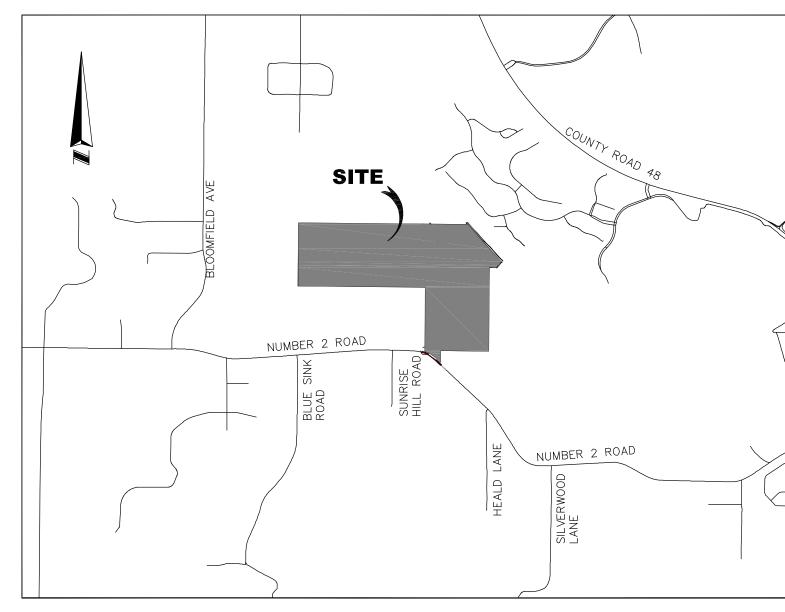
PCC POINT OF COMPOUND CURVATURE

PSM PROFESSIONAL SURVEYOR & MAPPER

LB LICENSED BUSINESS ORB OFFICIAL RECORDS BOOK

EM ELECTRICAL METER

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

#### 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
- 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
- 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.

PROPERTY RIGHTS AND/OR LAND USE RIGHTS OF THE SUBJECT PROPERTY.

- 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.

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

COMPANY Founded in 1988

SURVEYING • MAPPING GEOSPATIAL SERVICES www.allen-company.com

16 EAST PLANT STREET WINTER GARDEN, FLORIDA 3478 (407) 654-5355 LB #6723

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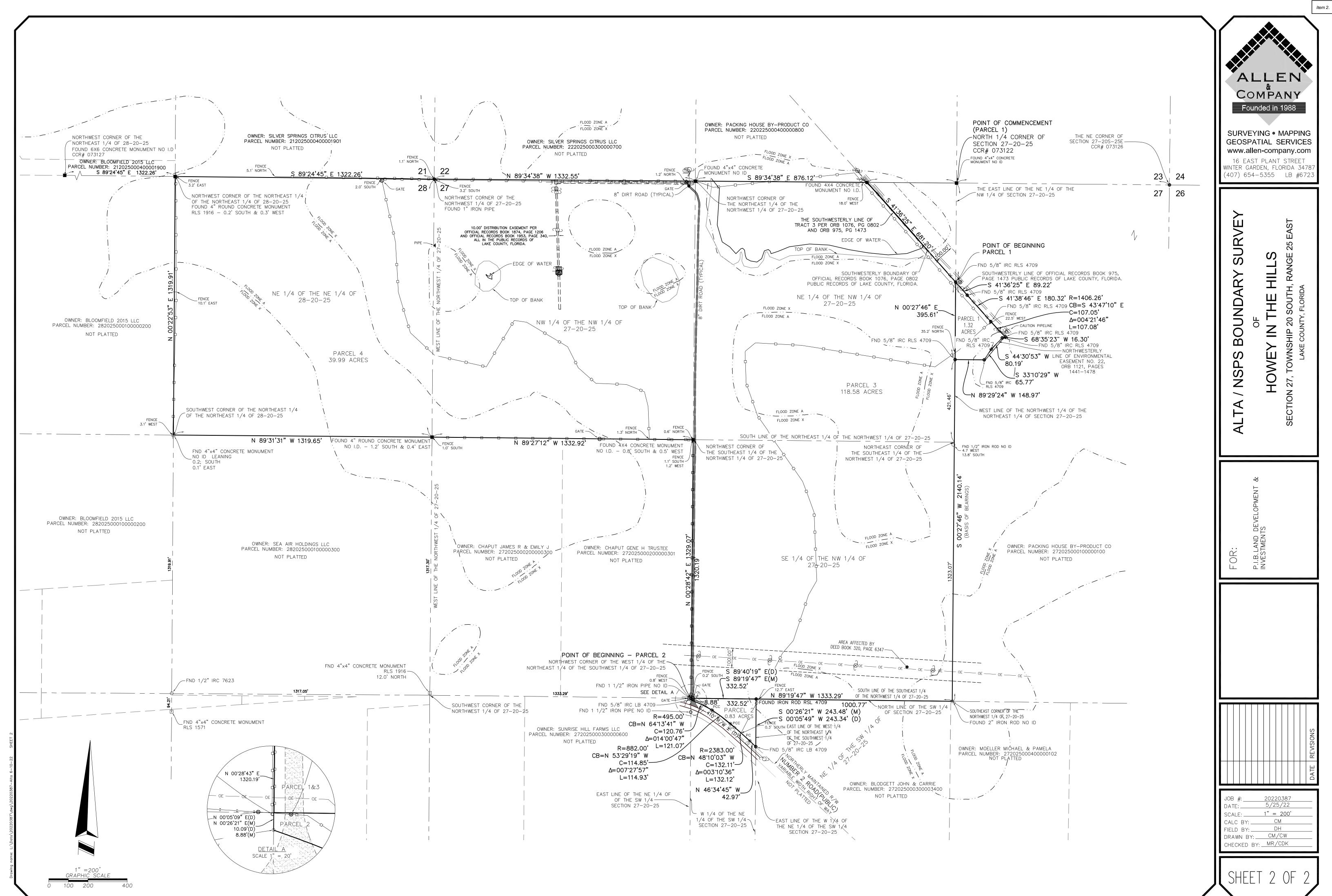
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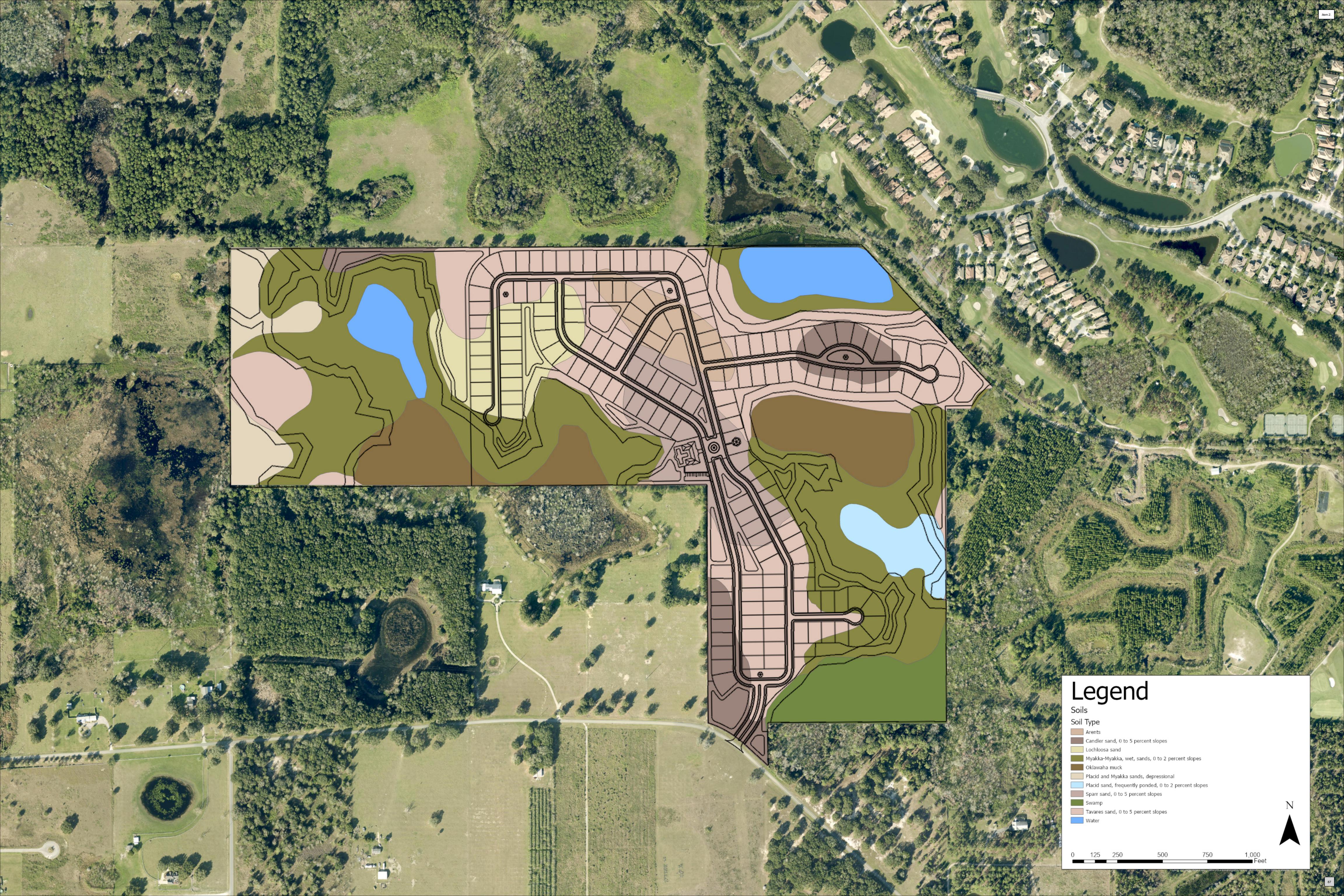
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OR:

JOB #: \_\_\_\_ 5/25/22

SCALE: 1" = 200'CALC BY: \_\_\_\_\_CM FIELD BY: DH DRAWN BY: CM/CW CHECKED BY: MR/CDK







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

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

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
 Tavares Middle School
 97% Capacity
 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 <a href="mailto:lavalleyh@lake.k12.fl.us">lavalleyh@lake.k12.fl.us</a>.

Sincerely,

Helen LaValley

Growth Planning Department

Att: Adequate Public Facilities Determination



# **Lake County Schools Adequate Public Facilities Determination**

APF16-2022

PROJECT NAME/CASE#  Blue Sky Capital Group (Daryl Carter Property)									
ITEM DESCRIPTION	250 Single Family dwelling units  North of Number 2 Road, between Blue Sink Road and the Mission Inn development.								
LOCATION									
AK's	3852069, 388	37680, 103611	9, 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	i I			
Middle School	0.079	0.061	0.044	20	0				
High School	0.114	0.068	0.046	29	0				
004 #40	*Student	ts generated ma	y differ from dis	tribution percer	ntages due to ro	unding			
CSA #10				Student	0/ - 6 D	Diamend			
	Enrollment 2021-2022	Permanent Capacity	Projected Capacity %	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			
			ear Plan, Fiscal Yo						
	Please note	that this is NO	OT a School C	oncurrency	capacity rese	rvation.			
Please be aware that at time o <sup>.</sup> This review does <mark>not</mark> include al			portionate sha	re mitigation r	may be require	ed.			
Prepared by: Helen LaValley, Lake Coun				Issue	Date:	6/15/2022			

Lake County Schools



# 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 Howey-in-the-Hills Residential Development Response to Comments TPD No. 5659 December 23, 2022 Page 2

#### 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

Item 2.

#### 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:

P.E. No.:

DATE:

December 220

o!, 20220

SIGNATURE:

SONAL ENGINEER

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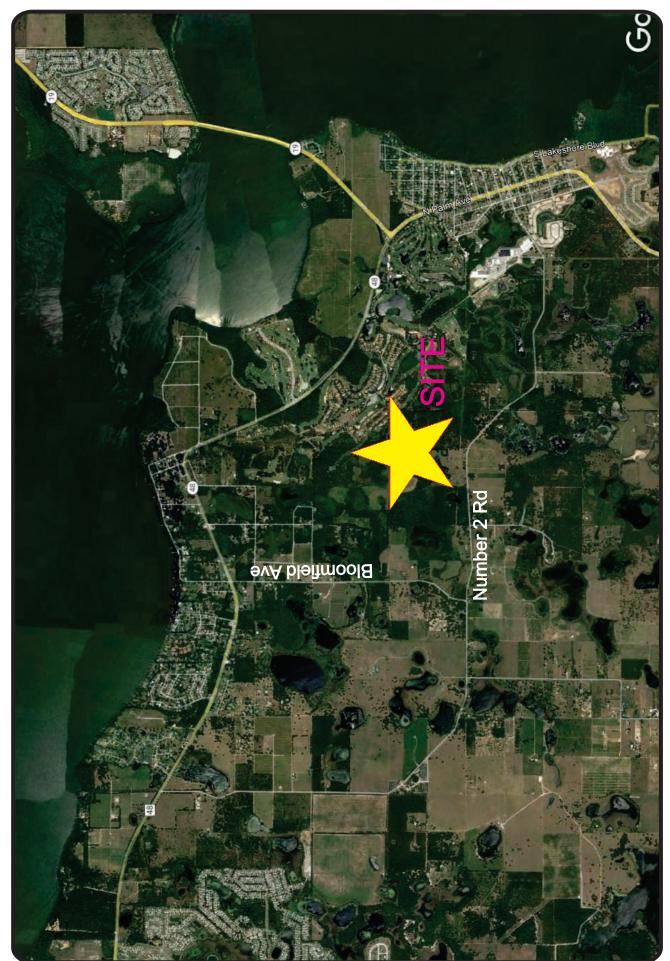
#### INTRODUCTION

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





Howey in the Hills Project № 5659 Figure 2



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**.

PD

Residential Development – Howey-in-the-Hills Project № 5659 Page 4

Table 1 **Existing Roadway Capacity Analysis** 

Doodway Comment	Segment	No. of	Adopted		P.M. Pea	ak Hour*	ula Batia	1.00	
Roadway Segment	ĬD	Lanes	LOS	Capacity	Peak Direction	Volume	v/c Ratio	LOS	
CR 48									
US 27 to Lime Ave	1240	2	D	1,080	EB	469	0.43	В	
Lime Ave to SR 19	1250	2	D	1,080	EB	409	0.38	В	
SR 19									
Lane Park Rd to CR 48	3040	2	D	920	SB	652	0.71	С	
CR 48 to Central Ave	3050	2	D	700	SB	415	0.59	С	
Central Ave to CR 455	3060	2	D	1,200	SB	415	0.35	В	
Number 2 Road**									
CR 48 to Bloomfield Ave		2	D	675***	WB	26	0.04	С	
Bloomfield Ave to SR 19		2	D	675***	EB	52	0.08	С	

<sup>\*</sup> Based on FDOT and Lake County 2020 traffic counts
\*\* Not included in the County's Database

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

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



<sup>\*\*\*</sup>Obtained from FDOT Quality/LOS Handbook











Howey in the Hills Project № 5659 Figure 3b



#### 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 11<sup>th</sup> 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	Si-a	Daily		A.M. Peak Hour				P.M. Peak Hour			
		Size	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			1,733		32	95	127		109	64	173	

<sup>\*</sup> Equation used, R<sup>2</sup> > 0.75

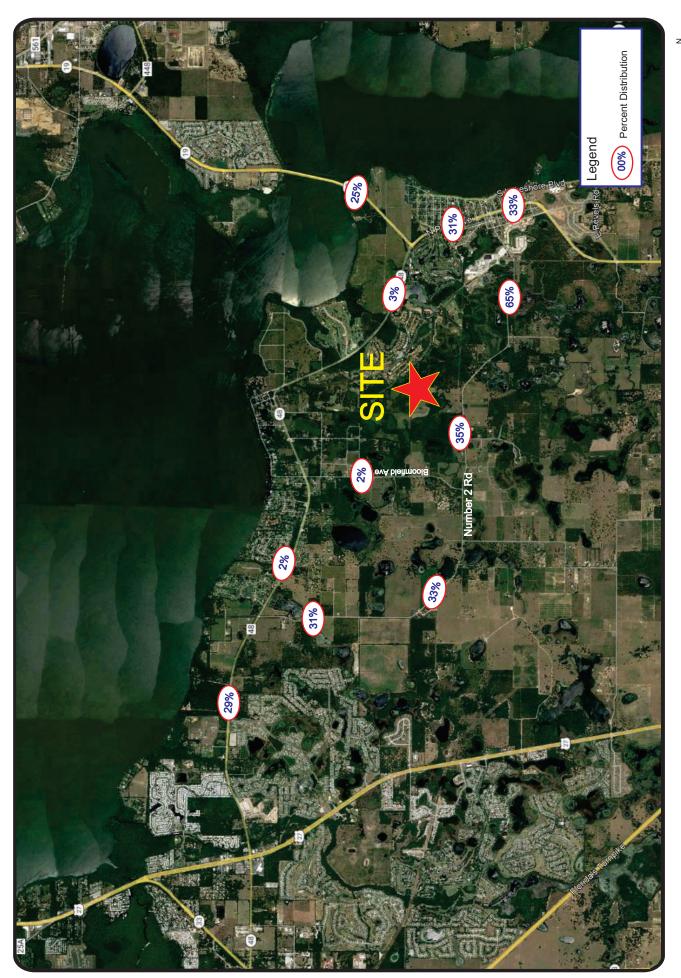
The development is estimated to generate a total of 1,733 daily trips, of which 127 will occur during the A.M. peak hour and 173 will occur during the P.M. peak hour upon full development.

#### **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.



<sup>\*\*</sup> DU = Dwelling Unit



Howey in the Hills Project № 5659 Figure 4



#### 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	No. of	Ac	lopted	P.M. Peak Hour Peak Direction								
Segment	Lanes	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	С			
Lime Ave to SR 19	2	D	1,080	EB	409	159	3	571	С			
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	С			
Number 2 Roa	d											
CR 48 to Bloomfield Ave	2	D	675	WB	26	66	21	113	С			
Bloomfield Ave to SR 19	2	D	675	EB	52	212	71	335	С			

<sup>\*</sup> 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.





Item 2.



107

# Projected PM Peak Hour Volumes

Item 2.



108

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

			EI	В	w	В	NI	3	s	В	Ove	rall
Intersection	Control	Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Number 2 Rd &	Cton	A.M.	0.0	Α	0.0	Α	19.2	С	14.3	В		
CR 48	Stop	P.M.	0.1	Α	0.2	Α	21.8	С	16.2	С	1	
Number 2 Rd &	01	A.M.	1.1	Α					9.6	Α		
Bloomfield Ave	Stop	P.M.	0.2	Α					9.6	Α		
Palm Ave &	Ctoro	A.M.	935.5	F	45.8	E	1.5	Α	1.0	Α		
Central Ave	Stop	P.M.	6309.4	F	352.9	F	6.0	Α	2.5	Α		-
CR 48	Signal	A.M.	12.0	В	4.5	Α			51.9	D	22.2	С
& SR 19	Signal	P.M.	13.2	В	5.1	Α			138.8	F	66.7	Е
CR 48 & SR 19 – Opt.	Signal	A.M.	13.2	В	5.0	Α			22.2	С	12.5	В
Signal Timing	Olgital	P.M.	20.3	C	6.7	Α			32.7	С	21.5	С
Number 2 Rd &	Stop	A.M.	1.4	Α		-			10.2	В	-	
Site Access	Stop	P.M.	2.0	Α					10.7	В		

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

			E	В	w	/B	NE	3	s	В	Ove	rall
Intersection	Control	Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Palm Ave &	Cton	A.M.	643.4	F	39.2	Е	1.1	Α	1.0	Α		
Central Ave	Stop	P.M.	3438.3	F	155.9	F	3.9	Α	2.4	Α		-



## 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: <a href="mailto:Tom@TMHConsultingInc.com">Tom@TMHConsultingInc.com</a>
(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 < ibrock@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 NFW email a

Please make note of my NEW email address: <u>Tom@TMHConsultingInc.com</u>

(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

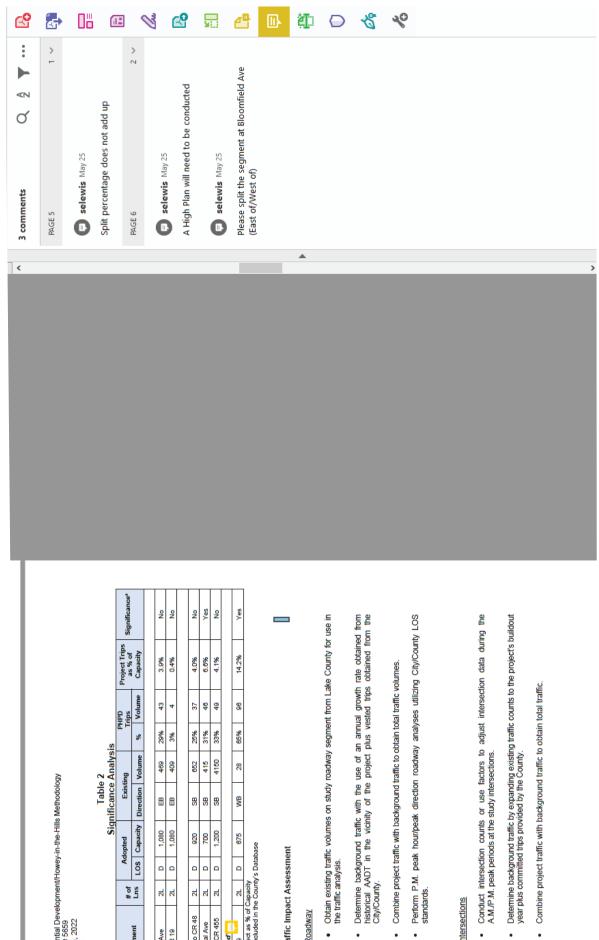
**CAUTION:** This email originated from outside of your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

#### 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



4.0% 6.6% 4.1%

37 46 49

31%

652 415 4150

8 8 8

920 700 1,200

CR 48 to Central Ave 21 D Central Ave to CR 455 21 D

96

28 65%

WB

675

48 to SR 19 2 2 D 6
7 Project as % of Capacity
7 Not Included in the County's Database

mber 2 Road

5. Traffic Impact Assessment

a) Roadway

3.9%

**₽** 4

3%

469

8 8

1,080

00

PHPD Trips Volume

Existing

Adopted

# of Lns

Roadway Segment US 27 to Lime Ave Lime Ave to SR 19

Table 2 Significance Analysis

Residential Development/Howey-in-the-Hills Methodology TPD Ne 5659 May 24, 2022 Page 6

%

LOS Capacity Direction Volume

- Determine background traffic by expanding existing traffic counts to the project's buildout year plus committed trips provided by the County.

b) Intersections

Combine project traffic with background traffic to obtain total traffic volumes.

Combine project traffic with background traffic to obtain total traffic



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 11<sup>th</sup> 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**.

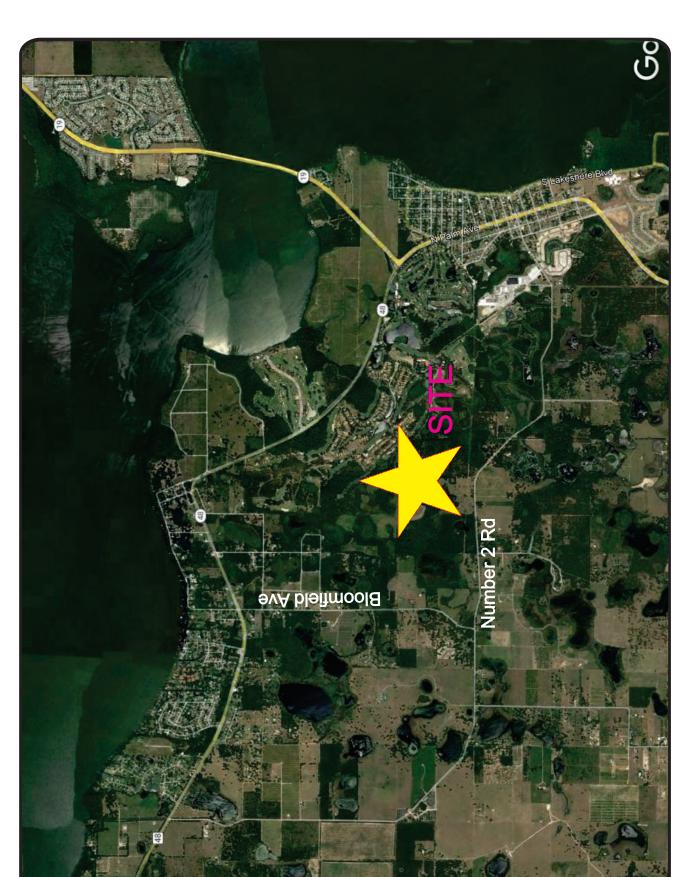
Table 1
Trip Generation Calculation Summary

ITE	Land Use	Quantity	Da	ily	Α	.M. Pea	k Hou	r	P	.M. Pea	k Houi	r
Code	Land Ose	Quantity	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
		T	otals	2,344		45	127	172		148	57	235

<sup>\*</sup>ITE Equations Used, R<sup>2</sup> >0.75.

<sup>\*\*</sup>DU=Dwelling Units











Howey in the Hills Project № 5659 Figure 2



Residential Development/Howey-in-the-Hills Methodology TPD № 5659 May 24, 2022 Page 4

## 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

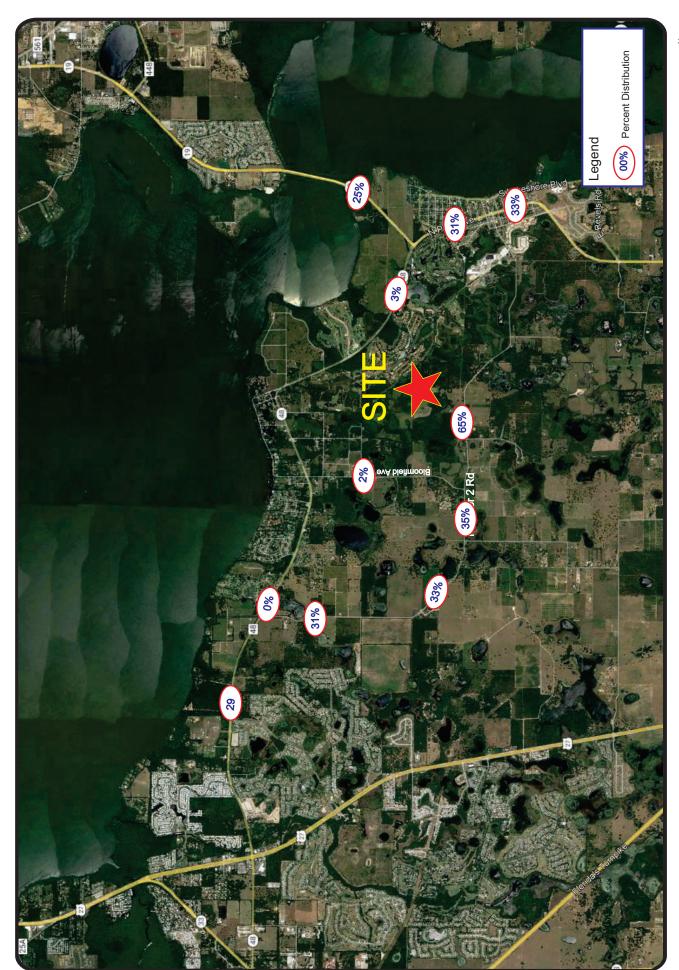
As per the Lake Sumter MPO TIS guidelines, a Tier 2 Traffic Impact Study (TIS) is required for this project. A minimum of one-mile impact area plus all roadway which the project trips consume 5% or more of the roadway capacity. Based upon the project's significance as per **Table 2**, the following roadway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

The roadway segments to be included in the analysis:

- Number 2 Road
  - o 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
  - o 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



Residential Development/Howey-in-the-Hills Methodology TPD № 5659 May 24, 2022 Page 6

Table 2
Significance Analysis

	# of	Ad	dopted	Exist	ting		HPD rips	Project Trips as % of	Significance*
Roadway Segment	Lns	LOS	Capacity	Direction	Volume	%	Volume	Capacity	
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

<sup>\*</sup> Project as % of Capacity

## 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.

<sup>\*\*</sup> Not Included in the County's Database

Residential Development/Howey-in-the-Hills Methodology TPD № 5659 May 24, 2022 Page 7

• 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

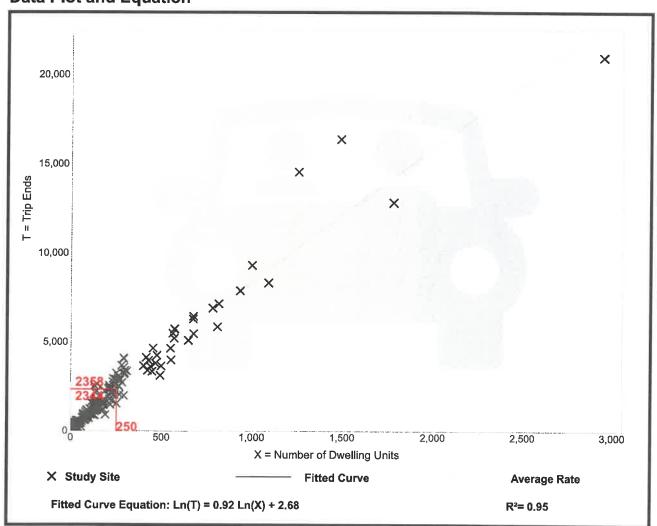
Standard Deviation

9.43

4.45 - 22.61

2.13

# **Data Plot and Equation**



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

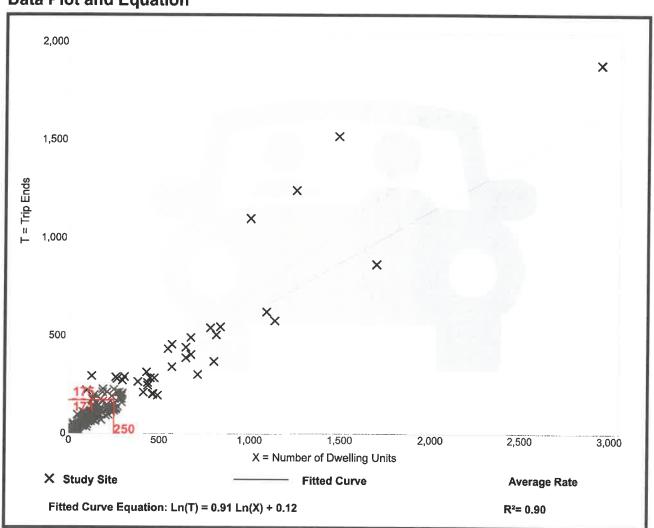
Standard Deviation

0.70

0.27 - 2.27

0.24

# **Data Plot and Equation**



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:

Directional Distribution: 63% entering, 37% exiting

# **Vehicle Trip Generation per Dwelling Unit**

Average Rate

Range of Rates

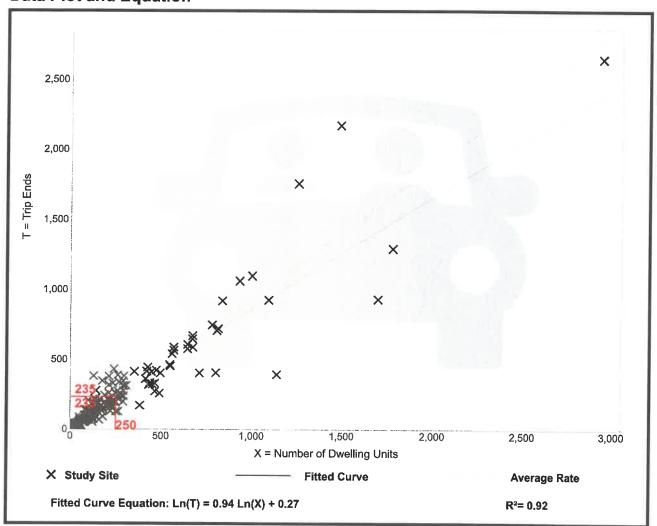
Standard Deviation

0.94

0.35 - 2.98

0.31

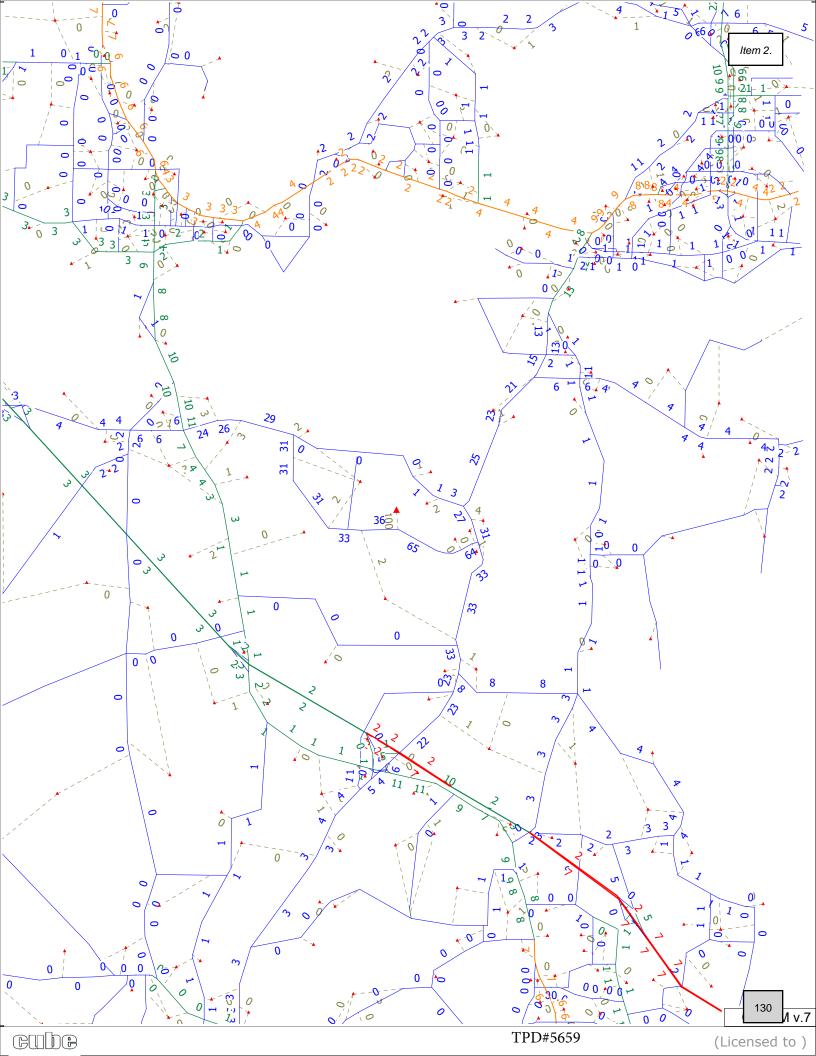
# **Data Plot and Equation**



Trip Gen Manual, 11th Edition

Institute of Transportation Engineers

Attachment B Model Distribution Plot



# **APPENDIX B**

Lake County 2022 CMP Database

2027 PEAK 2027 PEAK HOUR V/C HOUR LOS	0 99	48 E	0 0	69 D	17 C	O 99	52 B	2 S		50 C	43 B	39 C	20 C	7 C	20 C	64 D	34 D	Q 66	7 L	17 F	31 C	24 F	57 C	29 C	82 C	28 0	21 C	28 C	2 2	48 C	21 C	29 B	30 B	30 B	0 P	O 89	29 B	D 90	12 B	2 4 2 8	45 B	O C	96 D	51 D	63 C	25 C	57 D	39 C	75 D	.35 B	90 73	20 0		2 2 2	74 C	38	36 C	. 0	2 9	O 09	0	37 C	40 C	2 0	33 C	33 C	37 C	Q 96	5 c	24 .	34 C	25 C	32 C	Q 09	8 C	31 C	33	51 D
2027 PEAK HOUR SB/WB VOLUME	445 0.1	1,018 2.	200	292 (	255 0	272 0.	136 0.	222 0	340 0.	394 (0	435 0.	307 0	104 0.	363 0	585 0.	473 0	473 (0	518 0.	621	621 1.	316	1,041	586 0	586 0.	382 0	405 0.	147 0.	147 0	290 0.	290 0.	172 0.	112 0	322 0.	322 0	322 0.	569 0.	307 0.	46 0.	46 0	156	185 0.	144 0	469 0.	752 0.	1,134 0	678 0.	386 0	279 0.	329 0	498 0.	498 1	160 0.		176 6	168 0.	300	300 0	230	82 0.	503 0	7 79	130 0.	287 0	305 0.	138 0.	138 0	30 0.	412 0.	116 0	oli -	130 0	78 0	75 0.	263 0	1,284 C	2002	586 0.	773 0.
PEAK HOUR DIRECTIONAL HOUR NB/EB SERVICE VOLUME (2027)		410 788	500 797	60 458 20 458	10 338	171 171	162	138	90 424	40 421 080 511	380 462	40 326	30 72	40 299	40 205	70 386	70 386	30 526	30 577	30 577	30 213	40 784	20 533	080 599	70 387	20 423	10 128	30 128	10 381	10 342	40 175	118	211 211	211	393	40 460	40 215	40	10 49	96 96	10 164	10 211	10 684	170 590	300 849	900 795	10 408	10 225	30 397	50 563	30 563	20 238		30 287	301	168	40 168	364	30 94	414 414	30	20 230	10 282	275	20 203	20 203	20 150	80 653	30 230	08	20 212	70 118	30 168	30 148	350 536	90 368	300 415	797
PEAK HOUR I SERVICE VO	19	E C	0 18	0 0	7 2	0	B 1,0 4	O 8	0	0 0	0,1	O O	0 0	D 0	200	8	E 6	F 5:		F 5	0 0		O m	C 1,0	0 0	0 0	C 7	0 0	0	C 7	9	80 C	B 1,0	1,0	0 0	9	B 2	0 0	B 6	2 8 0.1	B 4	2 0	20	1,1	0 0	0 0	0 0	0 2	0 8	0 27	T C	2 0	D 22	0 0	9 2	B C	0	0 0	2 2	8 0	2 .	0	2	2 0	C 6	.9 .9	0 0	D 0	0 0	ه ه د د	9	0 0	2 0	2	2,5	0 0	2,1,8	1,1
DT 2027 DAILY 2027 I	79'0	2.54	0.59	0.74	0.52	0.87	0.74	0.56	0.64	0.57	0.49	0.41	0.17	0.44	0.43	1.24	1.24	1.08	1.33	1.33	0.25	1.24	1.01	0.58	0.90	0.77	0.18	0.25	0.50	0,49	0.25	0.32	0.27	0.27	0.48	92.0	0.39	90'0	0.12	0.14	0.44	0.28	0.92	69:0	0.64	0.51	0.64	0.43	0.75	0.33	1,14	0.41	0.59	0.52	0.36	0.20	0:30	0.30	0.17	0.51	0.10	0.30	0.48	0.76	0.28	0.28	0.07	06:0	0.36	0.36	0:30	0.20	0.26	0.38	0.35	0.30	0.32	09:0
DAILY SERVICE 2027 AAI	13,320 8,968	7,740 19,687	28,880 16,996	12,600 9,276 12,390 9,276	14,060 7,312	7,740 6,745	21,780 3,259	7,740 4,315	15,930 10,120	21,780 11,949	21,780 10,754	7,740 6,847	10,360 1,736	16,820 7,337	16,820 7,176	8,390 10,412	16,820 10,045	10,360 11,220	10,360 13,800	10,360 13,800	13,320 3,316	16,820 20,914	21,780 10,678	21,780 12,556	9,030 8,090	12,390 9,538	14,060 2,555	10,360 2,555	14,060 7,090	14,060 6,934	16,820 4,159	7,740 2,491	21,780 5,811	21,780 5,811	15,320 7,090	16,820 12,829	14,130 3,032	16,820 955	7,740 955	21,780 2,991	7,740 3,401	13,990 3,957	14,060 12,923	29,160 17,068	35,820 22,846	37,810 19,095	14,060 8,989	14,060 5,984	10,360 7,763	14,760 11,792	10,360 11,792	12,390 5,134	10,360 6,139	10,360 5,416	13,320 4,826	7,740 1,516 15,930 5,021	16,820 5,021	10,360 3,151	10,360 1,721	16,820 8,606	12.390 -	12,390 3,718	14,060 6,809	12,390 9,373	12,390 3,416	12,390 3,416	12,390 3,877	13,320 12,007	10,360 3,737	13,320 2,166	12,390 3,676	9,030 1,802	10,360 2,692	10,360 3,923	59,580 20,610	37,810 11,306	35,820 11,306	30,780 18,575
SAK GROWTH RATE	3.00%	3.50%	8.50%	1.00%	1.00%	2.50%	7.75%	4.25%	2.75%	4.00%	1.50%	1.00%	1.75%	1.00%	1.00%	1.00%	1.00%	2.50%	4.25%	4.25%	3.50%	4.75%	1.00%	1.00%	1.00%	1.00%	3.50%	3.50%	6.50%	1.00%	2.00%	2.25%	1.00%	1.00%	6.50%	3.00%	5.25%	2.00%	2.00%	3.25%	4.00%	1.00%	1.00%	1.00%	1.25%	1.50%	1.00%	1.00%	3.50%	1.00%	1.00%	3.75%	1.00%	1.00%	2.50%	1.00%	2.75%	1.00%	2.50%	7.50%	1.00% N/A	3.25%	1.00%	12.00%	3.25%	3.25%	5.50%	1.75%	1.50%	1.00%	1.00%	1.00%	1.00%	1.00%	2.25%	1.00%	1.00%	1.00%
2022 PEAK 2022 PEAK HOUR V/C HOUR LOS	0.56 D	2.09 E	D 77.0	0.66 D	0.45	0.59 C	0.10 B	0.44 B	0.47 C	0.39 B	0.40 B	0.37 C	0.18 C	0.41 C	9970	0.52 D	0.52 D	0.88 D	0.95 D	0.95 D	0.26 0.81	0.98 D	0.55 C	0.53 C	0.78 C	0.65	0.17 C	0.23	0.39	0.46 C	0.19 C	0.26 B	0.28 B	0.28 B	0.38	0.58 C	0.23 B	0.05	0.11 B	0.12 B	0.37 B	0.28 C	0.92 D	0.49 D	0.59 C	0.39 C	0.55 D	0.37 C	0.63 D	0.71 D	1.01 E	0.32 C		0.52 D	0.39 C	0.33	0.31 C	. 0.48	0.16 C	0.42 C	0.09	0.32 C	0.39 C	0.44 C	0.28 C	0.28 C	0.28 0.09	0.88 D	0.40 C	0.00	0.33 C	0.24	0.30 C	0.47 C	0.39 B	0.29 C	0.31 C	0.49 D
2022 PEAK 2022 PEAK HOUR NB/EB HOUR SB/WB VOLUME VOLUME	343 384		530 376	436 278 436 278	322 242	151 240	173 202	112 180	370 297	420 380	429 404	310 292 310 292	96 95	285 346	195 557	367 450	367 450 489 424	465 458	469 505	469 505	179 127	622 825	507 590	570 558	369 364	403 385	108 124	108 124	278 212	326 276	159 156	106 100	201 307	201 307	316 258	397 491	167 70 247 249	44 42	44 42	40/ 346	135 152	201 137	651 446	561 715	798 1,065	738 629	388 367	214 265	334 277	535 474	535 474	198 133		273 167	266 149	146 262	146 262	346	83 72	288 350	45	111 111	268 273	203 203 203 270 173	173 118	173 118	115 174	599 378	214 108		202 124	113 75	160 71	140 250	1,149	395 557	395 557	758 735
PEAK HOUR 2023 DIRECTIONAL HOUS SERVICE VOLUME VO	089	410	069	660	710	410	1,080	410	790	1,080	1,080	840	530	1.080	840	870	870	530	530	530	680	840	1,080	1,080	470	620	710	530	710	710	840	410	1,080	1,080	840	840	740	840	410	1,080	410	710	710	1,470	1,800	1,900	710	710	530	750	530	620	530	530	089	790	840	530	530	840	530	620	710	1,4/0	620	620	620	089	530	089	620	470	530	530	2,950	1,900	1,800	1,550
22 DAILY 2022 DAILY V/C LOS S	0.58 D	2.14 E	0.85 D	0.70 D	0.49 D	0.77 C	0.70 C	0.45 B	0.56 C	0.45 B	0.46 B	0.39 C	0.15 C	0.42 C	0.41 C	1.18 F	1.18 F	G 96:0	1.08 F	1.08 F	0.21 C	0.99 D	0.47 B	0.55 C	0.85	0.73 C	0.15 C	0.21 C	0.37 C	0.47 C	0.22 C	0.29 B	0.25 B	0.25 B	0.39	O 99'0	0.17 B	0.05	0.11 B	0.12 B	0.36 B	0.27 C	0.87 D	0.56 D	O 090	0.47 C	0.61 D	0.40 C	0.63 D	0.76 D	1.08 0.80	0.34 C	0.56 D	0.50 D	0.32 C	0.19 B	0.26 C	0.29 C	0.15 C	0.36 C	0.09	0.26 C	0.46 C	0.43 C	0.23 C	0.23 C	0.24 0.06 C	0.83 D	0.33 C	0.15 C	0.28 C	0.19 C	0.25 C	0.36	0.31 B	0.38 C	0.30	0.57 D
RVICE 2022 AADT 20;	20 7,736	9,17.3	11,303	30 8,826 30 8,826	50 6,957	0 5,962	0 5,436 30 2,244	3,504	30 8,836	20 9,073 30 9,821	30 9,982	20 6,515 0 6,515	30 1,592	20 6,981	20 6,828	206'6 0	0 9,907	9,917	10,591	11,207	20 2,792	20 16,583	30 10,160	30 11,947	7,697	90 8,075	2,151	2,151	5,175	50 6,597	20 3,767	0 2,228	90 5,529	30 5,529	20 6,485	11,066	20 2,347	20 865	0 865	2,549	0 2,796	3,765	30 12,296	30 16,240	20 21,470	17,725	50 8,553 50 8,553	5,694	50 6,537	50 6,785	50 11,220	90 4,271	5,841	5,153	20 4,265	0 1,442	20 4,384	50 2,998	1,521	20 5,995	30 340	3,168	6,479	5,203	30 2,911	90 2,911	30 2,966 30 786	11,009	3,469	20 2,061	3,498	0 1,715	30 2,561	3,733	30 18,440 c R DQ	30 e,usu 10 10,757	10,757	17,674
ADOPTED LOS DAILY SERVIN STANDARD VOLUME	D 13,3	C 7,74	D 13,3	D 12,6	D 14,0	C 7,774	D 21,7	7,77	D 15,9	D 16,8	D 21,7	D 16,8	D 10,3	D 16,8	D 16,8	3E'8 Q	D 8,36	D 10,3	D 0	D 10,3	D 13,3	D 16,8	D 21,7	D 21,7	00'6	D 12,3	D 14,0	0 10,3	G.41	D 14,0	D 16,8	C 7,74	D 21,7	D 21,7	D 0	D 16,8	C 14,1	D 16,8	C 7,74	D 21,7	C 7,74	D 13,9	0 14,0	D 29,1	D 35,8	D 37,8	D 14,0	D 14,0	D 10,3	D 21,57	D 10,3	D 12,3	D 10,3	D 10,3	D 13,3	C 7,774	D 16,8	D 10,3	D 10,3	D 16,8	D 10.3	D 12,3	D 14,0	D 29,7	D 12,3	D 12,3	D 12,3	D 13,3	D 10,3	D 13,3	D 12,3	C 9,00	D 10,3	D 10,3	D 59,5	D 37,8	D 35,8	D 30,7
JURISDICTION	FRUITLAND PARK	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LARE COUNTY CITY OF GROVELAND	CITY OF LEESBURG	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	HOWEY-IN-THE-HILLS	UNINCORPORATED LAKE COUNTY	CITY OF MASCOTTE	CITY OF MINNEOLA	UNINCORPORATED LAKE COUNTY	CITY OF TAVARES	CITY OF TAVARES	CITY OF MOUNT DORA	CITY OF MOUNT DORA	CITY OF MOUNT DORA	CITY OF MOUNT DORA	CITY OF TAVARES	ASTATULA/TAVARES TOWN OF ASTATULA	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY	CLERMONT/MINNEOLA	CITY OF CLERMONT	CITY OF CLERMONT	CITY OF CLERMONT	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY	CITY OF MINNEOLA	GROVELAND/MASCOTTE CITY OF GROVELAND	CITY OF MASCOTTE	UNINCORPORATED LAKE COUNTY	CITY OF GROVELAND	UNINCORPORATED LAKE COUNTY	CITY OF LEESBURG	CITY OF CLERMONT	CITY OF CLERMONT	CITY OF CLERMONT	CITY OF CLERMONT	UNINCORPORATED LAKE COUNTY	CITY OF EUSTIS	CITY OF EUSTIS	CITY OF MOUNT DORA	CITY OF MOUNT DORA	UNINCORPORATED LAKE COUNTY	CITY OF CLERMONT	CITY OF EUSTIS	UNINCORPORATED LAKE COUNTY	CITY OF GROVELAND UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY	CITY OF EUSTIS	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY	CITY OF EUSTS	UNINCORPORATED LAKE COUNTY	CITY OF CLERMONT	CITY OF MINNEOLA	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY	UNINCORPORATED LAKE COUNTY FRUITLAND PARK	TOWN OF LADY LAKE	TOWN OF LADY LAKE	CITY OF LEESBURG	TOWN OF LADY LAKE	UNINCORPORATED LAKE COUNTY CITY OF EUSTIS	CITY OF EUSTIS	CITY OF EUSTIS	CITY OF CLERMONT	CITY OF CLERMONT	CITY OF CLERMONT	CITY OF CLERMONT
AINTAINING AGENCY	COUNTY	COUNTY	TUNDO	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	CITY OF LEESBURG	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	CITY OF MT. DORA	CITY OF MT. DORA	COUNTY	CITY OF CLERMONT	COUNTY	COUNTY	COUNTY	COUNTY	CITY OF EUSTIS	COUNTY	CITY OF CLERMONT	CITY OF EUSTIS	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	CITY OF LEESBURG	COUNTY	CITY OF EUSTIS	CITY OF EUSTIS	CITY OF EUSTIS	COUNTY	COUNTY	COUNTY	COUNTY
AN / DIVIDED / N	AN UNDIVIDED	AN UNDIVIDED	ML UNDIVIDED	AL UNDIVIDED	AN UNDIVIDED	VAL UNDIVIDED	AL UNDIVIDED	AL UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN DIVIDED	AN DIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AL UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AL UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AL UNDIVIDED	AN UNDIVIDED	DAL UNDIVIDED	AN UNDIVIDED	ML UNDIVIDED	AN DIVIDED	AN UNDIVIDED	AN DIVIDED	AN DIVIDED	AN DIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN DIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AL UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN DIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AL UNDIVIDED	AN UNDIVIDED	AN UNDIVIDED	AN DIVIDED	AN UNUIVIOED	AN DIVIDED	AN DIVIDED
LANES URBAN / (2027) RURAL	2 URB	2 RUF	4 RUF	2 RUF	2 URB	2 RUF	2 KUF	2 RUF	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 ORB	2 URB	2 URB	2 URB	2 URB	2 URB	2 RUF	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 RUF	2 URB	2 URB	2 ORB	2 URB	2 RUF	2 URB	2 RUF	2 ORB	2 RUF	2 URB	2 URB	4 URB	4 URB	4 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 RUF	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 URB	2 RUF	2 URB	2 URB	4 URB	2 4 URB	4 URB	4 URB
LANES (2022)	2	2	2	2 2	2 7	2	2 2	2 0	5 2	5 2	2	5 5	2 2	3 2	2 2	2	5 2	2	7 2	2	2 2	2 2	2 2	2	3 2	2 2	2	2 5	2 2	2	2	2 0	2 2	2	5 2	2	2 2	2	2	7 2	2	2 2	2 2	4	4 4	. 4	2 2	2 2	2 5	2 2	2 0	2 2	2	5 2	2	2 2	2	2 2	2 2	2	2 2	2 2	2	4 0	2	2	5 2	2	2 2	2 2	2	2 2	2 4	2	4 2	4 4	4	4
ТО	GRIFFIN ROAD	SR 46	FLORIDA TURNPIKE	BAY AVENUE CR 33	FOUNTAIN LAKE BOULEVARD	GREEN SWAMP ROAD	US 2/ JAMARLY ROAD	CLEARWATER LAKE RD	HAYWOOD WORM FARM RD	US 27 LIME AVENUE	SR 19	RANCH ROAD CR 448A	SR 50	N HANCOCK ROAD	ORANGE COUNTY LINE	DORA AVENUE	SR 19 BAY ROAD	CR 44C / EUDORA AVENUE	STH AVENUE	N HIGHLAND STREET	SR 46 ORANGE COLINTY LINE	CR 448	CR 48 SOUTH ASTATULA CITY LIMIT	CR 455	HOWEY CROSS ROAD	US 27	EAST AVENUE	W MINNEOLA AVENUE	SR 50	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	SR 33	N HANCOCK ROAD	CR 455	C.K. 565A JALARMY ROAD	US 27	KJELLSTROM LANE SR 50	SLOANS RIDGE	LAKE ERIE ROAD	CR 565B	CR 561	MAIN STREET	OAKLEY SEAVER DRIVE	SR 50	JOHNS LAKE ROAD	US 27	CR 19A US 441	MOUNT HOMER ROAD	FLINKS AVE/KURT AVE	11TH AVENUE	5TH AVENUE	CR 466B	SR 50	BROADVIEW AVENUE US 441	CR 44	ANDERSON ROAD LAKE LINCOLN LANE	SR 44	US 441	CR 44	HANCOCK ROAD	MARY STREET	CR 452	SR 50	GRASSY LAKE ROAD	CR 466	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD US 27 / US 412	CR 25	UNCLE DONALDS LANE	LEE STREET	GRAYS AIRPORT ROAD	SULEN ROAD LAKEVIEW AVENUE	GOLFLINKS AVENUE	OLD MT DORA ROAD	US 27	SR 91 (FLORIDA I UKNFINE) OLD HWY 50 (W)	OLD HWY 50 (E)	N RIDGE BOULEVARD
мо	VE RIDGE DAIRY ROAD	AIPHIN KOAD	IMTER COUNTY LINE	ORIDA TURNPIKE Y AVENUE	144 INTAIN LAKE BOLII EVARD	133	REEN SWAMP KOAD	JMTER COUNTY LINE	133	AYWOOD WORM FARM RD 27	AE AVENUE	R 561 NCH ROAD	33	\$27	455	\$19	DRA AVENUE RA AVENUE	:Y ROAD	XESHORE DRIVE	D 441	H AVENUE	19	3 4 4 8 4 8	UTH ASTATULA CITY LIMIT	7455 WEY CROSS BOAD	RNPIKE ROAD / CR 561A	127	ASTAVENUE	2.561A	.50	IG HOUSE ROAD	ORIDA BOYS RANCH ROAD	RUB JAY LN	HANCOCK ROAD	MINNEOLA AVE 565A	LARMY ROAD	S 27 ELLSTROM LANE	.50	OANS RIDGE	06.	.33	3 441 IN STREET	27	IKLEY SEAVER DRIVE	OKS STREET	HNS LAKE ROAD	.D US 441 / CR 500A	.441	DUNT HOMER ROAD	SATIERWIN	TH AVENUE	27	1561	OADVIEW AVENUE	(ERALDA ISLAND ROAD	7565 44A	KE LINCOLN LANE	D MT DORA ROAD	. 452	₹50 (WASHINGTON STREET)	JRI SIREEI	ERALDA AVENUE	TRUS TOWER BOULEVARD	27	IRION COUNTY ROAD	3 466	GLES NEST ROAD	327/US 411	725 CIE DONAI DS I ANE	27	127	RAYS AIRPORT ROAD  19 (BADGER AVENUE)	KEVIEW AVENUE	JLFLINKS AVENUE	KE SHORE DRIVE	R. 561A 91 (FLORIDA TURNPIKE)	D HWY 50 (E)	D HWY 50 (E)
FRO	PINE	SR.	ins	FL	R)	SR	SR	SU	CR	HA NS.	ПМ	CR	S S	Sn I	85	SR	11 BO	BA	ž	100	ET) 5TB	SR	8 8	SOI	R G	AU.	DR/MAIN AVE US	TICARROL ST/3RD S EA	C.R.	SR	107	E E	SC	N.	W S	HORES) JAL	US	SR	)TS	SR.	SR	Sn I	) US.	NO C	SR	100	90.00	Sn	MO	NS.	£ 8	S S	S,	LA	EM	R S	LA	9.	8 8	VTE ROAD CR																		
SEGMENT ROAD NAME	1.80 C.R. 468	3.65 C.R. 46A REALIGNMENT		2.39 C.R. 470 0.54 C.R. 470	2.99 C.R. 473	5.21 C.R. 474	3.35 C.R. 474 5.99 C.R. 478	3.17 C.R.48	0.46 C.R.48	0.68 C.R.48 4.89 C.R.48	2.04 C.R.48	1.14 C.R.48 3.17 C.R.48	0.71 C.R. 50 (SUNSET AVENUE)	1.74 C.R. 50	1.92 C.R. 50	1.08 C.R. 500A/ OLD 441	1.08 C.R. 500A/OLD 441 1.94 C.R. 500A/OLD 441/ALFRED S	0.79 C.R. 500A/OLD 441	0.79 C.R. 500A/OLD 441	0.63 C.R. 500A/ 5TH AVENUE	0.26 C.R. 500A (HIGHLAND STREE 0.75 C.R. 500A/OI D.441	1.62 C.R. 561	3.93 C.R. 561 0.63 C.R. 561	2.49 C.R. 561	1.74 C.R. 561	0.46 C.R. 561 / C.R. 561A	1.78 EAST AVE/LAKE MINNEOLA L	1.05 8TH ST/OSCEOLA ST/4TH ST.	0.23 C.R. 561	4.31 C.R. 561	1.56 C.R. 561	5.87 C.R. 561 1.18 C.R. 561A	0.69 C.R. 561A	1.37 C.R. 561A	1.69 C.R. 561A	1.11 C.R. 561 (LAKE MINNEOLA S)	7.01 C.R. 565 0.63 C.R. 565 (VILLA CITY ROAD)	1.96 C.R. 565	5.44 C.R. 565	4.60 C.R. 565A	3.66 C.R. 565B	0.30 CANAL STREET	1.80 CITRUS TOWER BOULEVARD	0.47 CITRUS TOWER BOULEVARE	0.28 CITRUS TOWER BOULEVARD CITRUS TOWER BOULEVARD	0.60 CITRUS TOWER BOULEVARG	0.95 DAVID WALKER DRIVE 0.44 DAVID WALKER DRIVE	0.53 DAVID WALKER DRIVE	0.74 DAVID WALKER DRIVE	1.25 DONNELLY STREET	0.38 DONNELLY STREET	1.43 EAGLES NEST ROAD	0.73 EAST AVENUE	0.85 EAST CROOKED LAKE ROAL 0.78 EAST CROOKED LAKE ROAD	0.77 EMERALDA AVENUE	4.26 EMPIRE CHURCH ROAD 0.76 ESTES ROAD	0.49 ESTES ROAD	0.52 EUDORA ROAD	0.63 FISH CAMP ROAD	1.69 GRASSY LAKE ROAD/FOSGA	0.39 GOLFLINKS AVENUE	1.86 GOOSE PRAIRIE ROAD	1.23 GRAND HIGHWAY	1.66 CITRUS GROVE ROAD	1.76 GRAYS AIRPORT ROAD	1.25 GRAYS AIRPORT ROAD	1.75 S GRAYS AIRPORT ROAD 1.43 S GRAYS AIRPORT ROAD	0.85 GRIFFIN AVENUE	1.19 GRIFFIN AVENUE	0.51 GRIFFIN ROAD	1.85 GRIFFIN VIEW DRIVE	1.64 GRIFFIN VIEW DRIVE 0.36 GROVE STREET	0.37 GROVE STREET	0.50 GROVE STREET	2.14 HAMMOCK RIDGE	1.97 N. HANCOCK ROAD	0.28 N. HANCOCK ROAD	0.29 N. HANCOCK ROAD
DATA SOURCE LIMIT		County 55		ADJACENT 55	County 35	County 55	County 55	County 55	County 45	County 45	County 40	County 40 ADJACENT 40	County 30	County 45	County 45	County 35	County 45	County 35	County 35	ADJACENT 25	ADJACENT 30	County 45	County 50	ADJACENT 40	County 35	County 45	County 30	ADJACENT 30	ADJACENT 35	County 25	County 55	County 55	County 55	ADJACENT 55	County 40	County 40	+	3 ADJACENT 45	s State 45	County 55	County 45	County 25	County 35	County 30	County 40	County 40	ADJACENT 35	County 35	County 20	County 35	ADJACENT 35	County 40	County 30	ADJACENT 25 County 25	County 35	ADJACENT 40	County 40	County 35	County 35	County 40	NO COUNT	County 45	County 35	County 25	. ADJACENT 45	, County 45	County 45	County 35	County 35	County 25	County 45	County 45	County 30	County 25	County 35	County 45	ADJACENT 45	County 35
COUNTY FDOT STATION STATION	480	430	267	266	499	4	222	259	263	262	255	253	217	210	42	417	417	420	415	415	605	401	257	252	242	235	214	115085 115085	203	45	10	9237	234	234	203	223	241	118063 118063	118063 118063	47	18	434	205	44	28	24	442	449	471	400 11/014	617	510	46	454	501	622	622	30	909	221	0 0	514	40	37	517 117007	517 117007	512 117007	536 117008	535	462	515	516	472	465 117017	21	313	313	207
SEGMENT ID	1120	1145	1150	1155	1170	1190	1200	1220	1230	1235	1250	1260	1280	1290	1310	1320	1325	1340	1350	1370	1380	1400	1420	1430	1440	1460	1470	1480	1500	1510	1520	1530	1545	1546	1560	1570	1580	1600	1610	1630	1640	1650	1670	1680	1690	1695	1700	1720	1730	1750	1760	1780	1790	1810	1820	1830	1850	1860	1870	1875	1890	1900	1910	1915	1930	1940	1950	1970	1980	2000	2010	2020	2040	2045	2050	2055	2056	2060

Lake County CMP Database

2027 PEAK HOUR LOS	o c	) IL (	υυ	0 0	0 0	O 0	<u>а</u>	0 0	2 0 1	T O	0 0	0 0	. 0	ی د	O 80	م د	۵ ۵	<b>0</b>	0 0	O H	0 0	0	o 0	٥ .	. 0	0	0 0	0 0	ш и	ш	٠ م	0 8	ω .	0 1	C	0 0	0 0	0 0	ی م د	ں ۵	υ υ	. 0	0 0	шш	8 U	0 8	0 0	٥ 0	œ œ	0 0	υ i	ں م	a 0	o 0	0 0	0 0	ع ن د	2 0	ш ш	0 0	8 0
2027 PEAK 24 HOUR V/C H	0.45	1.27	0.63	0.45	0.19	0.69	0.46	0.16	96.0	1.08	0.42	90.0	. 0.45	0.14	0.09	0.51	0.90	0.23	0.20	0.86	72.0	0.95	0.36	0.33	. 0.22	0.32	0.47	0.59	1.14	1.03	0.50	0.58	0.37	0.12	0.21	0.03	0.45	0.12	0.55	0.55	0.25	20:0	0.18	1.04	0.39	0.34	0.20	0.40	0.21	0.78	0.70	0.43	0.28	0.49	0.29	0.36	0.43	0.63	1.31	0.75	0.38
2027 PEAK HOUR SB/WB H VOLUME	862	91110	988	854 708	99	367	448	333	461	307	295	22	- 138	75	75	311	338	109	141	654 980	216	290	135	133	- 170	151	216	297	542	548	- 265	182	96	84 8	108	10	222	16	292	292	145	37	133	663	423	286	87	283	93	349	551	713	783	888	702	702	776	888	2,358	391	391
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AAL HOUR NB/EB	718	82.	4 2	347	213	306	68.	83	89	186	275	45	. 366	70	70 29	36(	636	12.	123	25 410	455	200	19.	. 22	. 08	191	19(	420	900	496	24(	306	157	64	113	26	236	62	25.	25.	200	. 22	15.	735	376	267	100	206	22(	326	3	2 8	911	1,03	0 0	0 6	103	1,03	2,74	745	455
PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	1,900	088	1,800	1,900	530	1,800	1,470	530	710	530	710 530	530	470	530	840	710	710	530	530	760	680	530	230	680	530	230	530	710	530	530	530 680	1,080	410	530	530	790	530	530	530	1,300	840	530	840	710	1,080	840	530	710	450	450 920	920	2,000	3,280	2,100	2,400	1,960	2,100	1,630	2,100	920	1,200
PEAK HOU																																																									$\parallel$	$\frac{\parallel}{\parallel}$		$\vdash$	
2027 DAILY L	o c	D IL (	υυ	0	υυ	٥ ٥	O O	0 0	ا ۵	0 0	0	00	. 0	ی د	O 8	0 6	اداد	ပ	υυ	OF	0 0	٥	0	υυ	0 0	0	ပပ	٥ ٥	ш ш		ں ۵	D 8	8 8	0 1	C	υυ	υυ	0 0	0 0	د ه	0 0	ی د	υυ	ш ш	в O	ပေရ	0 0	o o	g g	00	o i	٥ ٥	ш U	0	ی د	0 0	, o c	י ם נ	ш ш	٥٥	8 0
2027 DAILY V/C	0.49	1,45	0.80	0.43	0.17	0.71	0.48	0.12	0.73	0.88	0.41	0.06	. 0.37	0.17	0.10	0.56	0.48	0.31	0.33	1.03	0.55	0.78	0.27	0.16	0.26	0.30	0.33	0.54	1.29	1.10	0.50	0.50	0.37	0.13	0.23	0.02	0.45	0.08	0.53	0.53	0.24	0.00	0.20	1.21	0.42	0.35	0.22	0.36	0.25	0.75	0.71	0.45	0.28	0.51	0.33	0.40	0.45 0.86	99'0	3.05	0.90	0.39
2027 AADT	18,516	25,615	13,456	11,989	1,730	7,327	13,892	1,229	10,276	9,154	1,364	650	3.859	1,737	1,737	7,920	6,701	3,231	3,400	11,791	7,343	8,094	2,826	2,177	3.298	3,154	3,392	7,619	13,344	11,413	5,195	5,230	2,839	1,392	12,069	275	4,644	1.402	5,454	5,454	4,075	591	3,341	16,952	9,154	5,943	2,284	5,123	2,120	6,432	13,243	13,243	18,824	21,348	7,809	7,809	18,666	21,341	56,701	16,795	9,407
DAILY SERVICE ILUME (2027)	37,810	17,660	16,820 35,820	37,810	10,360	10,360	29,160	10,360	14,060	10,360	10,360	10,360	9,030	10,360	16,820	14,060	14,060	9,030	10,360	15,390	13,320	10,360	10,360	13,320	10,360	10,360	10,360	13,990	10,360	10,360	10,360	10,360	7,740	10,360	10,360	15,930	10,360	10,360	10,360	10,360	16,820	10,360	16,820	14,060	21,780	16,820	10,360	14,060	8,600	8,600	18,590	39,800	66,200	19,440	23,880	19,440	41,790	32,400	41,790	18,590	24,200
VTH RATE VC	.00% .05%	25%	.75%	N/A .00%	.00% 1.50%	.00%	%00'	.00%	75%	%00.	%00.	%00'	N/A	%00°	%00'	.75%	20%	%00.	%00'	%00'	%00.	%00.	%00°	%00'	%00'	%00.	.25%	%00"	%00%	%00.	%00°	.00%	.00%	%00.	.50%	%00.	.25%	%00.	%00.	%00.	%00. %00.	%00°	.00%	%00'	%00'	.00%	.00%	75%	%00'	%00'	%00.	%00.	%00.	%00'	%00.	%00.	.00% .00%	.50%	.50%	%00'	%00.
2022 PEAK HOUR LOS	0.1		0 11		0.0	0 0						0.0			0 8	0.0	, 4		0.0		- "							0 0				0 8	8 .			0.0	0.0	0.0		0.0			0.0							0.0			m ()								
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AK 2022 PEAK WB HOUR V/C	0.4	1.1	1.1	0.6	0.1	0.0	0.4	0.1	0.8	0.1	0.4	0:0	. 6	0.1	0.0	0.4	0.7	0.2	0.2	1.1	9.0	6:0	0.3	0.3	. 0.0	0.3	0.3	0.6	1.0	0.0	4.0	0.5	0.3	0.1	1.0	0.0	0.4	1.0	0.5	0.5	0.7	0.0	0.4	0.1	0.3	0.3	0.1	0.3	0.2	0.7	9:0	0.4	0.2	0.5	0.2	0.3	0.5	970	1.0	0.6	1.1
2022 PEAK HOUR SEWB VOLUME	820	888	873	487	127	349	427	53	403	292	39	21	101	7 101	7.1	285	271	140	134	622	294	276	129	126	140	143	170	282	491	522	252	173	78	46	536	9 83	209	16	278	494	138	36	127	573	403	272	83	247	180	332	524	678	745	845	899	998	738	824	1,892	372	372
2022 PEAK HOUR NB/EB VOLUME	680	734	410 560	330	179	291	395	79	969	179	261	38	. 176	99	99	330	512	115	121	390	433	480	182	212	. 99	160	225	400	546	473	. 228	294	128	61	452 95	25	224	59	239	239	196	21	144	669	358	254	102	179	209	313	610	826	867	983	1 029	0 0 1 338	980	696	2,203	610	433
PEAK HOUR DIRECTIONAL SERVICE VOLUME	1,900	880	790	1,080	530	530	1,470	530	710	710	710 530	530	470	530	840	710	710	530	530	760	680	530	530	680	530	530	530	710	530	530	230	530	410	530	530	790	530	530	530	1,300	840	920	840	710	1,080	840	530	710	450	450 920	920	2,000	3,280	2,100	2,400	1,960	2,100	1,630	2,100	920	1,200
2022 DAILY DIRE LOS SERVICE	Н																													Н																											$\coprod$	Н	_	1	H
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ADT 2022 D	8 0.4	13	34 1.1	36 0.8 38 0.5	2 0.2	2 0.6	18 0.4	0.1	2 0.6	0.8	2 0.3 8 0.1	000	- 20	2 0.1	2 0.1	2 0.5	7 0.3	4 0.3	5 0.3	19 0.7	7 0.5	1 0.7	9 0.2	1 0.1	3 0.2	1 0.2	3 0.3	9 0.5	1.1	01 10	1 0.3	7 0.4	2 0.3	4 0.1	0.1	5 0.1	90 0.4	0.0	0.5	9 0.5	7 0.2	0.0	9 0.1	1.1	0.3	5 0.3	3 0.2	3 0.3	7 0.2	0 0.6	9.0	0.4	0.2	11 0.4	0 0.3	0.3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0	00 1.0	90 0.8	0 0.3
VICE 2022 A	17,6	22,91	12,48	11,40	1,64	11,47	13,27	1,16	8,97	4,33	1,29	618	2 81	1,65	1,65	7,26	5,37	3,07	3,23	11,27	6,98	7,70	2,68	2,07	2,53	3,00	3,22	7,24	12,08	10,88	4,94	4,97	2,36	1,32	10,78	262	4,36	782	5,18	5,18	3,87	562	3,17	16,12	8,71	5,65	2,17	4,47	2,01	6,12	12,60	12,6(	17,9	20,37	7,43	7,43	17,76	19,8	45,50	15,96	8,95
DAILY SERVIC VOLUME	37,810	17,660	16,820	16,820	10,360	10,360	29,160	10,360	14,060	10,360	14,060	10,360	9,030	10,360	16,820	14,060	14,060	9,030	10,360	15,390	13,320	10,360	10,360	13,320	10,360	10,360	10,360	13,990	10,360	10,360	10,360	10,360	7,740	10,360	10,360	15,930	10,360	10,360	10,360	10,360	16,820	12,390	16,820	14,060	21,780	16,820	10,360	14,060	8,600	8,600	18,590	39,800	41,790	19,440	23,880	19,440	41,790	32,400	41,790	18,590	24,200
ADOPTED LOS STANDARD	0 0	0 0	0 0	0 0	0 0	٥٥	o d	0 0	ا ۵ ه	0 0	Q Q	٥٥	ی د	٥	٥	٥ ۵	ا ۵ ه	۵ ۵	0 0	0 0	0 0	0 0	٥۵	0 0	۵ ۵	٥٥	0 0	٥	۵ ۵	0 0	0 0	0	0 0	0 0	0 0	٥	0 0	0 0	0 0	٥٥	0 0	٥	0 0	0 0	٥٥	د ۵	ا م	۵ ۵	υυ	0 0	Q -	۵ ۵	٥٥	o o	0 0	0 0	, o c	2 0 1	0 0	٥٥	0 3
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IUC	CITY	UNINCORPOR	UNINCORPOR	UNINCORPOR	CITY OI	CITY	CITY	CIT	CITY	CID CIT	CIT	TOWN	UNINCORPOR	UNINCORPOR	UNINCORPOR	EUS.	UNINCORPO	UNINCORPOR	UNINCORPOR	UNINCORPOR	UNINCORPO	CID CID	CID CID	CITY OF TAV	CITY O	CITYO	CITY (	CITY OF	CITY	CITY	CITY	CITY OF UNINCORPORAL	UNINCORPOR	NWOT	UNINCORPOR	CITY	CITY	UNINCORPOR	CID IS	E E	UNINCORPOR	CID	UNINCORPOR	TOWN	UNINCORPOR CITY OI	UNINCORPOR	TOWN	CITY	UNINCORPOR	UNINCORPOR	CITY	CITY	EUST	CID	E E	5 5	CITY	CITY S	CITY	HOWEY-IN-T	HOWE CITY 0
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DIVIDED / MA	IVIDED	INIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	IVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED TO	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	NIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED TO	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	DIVIDED	IVIDED	WIDED	IVIDED	IVIDED	WIDED	WIDED	IVIDED	IVIDED	DIVIDED	DIVIDED
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(2022)	4 4	5 2 4	2 2	2 2	2 2	2 4	4 4	2 0	2	2	2 2	2 2	2 0	2	2 2	2 2	2	2	2 2	2 2	2 2	2 0	2	2 2	2	2	2	2 2	2 0	2 2	2 2	2	2	2 2	2	2 2	2 4	2 2	2 2 0	4 2	7 7 7	2	2 2	2 2	2 2	2 2	2 0	2	2 2	2 2	2	2 4	4 4	4 4	- 4 4	4 4	1 4 4	4 4	4 2	2 2	2 2
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			Q				ARD			DICE AVENUE			_			/ARD					19 SB	NED AVE	NED LANE OF					IS STREET				SIDE DRIVE																			EVARD)						ON IL EVARD	OULEVANO			
	Too	E ROAD	MARSH ROA	EE BEND JUNTY LINE	AVENUE E	AVER DRIVE	VER BOULEVA	ш	ROAD	KER DRIVE ROAD / W ARI	1	D ROAD E DRIVE	OAD FTRACK ROAL	ETRACA ROAD		EVARD AGO BOLLEN		NNA KOAD	DAD	AD A ROAD	HILL ROAD STREET / SR	COGOLITICA	STREET		ti o		E DRIVE	CLAIR ABRAM		EET	ET UE / SR 44	RIVE / SUNNYS	IN ROAD	1		KER DRIVE	ET	LAKE DRIVE	)AD	STREET	R DRIVE		DE DRIVE	_	ROAD	JUNTY LINE	ENUE	DRIVE		Q	ATILLA BOULE	aLA SIREEI)			'ENUE	VE	AVENUE VE SHORE BO	N STREET)	ROAD	VENUE	22
10	SR 50	JOHNS LAK	HARTWOOD HANCOCK F	N. 90 DEGR ORANGE CO	LAKEVIEW. 5TH AVENU	US 27 OAKLEY SE	CITRUS TO	KURT STRE	HANCOCK	DAVID WAL	US 441 US 27/US44	BERCHFIEL	COUNTRY F	ROLLING A	US 27 SR 33	CLAY BOUL	US 27	MAIN STREI	SR 44 OSWALT RC	HARDER RC	ANDERSON SOUTH BAY	SR 19	HASELTON	CR 561 US 441	MAIN STREI	US 441	SR 44 LAKESHOR	CR 452/ ST THOMAS AV	US 27	CANAL STR	LAKE STRE DIXIE AVEN	NICHOLS DI GRAYS AIR	LAKE GRIFF	US 27/US44	CR 466A	US 441 DAVID WAL	KURT STRE	E CROOKEL DONNELLY	EUDORA RC	US 441 HASSELTO	EDGEWATE	SR 44	MORNINGS US 441	OAK STREE CR 466	LAKE ELLA SR 46	ORANGE CO	GRIFFINAV	SUNNYSIDE	CR 445A	CR 42 BAKER RO/	CR 450 (UM	CR 450 (OC	CR 19A	CR 452 CR 452	ORANGE AV	STEVENS A	US 441	CR 452 (MA	CR 561 LANE PARK	CR 48 CENTRAL A	CR 455 US 27 / SR 3
										П	ENUE												E COURT							П											П											П						Q			
	Q						RIVE	VE		e e	N ARDICE AVI		ш	ROAD	AD		ULEVARD						ROOKED LAK									77	ΑD				VE	E	200				1.1		0		RD		E E			(COLLEVARO)					lut	RE BOULEVAR	Œ.		
	E BOULEVAR	STREET	LAKE ROAD	SCK ROAD EGREE BEND	VENUE	HORE DRIVE	Y SEAVER DR	WALKER DRIN		WALKER DRIV	MER ROAD / V	JS441 1/ CR 500A	3 COUNTY UN	RACETRACK,	VG ACRES RO	AORE DRIVE	JEL LAGO BOL		TREET	TROAD	OUISA ROAD	TREET	IE STREET / C	4 ROAD		LLY STREET	STREET		S AVENUE	REET	TREET	WENUE / SR 4	: AIRPORT RO.	VENUE	TLA ROAD		WALKER DRIN	NGSIDE DRIVI	Over Lane L	ROAD	HORE DRIVE	AVENUE	4GSIDE DRIVE	US 441	3RANCH ROAL	4PE AVENUE	ON BOULEVA.		N COUNTY LIP		ROAD	(OCALA STRE	×	E AVENUE	IS AVE	3E AVENUE	INKS AVENUE	A LAKE SHOF	(MAIN STREE	ARK ROAD	AL AVENUE
FROM	N RIDG	HOOKS	JOHNS US 27	HANCO N. 90 DI	SR 44 LIMIT A	LAKESP US 27	CITRUS	DAVID I	US 27	W LAKE	MT HOM WEST T	US 27/L	SR 44	MICRO	ROLLIN CR 565	US 441	VISTA	CR 42 US 441	MAIN S'	OSWAL	CLAYB	KURTS	JASMIN	SR 19 GRIFFIN	US 441	DONNE	CR 561	SR 19 CR 468	THOMA	LEE ST	CANAL LAKE S	DIXIE A	GRAYS SR 50	CLAY A	US 441	CR 19A US 441	DAVID I	MORNIN	SR 19	SR 19	LAKESH	BATES	CR 44 MORNIP	US 27 / OAK ST	CR 466 WOLF E	SR 46 SEAGR	TARRS	US 441	MARION CR 445	CR 445	BAKER	CR 450	CR 450,	CR 44 ORANG	CR 452	ORANG	GOLF L	CR 500	CR 452	CR 48	CENTRA CR 455
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ROAD NAME	HANCOCK RO.	HANCOCK RO.	TWOOD MAR	RTWOOD MAI	SELTON STRE HLAND STREE	OKS STREET  OKS STREET	OKS STREET	FESTETLER D	INS LAKE RO.	RT STREET	W LADY LAKE BOULEVARD	ADY LAKE BC RVIEW AVENU	CE DRIVE	E ELLA ROAL	YE ELLA ROA.	CE EUSTIS DR	(E LOUISA RC	E STREET	ESHORE DRI	ESHORE DRI	CESHORE DRI	AKEVIEW AV	AKEVIEW AVE	STREET	SON LAKE PA	IT AVENUE	HOUSE ROA	N STREET (LE	IN STREET (LI	IN STREET (LE	IN STREET (LE	IN STREET (L)	RION COUNT.	ENDON STRE	RNINGSIDE D.	HOMER ROAL	HOMER ROAL	D EUSTIS ROA	) MOUNT DOF	ANGE AVENU	WALTROAD	SCOTT STRE	DIO ROAD	LLING ACRES	LLING ACRES	UND LAKE RC	4Y BOULEVAF	EPY HOLLOW	19	19	19	9 6	6 6	19 (N) 61	19 (S)	19 (S)	SR 19 SR 19 SR 19 (DUNCAN DRIVE)	19 (DUNCAL)	19	19	61 61
SEGMENT LENGTH (MI)	1.50 N.H		.70 HA	1.41 HA 47 HAF	.01 HA	35 HO 84 HOL	05 HO	159 HU	100 25	50 KUF	1.42 KU 45 W.L	3.96 E.L. 56 FAII	1.64 LAV	.51 LAk	1.91 LAK	.59 LAI	13 LA	20 LA	1.31 LAL 55 LAK		0.75 LAK		34 EL/	74 LEE	35 WIL	MIT 66	.87 LOC	76 MAI	.03 MA	39 MA,	.62 MAI	1.32 MA 52 MA	101 MA	.42 Met	.74 MIL	.74 MT	23 OLE	1,34 OLL	170 99	.01 OR	95 OS:	38 PR	229 RA	50 ROL	00 RO	102 RO	150 SH	.11 SLE	1.61 SR .50 SR	321 SR 90 SR	.19 SR				0.82 SR		0.92 SR 0.24 SR				
SPEED SEGI		46	40 0.	40 1.	30 0	30 0	35 0	35 0	38	35 0.	35 0	35 0.	40 0	36 0	45 1 35 5.	35 1	38	25 0.	25 0 45 1.	45 1	30 0	35	30	35 0	25 0	35 0	35 0.	25 0	35 1	25 0	35 0.	35 0	30 3	25	25 1.	40 0	35 0	25 0	25 25	40 1.	45	25 0.	45 2	35 0	45 2	10 4.	25 0	36 1.	55 5.	55 5 40 0.	1 29	40	55 0.	45 C	40	35	2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	35	45 0.	10 0	35 3
JRCE		E	County 4	RAGE 4	County 3	unty 4	yunty 5	yunty	unty	ynnty	yunty .	ounty S	TNUOS	VCENT :	unty	unty	unty	unty	unty +	yunty 4	yunty	nuty	ADJACENT 3	unty	unty 4	nuty :	unty	County 2 ADJACENT 4	unty	ADJACENT	ynnty	unty 4	ADJACENT 4	unty	unty .	yunty 4	ate 4	unty	County	acent unty	ynnty	unty	yunty unty	unty 5	unty 4	yunty 4	yunty	unty	ate (	State 5 ADJACENT 4	ACENT	tate	State 5 ADJACENT 5	tate 3	ADJACENT 4	tate	State 4	VCENT .	State 4 ADJACENT 4	tate 4	ACENT
FDOT DATA SOI	8 8	ADJK	ర ర	AVE.	ರ 8	ਹ ਹੈ 	8 8	7021 Co	8 8	ర ర	3 S	ਠ   ਠੋ	OON	ADJA	ठ । उँ	8 8	8 8	ত তি	ठ ठि	ර <u>ව</u>	8 8	8 8	ADJA	ठ ठि	8 8	7005 Co	٥ S	ADJA	8 8	ADUK	ర ర	ర రే	ADU	8 8	٥ S	ق       ق	305 Sg.	8 8	3 8	115150 Cou	3 8 6	3 8	ਹ ਹੈ	2 I10.	ਠ ਹੈ 	ර <u>රි</u>	8 8	7022 Co	39E	3297 S	5036 ADJA	9036 3035 SI	9000 S 1008 ADJA	1017 S	176 ADJA	3208 Si	110421 St.	5125 ADJA	0049 S 1049 ADJA	3494 St	7495 ADJ
	36	2 2	17	146,150)	35	1	13	56 111.	اوا	73	30	21	0 0	11	11	48	2 6	35	3 3	14	8 4	7.6	12	1 2	38	111.	3	2 2	30	5 15	33	32	39	52	22	30 25	63 110	47	2 29 4	37 111	52	88	33	30 117	13	15	37	51 11;							110208 110		110421 110				
COUNTY STATION					0 4	0 0	3 3	14 6	2	4 46	1 52	0 5.	0 04	5.	5 5	4		9 45	9 4	1 2	4 2 2	4.	1 4	2 2	4,	9 6	) 4	0 4	4 4	4 34	4 4	0 4.	0 5.	2 22	1 42	1 4 45	1100	4 4	4 4 4	4 4	) [	7 46	1 4 4	0 5.	0 5	0 66	5.5	7 4 6		0 110297		-			++				_		
SEGMEN	207(	2085	209	210.	212.	2140	215,	2161	2180	219 220C	220.	222	2241	2254	225.	2271	2290	2310	232.	2341	235-	237(	2384	239.	2420	2430	2440	246.	2480	2500	2520	253,	2550	257(	258 2590	260.	2621	2641	2860	2680	269	2720	273.	275(	277.	2791	2811	283(	284.	286	2881	2900	291	293	295	2971	2990	301	302	304.	306.

Lake County CMP Database

# **APPENDIX C**

Intersection Counts/FDOT Seasonal Factors/Signal Timings

#### **15 MINUTE TURNING MOVEMENT COUNTS**

(Cars and Trucks)

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

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

Item 2.

Number 2 **CR 48** Number 2 **CR 48** TIME NORTHBOUND SOUTHBOUND N/S EASTBOUND WESTBOUND E/W GRAND BEGIN TOTAL TOTAL TOTAL U-turn TOTAL U-turn TOTAL TOTAL TOTAL U-turn U-turn 07:00 AM 07:15 AM 07:30 AM 07:45 AM TOTAL 08:00 AM 08:15 AM 08:30 AM 08:45 AM TOTAL 09:00 AM 09:15 AM 09:30 AM 09:45 AM TOTAL 04:00 PM 04:15 PM 04:30 PM 04:45 PM TOTAL 05:00 PM 05:15 PM 05:30 PM 05:45 PM TOTAL Peak Hour Factor 0.888 7:00 AM to PM Peak Peak Hour Factor: 0.941 05:30 PI Southbound PM ΑМ Eastbound

ó

Number 

Northbound

AM

PΜ

#### **15 MINUTE TURNING MOVEMENT COUNTS**

(Trucks Only)

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

LOCATION: Number 2 & CR 48

**COUNTY:** Lake County LONGITUDE: 0

Item 2.

Number 2 **CR 48 CR 48** Number 2 TIME NORTHBOUND SOUTHBOUND N/S EASTBOUND WESTBOUND E/W GRAND BEGIN U-turn TOTAL U-turn TOTAL TOTAL U-turn TOTAL U-turn TOTAL TOTAL TOTAL 07:00 AM 07:15 AM 07:30 AM 07:45 AM TOTAL 08:00 AM 08:15 AM 08:30 AM 08:45 AM TOTAL 09:00 AM 09:15 AM 09:30 AM 09:45 AM TOTAL 04:00 PM 04:15 PM 04:30 PM 04:45 PM TOTAL 05:00 PM 05:15 PM Ω 05:30 PM 05:45 PM TOTAL 08:00 AM PM Peak 04:30 PM to 05:30

# 15 MINUTE TURNING MOVEMENT COUNTS (Cars and Trucks)

DATE: May 19, 2022 (Thursday)

**CITY:** Howie in the Hills

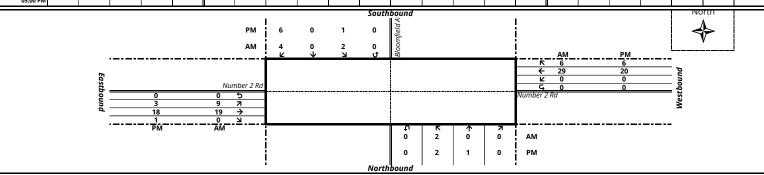
LATITUDE: 0

Item 2.

LOCA	ATION:	Bloom	field A	v & Nui	mber 2	Rd						C	OUNTY:	Lake (	County		LONG	SITUDE:	0				
					İ		Bloc	omfiel	d Av				Nu	mber 2	2 Rd			Nu	mber :	2 Rd			
TIME		NO	RTHBO	JND			so	JTHBOL	JND		N/S		E.A	STBOU	ND			W	ESTBOU	ND		E/W	GRAND
BEGIN	L	Т	R	U-turn	TOTAL	L	Т	R	U-turn	TOTAL	TOTAL	L	Т	R	U-turn	TOTAL	L	Т	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

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
		1	,									,											
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

IOIAL	0		U	U		_	0	-			_	,	17		U		0	10		U			,
AM Peak																					Peak Hou	r 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 Hou	r 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)

DATE: May 19, 2022 (Thursday)

LOCATION: Bloomfield Av & Number 2 Rd

CITY: Howie in the Hills **LATITUDE:** 0

**COUNTY:** Lake County

LONGITUDE: 0

Item 2.

**Bloomfield Av** Number 2 Rd Number 2 Rd SOUTHBOUND TIME NORTHBOUND N/S EASTBOUND WESTBOUND E/W GRAND BEGIN U-turn TOTAL U-turn TOTAL TOTAL U-turn TOTAL U-turn TOTAL TOTAL TOTAL 07:00 AM 07:15 AM 07:30 AM 07:45 AM TOTAL 08:00 AM 08:15 AM 08:30 AM 08:45 AM TOTAL 04:00 PM 04:15 PM 04:30 PM 04:45 PM TOTAL 05:00 PM 05:15 PM 05:30 PM 05:45 PM TOTAL AM Peak 08:00 AM PM Peak 4:00 PM to 

# 15 MINUTE TURNING MOVEMENT COUNTS (Cars and Trucks)

**DATE:** May 19, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

Item 2.

LOCA	ATION:	: Paim /	4V & C	entral A	٩V							. С	OUNTY:	Lake C	Lounty		LONG	GITUDE:	<u>U</u>			-	
_		l	Palm <i>A</i>	٩v			F	Palm A	١v		<u></u> .		C	entral	Av			C	entral	Av		_	
TIME		NC	RTHBO	UND			so	UTHBO	UND		N/S		E/	ASTBOU	ND			W	ESTBOU	JND		E/W	GRA
BEGIN	L	Т	R		TOTAL	L	Т	R		TOTAL	TOTAL	L	T	R	U-turn	TOTAL	L	Т	R		TOTAL	TOTAL	TO
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	24
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	19
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	2
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	2
TOTAL	14	351	14	0	379	29	378	27	0	434	813	44	7	14	0	65	10	3	11	0	24	89	9
08:00 AM	3	79	4	0	86	6	93	9	0	108	194	5	1 1	2	0	8	1	1 1	4	Ιο	6	14	2
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	1
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	1
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	1
TOTAL	9	315	19	0	343	22	279	26	0	327	670	16	2	12	0	30	10	3	25	0	38	68	7
				1		·													1		1		
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	2
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	2
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	2
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	2
TOTAL	16	367	13	0	396	17	368	30	0	415	811	31	4	8	0	43	13	3	13	0	29	72	8
5:00 PM	5	79	0	0	84	3	92	6	0	101	185	6	2	10	0	18	3	0	7	0	10	28	2
5:15 PM	6	94	11	0	111	2	133	4	0	139	250	9	1	4	0	14	3	1	1	0	5	19	2
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	1
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	1
TOTAL	14	330	18	0	362	11	384	31	0	426	788	24	5	16	0	45	10	3	10	0	23	68	8
AM Peak																					Peak Hou	r Factor:	0.
00 AM to	14	351	14	0	379	29	378	27	0	434	813	44	7	14	0	65	10	3	11	0	24	89	9
08:00 AM		331		•	3,7	25	370		•	757	0.3				•	05							
PM Peak		1		1	1	n			1	1	1		1	1				1	1	1	Peak Hou	r Factor:	0.
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	9
						u					South	bound									INC	rtn	i
								i			_					i						4	ļ
							PM	25	407	14	0	4				i					<b>-</b>	7	ļ
							AM	27	378	29	0	Palm.				:					i	٧	İ
			. — . — .					ĸ	$\overline{}$	צ	đ	Pa				<u> </u>	<u>AM</u> 11		PM 12				
																+ K	11 3		12 3		- <del>o</del>		
		Ea										l				Ľ	10		11		- §		
		Eastbo					Central Av					į 				G			0		± po =		
		9		0 29		0 44	N G									Central Av	,				Westbound		
		ъ		5		7	<b>→</b>														_		
				18 PM		14 AM	7									<b>↓</b>					_		
				PM		AM		i			AV.	<del>ر</del> ه	14	↑ 351	71 14	AM							
								:			Palm	ľ	'-	33.		i							
								!			Ъ	0	20	362	15	PM							
							ļ	I			North	bound	I	l	l	I							

# 15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

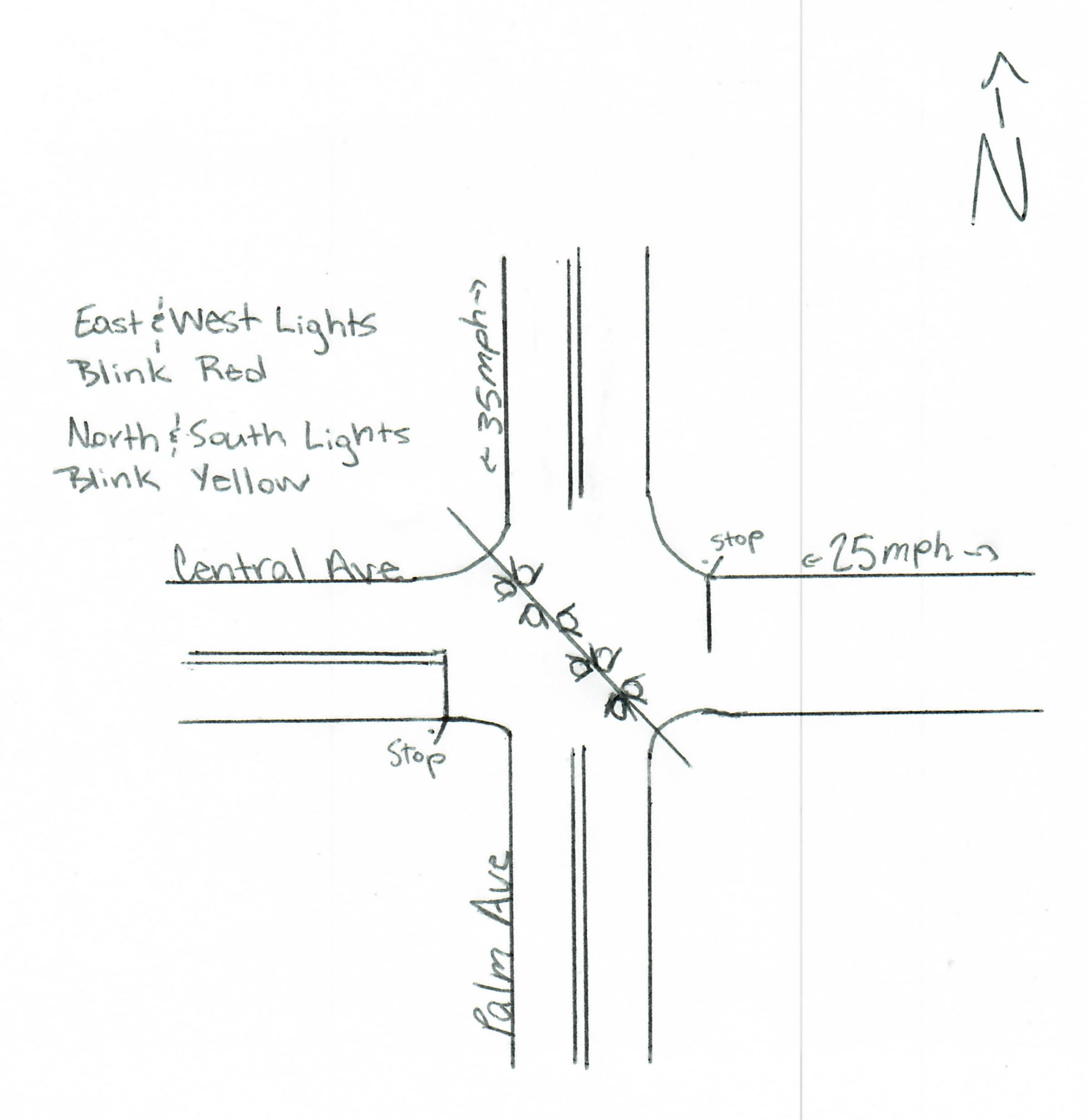
CITY: Howie in the Hills LATITUDE: 0

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

**DATE:** May 19, 2022 (Thursday)

		I	Palm A	١٧	<u> </u>		I	Palm A	١٧				C	entral	Av			C	entral	Av			
TIME		NO	RTHBO	UND			so	UTHBO	UND		N/S		E/	ASTBOU	ND			W	ESTBOU	IND		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
00.00.414										1 44		•			1 0		_			1 0			
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		5	0	0	6	14	0	0	0	0	0	0	0	2	0	2	2	16
08:30 AM	0	<b>—</b> ′	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	'	0	•	0	0	'	0		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
			,	<u> </u>				,	<u> </u>						·				1	·			
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

Item 2.



#### **15 MINUTE TURNING MOVEMENT COUNTS**

(Cars and Trucks)

DATE: January 13, 2022 (Thursday)

**LOCATION:** SR 19 & CR 48

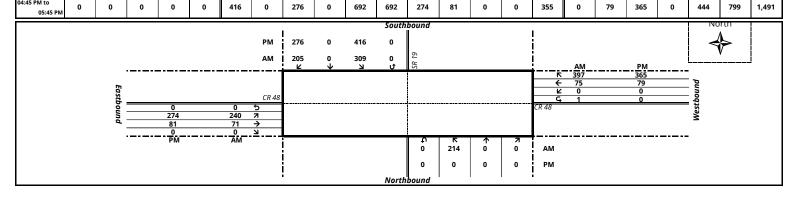
CITY: Howie in the Hills

LATITUDE: 0

Item 2.

COUNTY: Lake County LONGITUDE: 0

**SR 19 CR 48 CR 48** TIME NORTHBOUND SOUTHBOUND N/S EASTBOUND WESTBOUND E/W GRAND BEGIN TOTAL TOTAL U-turn TOTAL TOTAL TOTAL U-turn U-turn 07:00 AM 07:15 AM 07:30 AM 07:45 AM TOTAL 1,461 08:00 AM 08:15 AM 08:30 AM 08:45 AM TOTAL 1,419 04:00 PM 04:15 PM 04:30 PM 04:45 PM TOTAL 1,460 05:00 PM 05:15 PM 05:30 PM 05:45 PM TOTAL 1,444 AM Peak Peak Hour Factor 0.894 7:15 AM to 1.512 PM Peak Peak Hour Factor: 0.968



#### 15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: January 13, 2022 (Thursday)

CITY: Howie in the Hills

L

CITY: Howie in the Hills LATITUDE: 0

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

								SR 19	)					CR 48					CR 48	}		-	
TIME		NC	ORTHBO	UND			so	итнво	UND		N/S		E/	ASTBOU					ESTBOU	IND		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
04.00.014				_							-	-			1 0								4-
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		0	2	0	3	3	2	0	0	0	2	0		- 1	0	2	4	7
TOTAL	0	0	0	0	0	10	0	9	0	19	19	17	1 1	0	0	18	0	1 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	0	0	0	0	0	15	0	6	0	21	21	5	0	0	0	5	0	2	7	0	9	14	35

Item 2.

#### 15 MINUTE TURNING MOVEMENT COUNTS

(B A N K 2 Only)

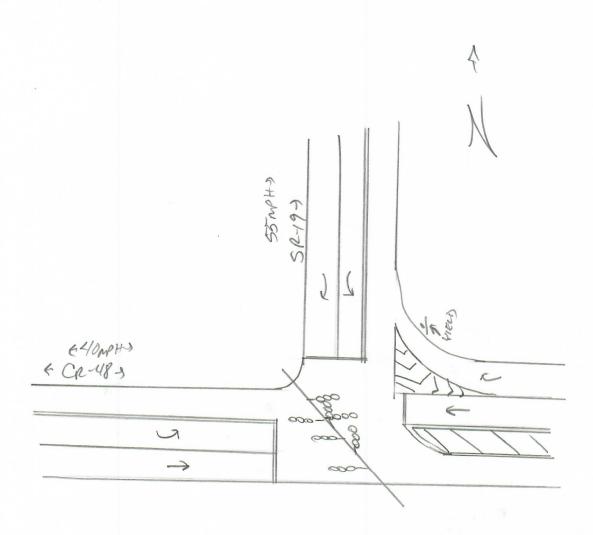
DATE: January 13, 2022 (Thursday) CITY: Howie in the Hills LATITUDE: 0

**COUNTY**: Lake County

**LOCATION:** SR 19 & CR 48 LONGITUDE: 0

								SR 19			_			CR 48			<u> </u>		CR 48				
TIME			RTHBO	UND			so	UTHBO			N/S			ASTBOU			<u> </u>		/ESTBOU			E/W	GRAND
BEGIN	L	Т	R	U-turn	TOTAL	L	Т	R	U-turn	TOTAL	TOTAL	L	Т	R	U-turn	TOTAL	L	Т	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
00.00.414															1 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	1 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	ō
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
TOTAL	Ů	Ü				J			Ū			Ū	·	·									
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

Item 2.



2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1100 LAKE COUNTYWIDE

MOCF: 0.94 DATES SF PSCF \_\_\_\_\_\_ 01/01/2019 - 01/05/2019 1.01 1.07 01/06/2019 - 01/12/2019 1.01 1.07 01/13/2019 - 01/19/2019 1.01 1.07 01/20/2019 - 01/26/2019 0.99 1.05 01/13/2019 - 01, 01/20/2019 - 01/26/2019 0.97 01/27/2019 - 02/02/2019 0.97 02/03/2019 - 02/09/2019 0.96 02/10/2019 - 02/16/2019 0.94 02/23/2019 0.94 3 \* 5 1.03 1.02 6 \* 7 1.00 \* 8 1.00 \* 9 0.93 02/24/2019 - 03/02/2019 0.99 \*10 03/03/2019 - 03/09/2019 0.93 0.99 0.92 0.93 0.93 \*11 03/10/2019 - 03/16/2019 0.98 \*12 03/17/2019 - 03/23/2019 0.99 \*13 03/24/2019 - 03/30/2019 0.99 03/31/2019 - 04/06/2019 0.94 \*14 1.00 \*15 04/07/2019 - 04/13/2019 0.94 1.00 0.95 0.96 0.98 04/14/2019 - 04/20/2019 \*16 1.01 \*17 04/21/2019 - 04/27/2019 1.02 04/28/2019 - 05/04/2019 18 1.04 0.99 05/05/2019 - 05/11/2019 19 1.05 20 U5/19/2019 - 05/25/2019 1.01 05/26/2019 - 06/01/2019 1.03 06/02/2019 - 06/08/2019 1.04 06/09/2019 - 06/15/2019 1.05 06/16/2019 - 06/22/2019 1.05 06/23/2019 - 06/29/2019 1.06 06/30/2019 - 07/06/2019 1.06 07/07/2019 - 07/13/2019 1.07 07/14/2019 - 07/20/2019 05/12/2019 - 05/18/2019 1.00 1.06 1.07 21 22 1.10 23 1.11 24 1.12 25 26 1.13 27 1.13 28 1.14 29 1.14 07/14/2019 - 07/20/2019 1.07 07/21/2019 - 07/27/2019 1.06 07/28/2019 - 08/03/2019 1.05 08/04/2019 - 08/10/2019 1.04 08/11/2019 - 08/17/2019 1.03 08/18/2019 - 08/24/2019 1.03 08/25/2019 - 08/31/2019 1.04 09/01/2019 - 09/07/2019 1.05 09/08/2019 - 09/14/2019 1.06 09/15/2019 - 09/21/2019 1.07 30 1.13 1.12 31 1.11 33 1.10 1.10 34 35 36 1.12 09/08/2019 - 09/14/2019 09/15/2019 - 09/21/2019 37 1.13 38 1.14 09/22/2019 - 09/28/2019 39 1.05 1.12 10/06/2019 - 10/12/2019 1.02 10/13/2019 - 10/19/2019 1.00 10/20/2019 - 10/26/2019 1.00 10/27/2019 - 11/02/2019 1.00 11/03/2019 - 11/09/2019 1.00 11/10/2019 - 11/16/2019 1.00 11/17/2019 - 11/23/2019 1.00 11/17/2019 - 11/30/2019 1.00 11/24/2019 - 11/30/2019 1.00 12/01/2019 - 12/07/2019 1.00 12/08/2019 - 12/14/2019 1.01 12/15/2019 - 12/21/2019 1.01 12/22/2019 - 12/28/2019 1.01 12/29/2019 - 12/31/2019 1.01 40 09/29/2019 - 10/05/2019 1.04 41 1.09 42 1.06 43 1.06 1.06 1.06 45 1.06 46 47 1.06 48 1.06 49 1.06 50 1.07 1.07 51 52 1.07 53 1.07

\* PEAK SEASON

14-FEB-2020 15:39:28

830UPD

5 1100 PKSEASON.TXT

#### LAKE COUNTY - TRAFFIC SIGNAL OPERATIONS CARTEGRAPH ID: LC-S-043 DATE: 05/15/2015 INTERSECTION NAME AND ID#: SR 19 & CR 48 076 **PHASE EBL** WB SB EB INITIAL 15 15 8 8 3 3 3 3 **PASSAGE** YELLOW 4.4 4.4 4.8 4.4 RED CLEAR 2.5 2.1 2.0 2.0 MAX 1 25 45 30 45 MAX 2 WALK DON'T WALK **SOFT RECALL** DET. FUNC. $\mathbf{L}$ $\mathbf{L}$ $\mathbf{L}$ SYSTEM TIMING COORDINATED BASE DAY 1 BASE DAY 2 CYCLE OFFSET Mon.- Fri. Sat.- Sun. **PATTERN** Phase Sequence Sec. Sec. **SPLIT ALLOCATION - Sec. PHASE** 6

NOTES: Naztec 980

149

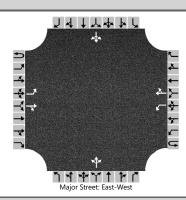
## **APPENDIX D**

**Existing Capacity Analysis Worksheets** 

	HCS7 Two-W	/ay Stop-Co	ontrol Report
--	------------	-------------	---------------

			ner
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 AM	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5659		

#### Lanes



Approach		Eastk	oound			Westl	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	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																

Critical and Follow-up He	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

Undivided

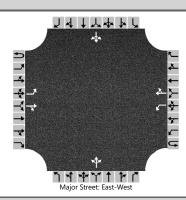
- по том ор том ор том от ор																
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33
Delay, Queue Length, and	Delay, Queue Length, and Level of Service															
Flow Rate, v (veh/h)		2				1					28				8	
Capacity, c (veh/h)		1138				1194					316				398	
v/c Ratio		0.00				0.00					0.09				0.02	
95% Queue Length, Q <sub>95</sub> (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)		А				А					С				В	
Approach Delay (s/veh)		0.1				0	.0			17	'.5			14	1.2	
Approach LOS										(	2			E	3	

**Vehicle Volumes and Adjustments** 

Median Type | Storage

	HCS7 Two-W	/ay Stop-Co	ontrol Report
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			item 2.
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		



venicie	volumes	anu	Aaju	istmeni	LS
Approach					En

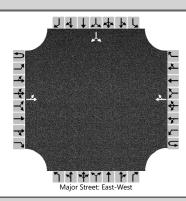
Approach		Eastb	ound			Westl	bound			North	bound			South	bound	
Movement	U	U L T R				L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		3	429	18		6	388	4		13	0	1		5	0	3
Percent Heavy Vehicles (%)		3				3				8	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										(	)			(	)	
Right Turn Channelized																
Median Type   Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														

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	Leve	of Se	rvice									
Flow Rate, v (veh/h)		3			6			15			9	
Capacity, c (veh/h)		1137			1081			260			330	

Capacity, c (veh/h)	1137			1081				260			330	
v/c Ratio	0.00			0.01				0.06			0.03	
95% Queue Length, Q <sub>95</sub> (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)	А			А				С			С	
Approach Delay (s/veh)	0	.1		0	.1		19	9.7		16	5.2	
Approach LOS							(	С		(	Ξ	

HCS7 Two-Way	v Stop-0	Control	Report

				item 2.
General Information		Site Inforn	nation	
Analyst	SS	Intersection	Number 2 Rd & Bloom	field
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County	
Date Performed	5/26/2022	East/West Stre	eet Number 2 Rd	
Analysis Year	2022	North/South S	Street Bloomfield Ave	
Time Analyzed	Existing AM	Peak Hour Fac	tor 0.92	
Intersection Orientation	East-West	Analysis Time	Period (hrs) 0.25	
Project Description	5659			

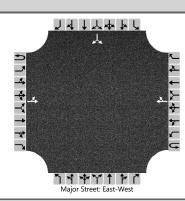


Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		9	19				29	6						2		4
Percent Heavy Vehicles (%)		11												3		3
Proportion Time Blocked																
Percent Grade (%)														(	0	
Right Turn Channelized																
Median Type   Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
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	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		10													7	
Capacity, c (veh/h)		1516													994	
v/c Ratio		0.01													0.01	
95% Queue Length, Q <sub>95</sub> (veh)		0.0													0.0	
Control Delay (s/veh)		7.4													8.6	
Level of Service (LOS)		А													Α	
Approach Delay (s/veh)		2	.4										8.6			
Approach LOS														,	A	

HCS7 Two-Way Stop-Control Repo	ort
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			- Item
<b>General Information</b>		Site Information	
Analyst	SS	Intersection	Number 2 Rd & Bloomfield
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County
Date Performed	5/26/2022	East/West Street	Number 2 Rd
Analysis Year	2022	North/South Street	Bloomfield Ave
Time Analyzed	Existing PM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs	) 0.25
Project Description	5659		

#### Lanes



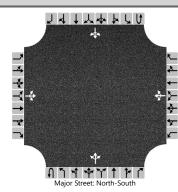
Vehicle Volumes and Adj	justme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	18				20	6						1		6
Percent Heavy Vehicles (%)		33												3		3
Proportion Time Blocked																
Percent Grade (%)														(	0	
Right Turn Channelized																
Median Type   Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
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, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		3													7	
Capacity, c (veh/h)		1408													1035	
v/c Ratio		0.00													0.01	
95% Queue Length, Q <sub>95</sub> (veh)		0.0													0.0	
Control Delay (s/veh)		7.6													8.5	
Level of Service (LOS)		А													А	
Approach Delay (s/veh)		1	.1										8.5			

Approach LOS

Α

HCS7	Two-Way	v Stop	-Control	Report
11031	IVVO VVO	y Stop	Control	report

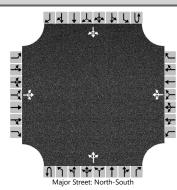
				item 2.
<b>General Information</b>		Site Information		
Analyst	SS	Intersection	Palm Ave and Central Ave	
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County	
Date Performed	5/26/2022	East/West Street	Number 2 Rd/W Central Ave	
Analysis Year	2022	North/South Street	Palm Ave/SR 19	
Time Analyzed	Existing AM	Peak Hour Factor	0.87	
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25	
Project Description	5659			



Vehicle Volumes and Adj	ustme	nts															
Approach	T	Eastk	oound			Westl	oound		Ī	North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	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				Undi	vided												
Critical and Follow-up H	eadwa	ys															
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, an	d Leve	l of S	ervice														
Flow Rate, v (veh/h)	T		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 <sub>95</sub> (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				С			А				А			
Approach Delay (s/veh)		2	5.9			18	3.0			0	.5			0	0.9		
Approach LOS			D			(	С										

HCS7 Two-Way Stop-Control Repo	ort
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				i ileiii 2
General Information		Site Information	n	
Analyst	SS	Intersection	Palm Ave and Central Ave	
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County	
Date Performed	5/26/2022	East/West Street	Number 2 Rd/W Central Ave	
Analysis Year	2022	North/South Street	Palm Ave/SR 19	
Time Analyzed	Existing PM	Peak Hour Factor	0.86	
Intersection Orientation	North-South	Analysis Time Period	(hrs) 0.25	
Project Description	5659			



					-,-											
Vehicle Volumes and Adj	ustme	nts														
Approach	T	Eastk	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	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				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.1         6.5         6.2         7.1         6.5         6.2           7.13         6.53         6.48         7.13         6.53         6.23					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, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	Т		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 <sub>95</sub> (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)			С				С			А				А		
Approach Delay (s/veh)		2:	3.2			18	3.9			0	.7			0	.4	
Approach LOS			С			(	С									

		HCS	7 Sig	nalize	d Inte	ersec	tion R	esu	Its Sur	nmary					" 0
General Inform	antio n								Intoroco	tion Info	um ati a	<u> </u>	J	4 144 1	Item 2.
	nation	TDD III.						$\rightarrow$	Intersec		1	n	- 6	ĮĻ	4- 7
Agency		TPD, Inc.						$\rightarrow$	Duration		0.250				<b>L</b>
Analyst		SS				5/26/2		$\rightarrow$	Area Typ	е	Other			N W∓E	<b>,</b> _ }
Jurisdiction		Lake County		Time F		Existir	ng AM	_	PHF		0.89		₹→	W <del> </del> E 8	<b>←</b>
Urban Street		CR 48		-	is Year				Analysis		1> 7:1	5	7		T C
Intersection		SR 19		File Na	me	5659 -	CR 48	and S	SR 19 - E	xisting A	M.xus				
Project Descrip	tion	5659						_					'n	<b>ቀ</b> ተተ	7 4
Demand Inform	nation				EB		7	W	B	7	NB		T	SB	
Approach Move					T	R		T		L	Т	R	L	Т	R
Demand ( v ), v				240	71		<del>                                     </del>	76	_	+-			309		205
( , ,,															
Signal Informa	_				21	3 2	= 2/2					_	<b>~</b>		人
Cycle, s	71.2	Reference Phase	2		⊨³	<u></u> ₹						1	2	3	
Offset, s	0	Reference Point	End	Green	9.8	23.6	17.6	0.0	0.0	0.0			-		7
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		4.4	4.8	0.0		0.0			4		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.1	2.0	2.5	0.0	0.0	0.0		5	6	7	8
					_			-						-	
Timer Results				EBL	-	EBT	WBI	-	WBT	NBL	.   1	NBT	SBL	+	SBT
Assigned Phase	е			1	_	6		_	2		_			-	4
Case Number				1.0	_	4.0		-	7.3		-			-	9.0
Phase Duration Change Period		- ) c		16.3 6.5	1	46.3 6.4		-	30.0 6.4		_			+	7.3
Max Allow Head		·		4.1	_	4.2		-	4.2						4.2
Queue Clearan				9.0	_	3.5		+	21.1		+			+	15.5
		, - ,		0.8	_	2.6		-	2.5		_				2.0
	reen Extension Time ( $g \in $ ), s nase Call Probability ax Out Probability			1.00		1.00		_	1.00		+			_	1.00
	ase Call Probability ax Out Probability			0.00	_	0.00		-	0.00						0.03
Wax Out 1 Toba				0.00		0.00			0.00						0.03
Movement Gro	oup Res	sults			EB			WB	;		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			1	6			2	12				7		14
Adjusted Flow I	Rate ( v	), veh/h		270	80			85	446				347		230
Adjusted Satura	ation Flo	ow Rate ( s ), veh/h/l	ln	1654	1737			1856	3				1725		1510
Queue Service	Time (	g s ), S		7.0	1.5			2.3					13.5		9.7
Cycle Queue C	learanc	e Time ( <i>g c</i> ), s		7.0	1.5			2.3					13.5		9.7
Green Ratio ( g	/C )			0.50	0.56			0.33	3				0.25		0.25
Capacity ( c ), v	/eh/h			696	974			616					427		373
Volume-to-Cap				0.387	0.082		Ш	0.13		$\sqcup$	$\longrightarrow$		0.814		0.617
	• •	/In ( 95 th percentile)		107.1	22.4			41.6					248.1		161.6
		eh/In ( 95 th percenti		3.9	0.8		$\square$	1.6		$\sqcup$			9.5		6.1
	•	RQ) (95 th percent	tile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (	, , ,			10.9	7.2		$\Box$	16.7	<u> </u>	$\square$			25.3		23.8
Incremental De		,		0.4	0.0			0.1					3.8		1.7
Initial Queue De				0.0	0.0			0.0					0.0		0.0
Control Delay (				11.3	7.3			16.8					29.1		25.5
Level of Service				B 40.4	A		0.7	В	A				C 27.7		C
Approach Delay				10.4		B 14	2.7		Α	0.0			27.7		С
Intersection De	iay, s/ve	#II / LUS				14	1.4						В		
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS		/LOS		0.68		Α	1.91		В	1.95		В	1.95		В
	/1 (			4.00		•	4.20	_	_			_		_	

Bicycle LOS Score / LOS

Α

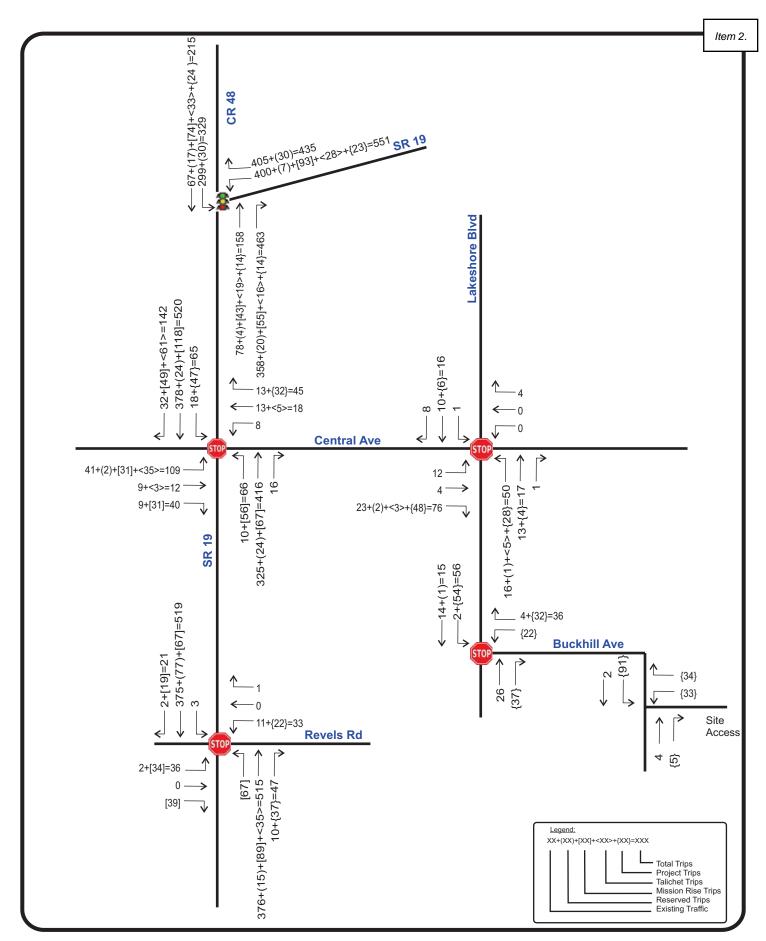
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		HCS	7 Sig	nalize	d In	ite	rsect	ion R	Resu	lts	Sum	ımary	/				
															7		Item 2.
General Inform	nation	Y										on Info				<u> </u>	1 4 4
Agency		TPD, Inc.									ration,		0.250				<u></u>
Analyst		SS				$\overline{}$	5/26/20			_	а Туре	<u> </u>	Othe	r	<u>_</u>	wŤ	<b>,</b> _
Jurisdiction		Lake County		Time F		_	Existin	g PM	-	PHI			0.97		₹→	w+ s	<b>←</b>
Urban Street		CR 48		Analys		$\rightarrow$	2022				alysis F		1> 16		7		<u>r</u>
Intersection		SR 19		File Na	ame		5659 -	CR 48	and S	SR 1	19 - Exi	sting P	M.xus				
Project Descrip	tion	5659	-	-	-		-	-	-	-	-	-	-	-	ln ln	4 1 4	ן אויך
Demand Inform	nation				EE	3			W	В			NB		Т	SE	3
Approach Move	ment			L	Т		R	L	T	. 1	R	L	Т	R	L	Т	R
Demand ( v ), v	eh/h			274	81	1			79	9	365				416		276
											,						
Signal Informa	_	Γ	г.				_3 ≥	457						<b>A</b>	<b>←</b>		
Cycle, s	71.4	Reference Phase	2		ightharpoons		<u>~</u>							1	2		3 4
Offset, s	0	Reference Point	End	Green		2	20.2	20.8	0.0	)	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow			4.4	4.8	0.0		0.0	0.0			4		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.1		2.0	2.5	0.0	)	0.0	0.0		5	6	_	7 8
Timer Results				EBL	7	F	ВТ	WBI		WI	BT	NBL	$\overline{}$	NBT	SBL	T	SBT
Assigned Phase	<u> </u>			1	-		6	775		2	$\rightarrow$	1100		1101	1 000		4
Case Number				1.0			1.0			7.							9.0
Phase Duration	<u> </u>			16.7	,		3.3		_	26	_		_			_	28.1
Change Period	·	c) s		6.5			6.4			6.	_					$\rightarrow$	7.3
Max Allow Head				4.1	_		1.2		_	4.	_		_			_	4.2
Queue Clearan		· · · · · · · · · · · · · · · · · · ·		9.4			3.6			18	-					$\rightarrow$	18.4
Green Extensio		, - ,		0.8	_		2.2		_	2.	-		_			_	2.3
Phase Call Prol		( <b>g</b> · ), ·		1.00			.00		$\rightarrow$	1.0	$\rightarrow$		-			$\dashv$	1.00
	Max Out Probability			0.00	_		.00			0.0	_		_			_	0.14
	·				EB	3			WE	3			NB		<u> </u>	SE	3
				L	Т	4	R	L	T	_	R	L	Т	R	L	T	R
Assigned Move				1	6	4	_		2	4	12				7		14
Adjusted Flow F		,		282	84	_			81	$\rightarrow$	376		_	<u> </u>	429		285
		ow Rate ( s ), veh/h/l	n	1781	190	_	_		1850	$\rightarrow$	_			_	1753		1585
Queue Service		· ,		7.4	1.6	$\rightarrow$	_		2.4	_	_				16.4		11.1
Cycle Queue C		e Time(g c), s		7.4	1.6	$\rightarrow$			2.4	$\rightarrow$	_			-	16.4		11.1
Green Ratio ( g				0.45	0.52	_	_		0.28	-				_	0.29		0.29
Capacity ( c ), v				687	982	$\rightarrow$	_		525	_	-			-	512		463
Volume-to-Capa				0.411	0.08	_	_		0.15	$\rightarrow$	-				0.838		0.615
	• •	In (95 th percentile)		118.2 4.7	25 1.0	-			43.8	_	-				294.3		7.1
		eh/ln(95 th percenti RQ)(95 th percent		0.00	0.00	$\rightarrow$	_		0.00	-	-				0.00		0.00
Uniform Delay (			uie)	12.8	8.7	_			19.2	_	-				23.8		21.9
Incremental De	`			0.4	0.0	_			0.1	$\rightarrow$	-				5.9		1.3
Initial Queue De		,.		0.0	0.0	_			0.0	_	_				0.0		0.0
Control Delay (		•		13.2	8.8	_			19.4	_	0.0				29.6		23.2
Level of Service				В	A	1			В		A				C		C
Approach Delay				12.2			В	3.4		Α	$\rightarrow$	0.0		-	27.1		С
Intersection De							16	.5							В		
Multimodal Re					EB				WE				NB			SE	
Pedestrian LOS				0.68	$\rightarrow$		A	1.91	-	E	_	1.95		В	1.95	+	В
Bicycle LOS Sc	ore / LC	J3		1.09	)		Α	1.24	F		۱						F

# **APPENDIX E**

Approved Project Trips





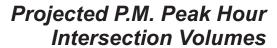


Table 4 Projected P.M. Peak Hour Roadway Analysis

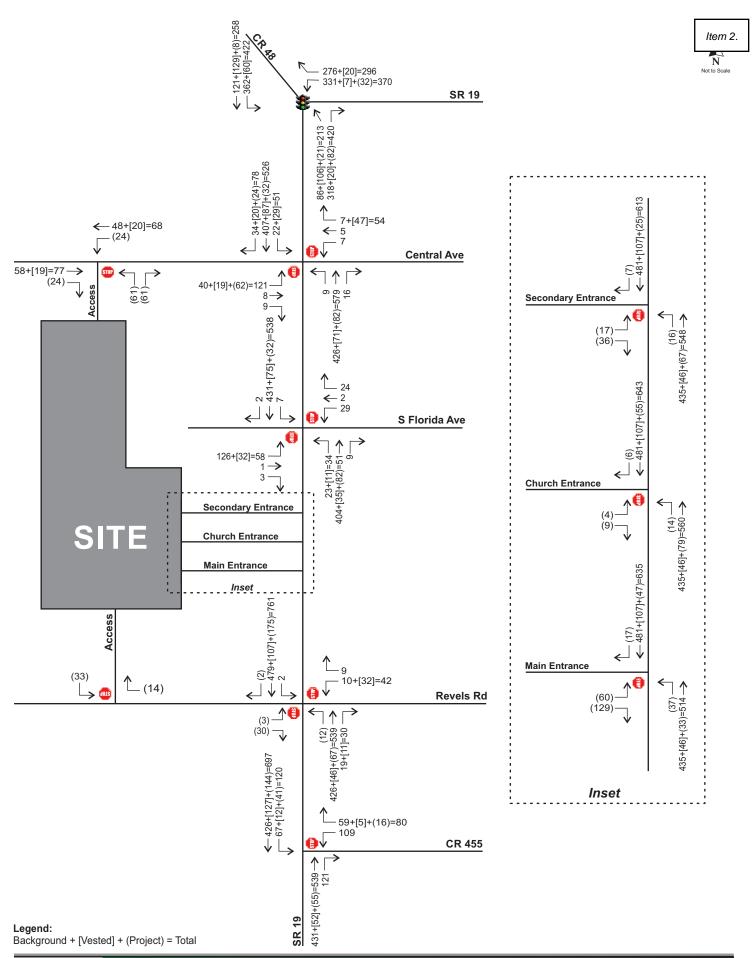
		1011	r i ojecied r		סמו הסמיוה	ear noul hoadway Allalysis	ا .ا <u>ه</u>						
	#			LOS		Peak Hour/Peak Direction	10ur/F	eak D	irecti	on		<b>5</b> //	
Roadway Segment	Lns	F/Class	Std	Capacity	Direction	Existing	- Re	Reserved*	٠ م	Project**	Total	Ratio	ros
SR 19							-	7	>				
CR 561 to Lake Harris N. End	2	ART. 1	۵	1,190	NB	262	50	93	41	14	992	0.64	ပ
Lake Harris N. End to CR 48	2	ART. 1	ပ	850	NB	595	20	93	4	14	992	0.90	ပ
CR 48 to Central Ave	2	ART. 1	Э	710	NB	362	24	167	32	87	613	0.86	С
Central Ave to CR 455	2	ART. 1	Э	850	SB	446	77	171	29	28	092	0.89	С
CR 455 to US 27	2	ART. 1	0	850	SB	446	77	130	11	10	674	0.79	С
CR 48													
US 27 to Lime Ave	2	Maj. Coll.	Q	792	WB	929	65	93	12	14	092	96.0	ပ
Lime Ave to SR 19	2	Maj. Coll.	Q	792	WB	390	20	74	16	14	544	69.0	С
CR 561 to Ranch Rd	2	Maj. Coll.	Q	792	WB	307	23	22	3	6	364	0.46	С
Ranch Rd to CR 448A	2	Coll.	၁	029	WB	258	28	19	3	9	317	0.47	С
CR 561													
CR 448 to CR 48	2	Maj. Coll.	Q	792	SB	449	52	5	2	l	609	0.64	С
CR 48 to S. Astatula City Limits	2	Maj. Coll.	Q	720	SB	449	52	5	7	l	514	0.71	D
S. Astatula City Limits to CR 455	2	Maj. Coll.	O	720	SB	534	22	22	9	11	630	0.88	D
CR 455 to Howey Cross Rd	2	Maj. Coll.	Q	720	NB	357	26	0	3	11	268	0.55	O
Howey Cross Rd to Turnpike Rd/CR 561A	2	Maj. Coll.	Q	720	SB	542	153	7	1	11	714	0.99	Е
CR 455													
SR 19 to CR 561	2	Maj. Coll.	O	1,200	EB	165	28	33	8	14	248	0.21	В
CR 561 to CR 561A	2	Maj. Coll.	D	1,200	WB	99	12	19	2	1	133	0.11	В
CONTRACT CONTRACT *	0.1/4		104										

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

\*\* Highest trips on the segment



Whispering Hills Project Ng 5199 Page 11





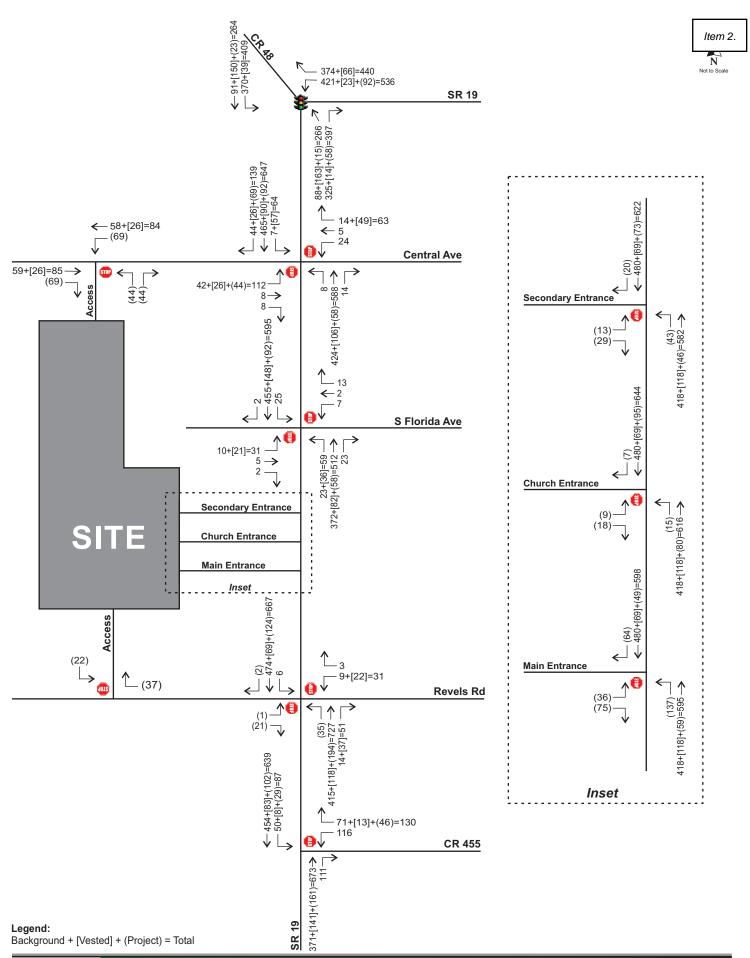




Table 5
Projected Roadway Segment Capacity Analysis

	No	LOS	PH Dir		Exist	Growth	2028	Vested	Trip	Project	Total	
Roadway Segment	Lns	Std	Capacity	Dir	Vol	Rate	Backg'd	Trips	Distr	Volume	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	СС
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	СС
CR 455	•	-										
SR 19 to NF 552	2	С	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	СС
CR 455 to US 27/ SR 25	2	С	850	NB/EB SB/WB	419 453	2.00%	478 516	141 83	35%	161 102	780 701	СС
US 27/ SR 25 to CR 478	2	С	850	NB/EB SB/WB	481 405	2.00%	548 462	141 83	20%	92 58	781 603	СС

Source: 2020 Lake County Annual Traffic Counts





#### **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**

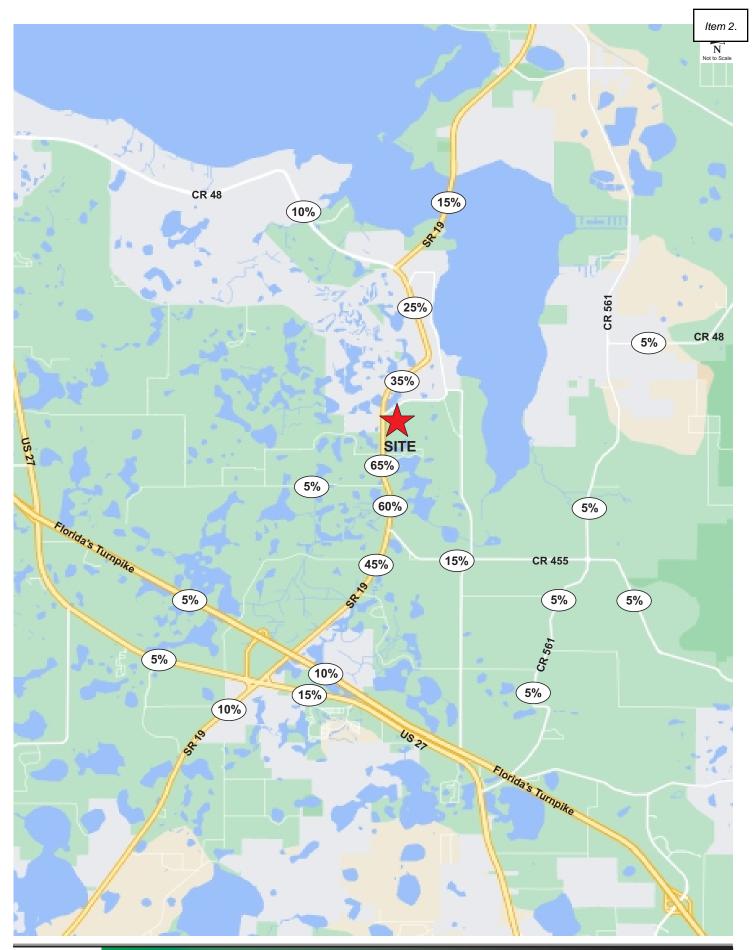
A trip generation analysis was performed for the development using the trip generation information from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition.* The ITE information sheets are included in the **Attachments**. The trip generation for the proposed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

Table 1
Trip Generation Calculations

		٠	000		<b>-</b> uu							
ITE			Da	aily	A	M Pea	ık Houi	٦	F	PM Pea	ık Houi	r
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.





Simpson Howey-In-The-Hills Traffic Impact Analysis Methodology Project № 22105 May 16, 2022 Page 5 of 7

> Table 2 Study Area Significance Analysis

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         U         D         1,080         9%         5         8         NO         1.0%         NO         NO           CR 48         CR 48BA         2         U         D         1,080         9%         5         8         NO         1.0%         NO           CR 561         CR 48         S Astatula City Limits         2         U         D         1,080         5%         5		<u> </u>	oludy Area Si	<u> 9111</u>		and	,C A	iary	<del>513</del>					
CR 455   SR 19   CR 561   2   R   C   740   15%   14   24   NO   3.2%   NO   NO   NO   CR 455   CR 561   CR 561A   2   R   C   410   5%   5   8   NO   2.0%   NO   NO   NO   CR 488   US 27   Lime Ave   2   U   D   1,080   10%   16   9   NO   1.5%   NO   NO   CR 488   Lime Ave   SR 19   2   U   D   1,080   10%   16   9   NO   1.5%   NO   NO   CR 488   CR 561   Ranch Rd   2   U   D   840   5%   5   8   NO   2.0%   NO   NO   CR 488   Ranch Rd   CR 488A   2   R   C   410   5%   5   8   NO   2.0%   NO   NO   CR 488   Ranch Rd   CR 488A   2   U   D   1,080   0%   0   0   NO   0.0%   NO   NO   CR 561   CR 448   CR 48   2   U   D   1,080   0%   0   0   NO   0.0%   NO   NO   NO   CR 561   CR 488   S Astatula City Limits   2   U   D   1,080   0%   0   0   NO   0.0%   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   640   5%   8   5   NO   1.3%   NO   NO   SR 19   CR 488   Central Ave   2   U   D   700   25%   23   40   NO   5.7%   YES   YES   SR 19   Central Ave   CR 455   US 27/SR 25   CR 478   2   R   C   450   45%   72   41   NO   16.0%   YES   YES   SR 19   CR 455   US 27/SR 25   CR 478   2   R   C   450   45%   5   8   NO   0.4%   NO   NO   SR 19   (Florida Turnpike)   US 27/SR 25   CR 478   2   R   C   450   45%   5   8   NO   0.4%   NO   NO   SR 19   (Florida Turnpike)   US 27/SR 25/SR 19   Orange County Line   4   U   C   3,100   10%   16   9   NO   0.5%   NO   NO   NO   US 27/SR 25   Florida Turnpike   SR 19   4   U   D   2,100   5%   5   8   NO   0.4%   NO   NO   NO   US 27/SR 25   Florida Turnpike   SR 19   4   U   D   2,100   5%   5   8   NO   0.4%   NO   NO   NO   US 27/SR 25   Florida Turnpike   SR 19   C   450   45%   5   8   NO   0.4%   NO   NO   NO   US 27/SR 25/SR 19   Orange County Line   4   U   D   2,100   5%   5				#	Α	Los	Los	F	Project Tri	ps	Within	%		In
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         U         D         1,080         9%         5         8         NO         1.0%         NO         NO           CR 561         CR 448         CR 48         2         U         D         1,080         9%         5         8         NO         1.3%         NO         NO           CR 561         CR 48         S Astatula City Limits         2         U         D         1,080	Road Name	From	То	LNS	Т	Std	Сар	% Dist	NB/EB	SB/WB	1.0 miles?	Сар	Signif?	Study?
CR 48 US 27 Lime Ave	CR 455	SR 19	CR 561	2	R	С	740	15%	14	24	NO	3.2%	NO	NO
CR 48	CR 455	CR 561	CR 561A	2	R	С	410	5%	5	8	NO	2.0%	NO	NO
CR 48	CR 48	US 27	Lime Ave	2	U	D	1,080	10%	16	9	NO	1.5%	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 S Astatula City Limits 2 U D 1,080 0% 0 0 NO 0.0% NO NO CR 561 CR 48 S Astatula City Limits 2 U D 1,080 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 D 700 25% 23 40 NO 2.6% NO NO SR 19 Central Ave 2 R C 1,200 65% 103 61 YES 8.6% YES YES SR 19 C C 455 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 Orange County Line 4 U D 2,100 5% 5 8 NO 0.4% NO NO NO SR 91 (Florida Turnpike) US 27/SR 25 Florida Turnpike SR 19 Orange County Line 4 U D 2,100 5% 5 8 NO 0.4% NO NO NO NO SR 91 (Florida Turnpike) US 27/SR 25 Florida Turnpike SR 19 Orange County Line 4 U D 2,100 5% 5 8 NO 0.4% NO NO NO NO SR 91 (Florida Turnpike) US 27/SR 25 Florida Turnpike SR 19	CR 48	Lime Ave	SR 19	2	U	D	1,080	10%	16	9	NO	1.5%	NO	NO
CR 561	CR 48	CR 561	Ranch Rd	2	U	D	840	5%	5	8	NO	1.0%	NO	NO
CR 561	CR 48	Ranch Rd	CR 488A	2	R	С	410	5%	5	8	NO	2.0%	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 Central Ave 2 R C 1,200 65% 103 61 YES 8.6% 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 D 2,100 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 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 NO NO SR 91 (Florida Turnpike) SR 19 4 U D 2,100 5% 5 8 NO 0.4% NO NO NO NO NO SR 91 (Florida Turnpike) SR 19 4 U D 2,100 5% 5 8 NO 0.4% NO NO NO NO SR 91 (Florida Turnpike) SR 19 4 U D 2,100 5% 5 8 NO 0.4% NO NO NO NO NO NO SR 91 (Florida Turnpike) SR 19 4 U D 2,100 5% 5 8 NO 0.4% NO NO NO NO NO NO NO SR 91 (Florida Turnpike) SR 19 4 U D 2,100 5% 5 8 NO 0.4% NO NO NO NO NO NO NO NO NO NO NO NO NO	CR 561	CR 448	CR 48	2	U	D	1,080	0%	0	0	NO	0.0%	NO	NO
CR 561	CR 561	CR 48	S Astatula City Limits	2	U	D	620	5%	5	8	NO	1.3%	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 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 NO SR 91 (Florida Turnpike) SR 19 4 U D 2,100 5% 5 8 NO 0.4% NO NO	CR 561	S Astatula City Limits	CR 455	2	U	D	1,080	5%	5	8	NO	0.7%	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 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 NO SR 91 (Florida Turnpike) SR 19 4 U D 2,100 5% 5 8 NO 0.4% NO NO	CR 561	CR 455	Howey Cross Rd	2	R	С	470	5%	8	5	NO	1.7%	NO	NO
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/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	CR 561	Howey Cross Rd	Turnpike Rd/CR 561A	2	R	С	640	5%	8	5	NO	1.3%	NO	NO
SR 19	Revels Rd*	SR 19	6th Ave	2	R	С	600	100%	93	159	YES	26.5%	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	SR 19	Lane Park Rd	CR 48	2	U	D	920	15%	14	24	NO	2.6%	NO	NO
SR 19	SR 19	CR 48	Central Ave	2	U	D	700	25%	23	40	NO	5.7%	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	SR 19	Central Ave	CR 455	2	R	С	1,200	65%	103	61	YES	8.6%	YES	YES
SR 91 (Florida Turnpike) US 27/SR 25	SR 19	CR 455	US 27/SR 25	2	R	С	450	45%	72	41	NO	16.0%	YES	YES
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	SR 19	US 27/SR 25	CR 478	2	R	С	450	10%	16	9	NO	3.6%	NO	NO
US 27/SR 25 Florida Turnpike SR 19 4 U D 2,100 5% 5 8 NO 0.4% NO NO	SR 91 (Florida Turnpike)	US 27/SR 25	US 27/SR 25/SR 19	4	U	В	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	С	3,100	10%	16	9	NO	0.5%	NO	NO
US 27/SR 25 SR 19 CR 561 4 U D 3,280 15% 24 14 NO 0.7% NO <b>NO</b>	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

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

- Revels Road
  - o SR 19 to 6<sup>th</sup> Ave
- - CR 48 to Central Avenue
  - Central Avenue to CR 455
  - o 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)

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

Table 4
Projected Roadway Capacity Analysis

Seg	Roadway	Segment	Lanes	LOS	PH Dir Capacity	Dir	Backg'd Vol	Trip Dist	Project Vol	% Sig.	Total Vol	Projected LOS
2020	00 40	CR 561 to LAKE HARRIS	C	٥	1 100	NB/EB	1,189	700 00	11	1.43%	1,206	Е
0000	81 A0	NORTH END	7	ם	1,130	SB/WB	1,136	20.0%	28	2.35%	1,164	D
0.400	0,00	LAKE HARRIS NORTH END to	C	C	020	NB/EB	479	/00 00	۷١	2.00%	496	C
2040	81 YO	CR 48	7	J	000	SB/WB	528	20.0%	28	3.29%	556	Э
2050	01 03	HINEKV IVALNES ST 87 AS	C	C	740	NB/EB	349	700 33	88	2.35%	387	C
ococ	8 US	CN 40 IO CENTRAL AVENUE	7	)	7.10	SB/WB	304	02.0%	99	9.30%	370	Э
0906	07 03	337 GO CH DI IND/XV IV GILNOS	C	C	050	NB/EB	349	76 J Z	38	4.12%	384	В
2000		CENTRAL AVENUE ID OR 433	7	J	000	SB/WB	304	93.0%	21	2.47%	325	В
0206	07 00	96 d37 Z6 311 ×4 997 d3	C	C	050	NB/EB	331	22.0%	22	2.59%	353	В
0700		CK 433 t0 U3 21 / SK 23	7	)	000	SB/WB	376		13	1.53%	389	В
1250	07 0	01 ds of allina/(v alvii)	C	٥	202	NB/EB	395	700 68	32	4.04%	427	C
1230		LIME AVENUE IO SIN 19	٧	ם	192	SB/WB	337	32.070	19	2.40%	356	C

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





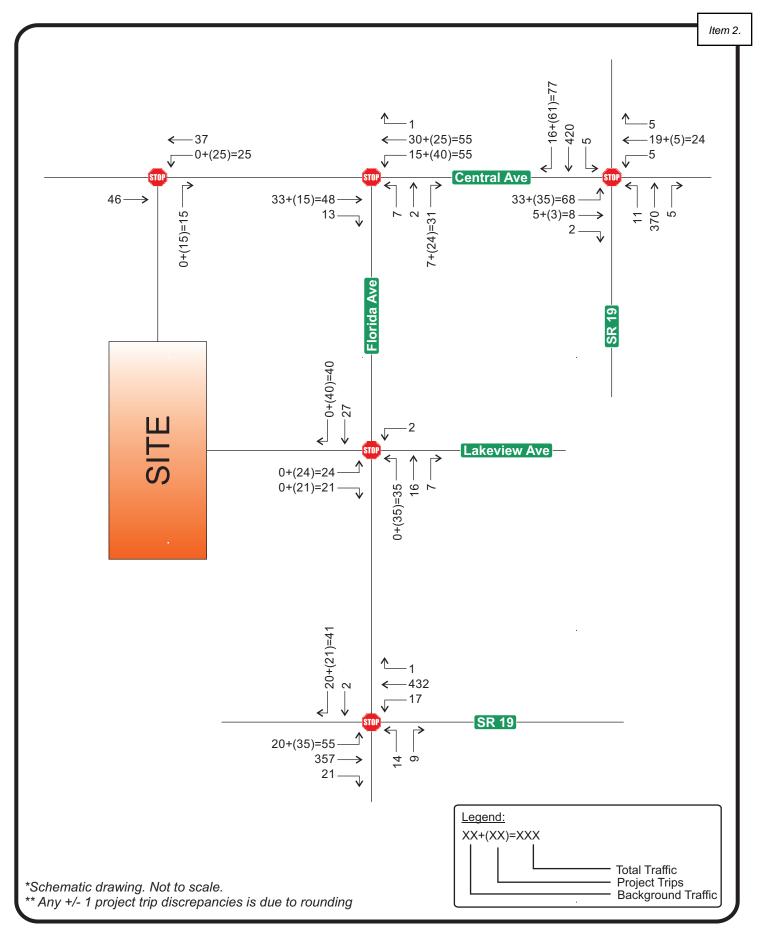




Table 5 **Projected Roadway Segment Capacity Analysis** 

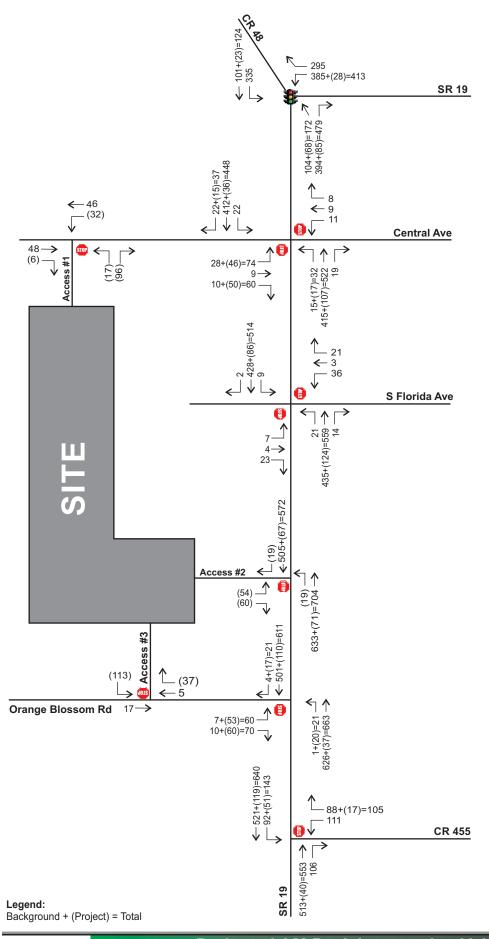
	Seg	No	LOS	PH Dir		Exist	Growt	2024	Trip	Proj	Project	Total	
Roadway Segment	ID	Lns	Std	Capacity	Dir	Vol	h Rate	Backg'd	Distr	Dir	Volume	Volume	LOS
SR 19													
CR 561 to Lake Harris North End	NA	4	D	1,190	NB SB	657 805	4.24%	796 976	25%	OUT IN	55 93	851 1.069	D D
Lake Harris North End to CR 48	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%	E02	45%	OUT	99 167	602 675	C
Central Ave to Taylor Memorial Cemetery	NA	2	D	800	NB SB	432 436	3.29%	503 508	45%	OUT	99 167	602 675	C
Taylor Memorial Cemetery to CR 455 (1)	NA	2	С	900	NB SB	508 503	8.65%	720	46%	OUT IN	101 171	829 892	СС
CR 455 to US 27/SR 25 (1)	NA	2	С	900	NB SB	526 541	8.65%	753 775	35%	IN OUT	130 77	883 852	СС
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	СС
Lime Ave to SR 19	16	2	D	792	EB WB	366 483	5.62%	469 619	20%	IN OUT	74 44	543 663	СС
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	С
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	СС
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	СС
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

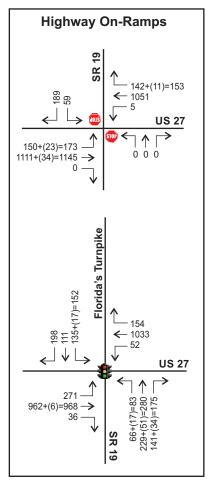


Source: 2018 Lake County Annual Traffic Counts (1) FDOT QLOS HIGHPLAN Analysis for these segments of SR 19

<sup>(2)</sup> Volumes Obtained from PM Peak Turning Movement Counts

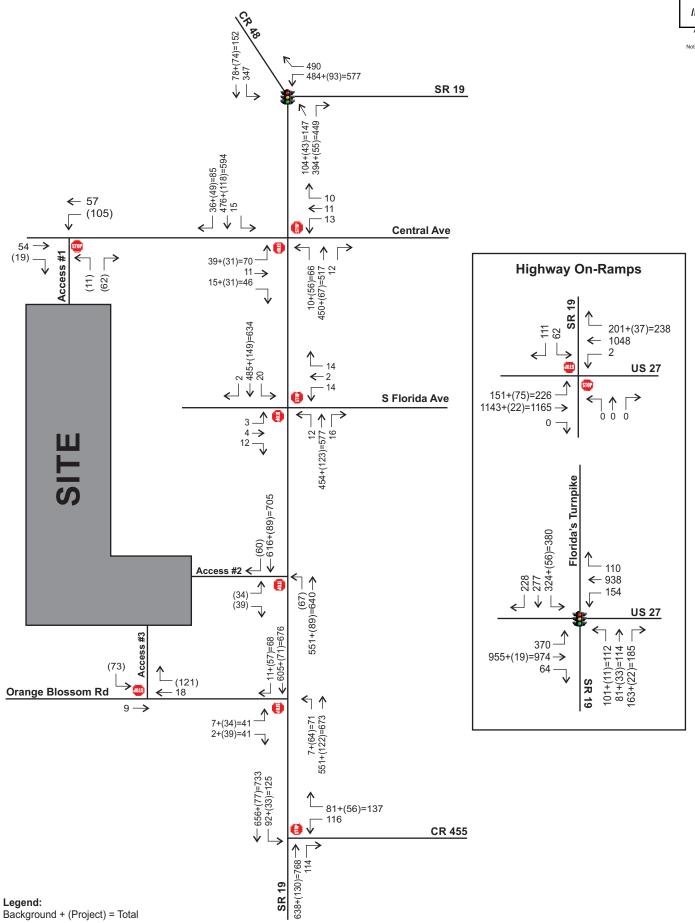










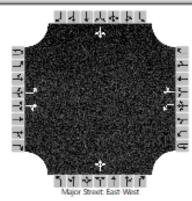




# APPENDIX F

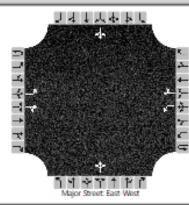
Projected Capacity Analysis Worksheets

	HCS Two-Way Stop	-Control Report		
General Information		Site Information		Item 2.
Analyst	SS	Intersection	CR 48 and Number 2 Rd	
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County	
Date Performed	12/22/2022	East/West Street	CR 48	
Analysis Year	2028	North/South Street	Number 2 Rd	
Time Analyzed	Projected AM	Peak Hour Factor	0.88	
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25	
Project Description	5659			



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Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority	10	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					
Right Turn Channelized																
Median Type   Storage				Undi	vided											
Critical and Follow-up Headways																
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	Leve	of Se	ervice													
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 <sub>33</sub> (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)		Α				Α					С				В	
Approach Delay (s/veh)		0	.0			0	.0			19	9.2			14	1.3	
Approach LOS		ı	A			ı	4			(	Σ			I	17 <sup>4</sup>	4
Copyright © 2022 University of Florida	All Righ	te Rasan	und		HCS	ma TWS	C Versio	n 2022				Go	norated:	12/22/2	022 10-2	4:33 AM

	HCS TWO-Way Stop	-control keport	
General Information		Site Information	Item 2.
Analyst	SS	Intersection	CR 48 and Number 2 Rd
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County
Date Performed	12/22/2022	East/West Street	CR 48
Analysis Year	2028	North/South Street	Number 2 Rd
Time Analyzed	Projected PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5659		



				<u></u>	Fi Fi	† Gr Street. Ear	Tr Tr	4 C B								
Vehicle Volumes and Adj	ustme	nts														
Approach	$\overline{}$	Eastb	oound			Westk	oound			North	bound		Southbound			
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	Т	R
Priority	10	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	
Right Turn Channelized																
Median Type   Storage	Undivided															
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)	T	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	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	$\Box$	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 <sub>55</sub> (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)		Α				Α					С				С	
Approach Delay (s/veh)		0	).1			0.	.2			21	.8			16		
Approach LOS		- 1	A			- /	Α			(				(	175	
Copyright © 2022 University of Florida	a. All Righ	ıts Reser	ved.		HCS	TWS TWS	C Versio	n 2022				Ger	nerated:	12/22/2	022 10:2	5:31 AM

HCS Two-Way Stop-Control Report									
	Site Information		Item 2.						
SS	Intersection	Number 2 Rd & Bloomfield							
TPD, Inc.	Jurisdiction	Lake County							
12/22/2022	East/West Street	Number 2 Rd							
2028	North/South Street	Bloomfield Ave							
Projected AM	Peak Hour Factor	0.92							

Analysis Time Period (hrs)

0.25

# Lanes

Analyst

Agency/Co.

Analysis Year Time Analyzed

Date Performed

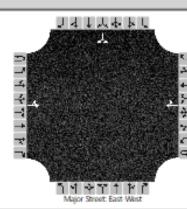
Intersection Orientation

Project Description

East-West

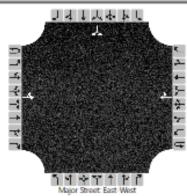
5659

**General Information** 



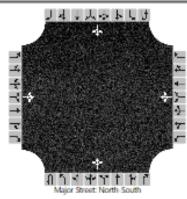
				A TA TA TA TA		i i i i i i i i i i i i i i i i i i i	ት የሚ	1 1 1 4 4 4 4 6								
Vehicle Volumes and Adju	ustme	nts														
Approach		Easth	bound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	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				Undi	ivided											
Critical and Follow-up He	adwa	ys														
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	Leve	of Se	ervice													
Flow Rate, v (veh/h)		10													11	
Capacity, c (veh/h)		1359													796	
v/c Ratio		0.01													0.01	
95% Queue Length, Q <sub>35</sub> (veh)		0.0													0.0	
Control Delay (s/veh)		7.7	0.1												9.6	
Level of Service (LOS)		Α	Α												Α	
Approach Delay (s/veh)		1	1.1											9.		
Approach LOS		/	A											А	176	
Copyright © 2022 University of Florida.	. All Righ	ts Resen	ved.		HCS	TRA TWS	SC Version	n <u>2</u> 022				Ger	nerated:	12/22/20	022 10:2	.6:05 AM

HCS Two-Way Stop-Control Report												
General Information		Site Information		Item 2.								
Analyst	SS	Intersection	Number 2 Rd & Bloomfield									
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County									
Date Performed	12/22/2022	East/West Street	Number 2 Rd									
Analysis Year	2028	North/South Street	Bloomfield Ave									
Time Analyzed	Projected PM	Peak Hour Factor	0.97									
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25									
Project Description	5659											



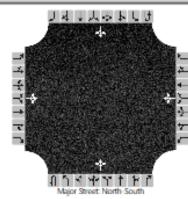
				↑ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		ক শুশ ব or Street: Ea	Tr I'	P C B										
Vehicle Volumes and Adju	ıstme	nts																
Approach		Eastb	ound			West	bound			North	bound			South	bound	$\neg$		
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	Т	R		
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12		
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0		
Configuration		LT						TR							LR	$\Box$		
Volume (veh/h)		3	143				86	22						9		6		
Percent Heavy Vehicles (%)		33												3		3		
Proportion Time Blocked																		
Percent Grade (%)															)			
Right Turn Channelized																		
Median Type   Storage				Undi	vided													
Critical and Follow-up He	adwa	ys																
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	Leve	l of Se	ervice															
Flow Rate, v (veh/h)		3													15	$\Box$		
Capacity, c (veh/h)		1306													806			
v/c Ratio		0.00													0.02	$\Box$		
95% Queue Length, Q <sub>33</sub> (veh)		0.0													0.1			
Control Delay (s/veh)		7.8	0.0												9.6	$\Box$		
Level of Service (LOS)		Α	Α												Α			
Approach Delay (s/veh)		0	.2											9	.6	$\neg \neg$		
Approach LOS		- 1	A											-	177			
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HCS Two-Way Stop-Control Report											
General Information		Site Information	Item 2.								
Analyst	SS	Intersection	Palm Ave and Central Ave								
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County								
Date Performed	12/22/2022	East/West Street	Number 2 Rd/W Central Ave								
Analysis Year	2028	North/South Street	Palm Ave/SR 19								
Time Analyzed	Bkgd AM	Peak Hour Factor	0.87								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description	5659										



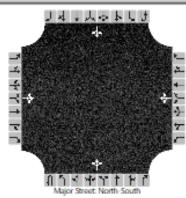
stme	nts															
	Eastb	ound			West	oound			North	bound			South	bound		
U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
	10	11	12		7	8	9	10	1	2	3	4U	4	5	6	
	0	1	0		0	1	0	0	0	1	0	0	0	1	0	
		LTR				LTR				LTR				LTR		
	155	7	64		10	3	11		31	572	14		29	532	73	
	3	3	14		3	3	3		21				7			
	0				(	)										
			Undi	vided												
adwa	ys															
	7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1			
	7.13	6.53	6.34		7.13	6.53	6.23		4.31				4.17			
	3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2			
	3.53	4.03	3.43		3.53	4.03	3.33		2.39				2.26			
Leve	of Se	rvice														
		260				28			36				33			
		116				133			818				894			
		2.24				0.21			0.04				0.04			
		22.3				0.7			0.1				0.1			
									9.6	0.7	0.7					
		643.4				39.2			9.0	0.7	0.7		9.2	0.6	0.6	
		643.4 F				39.2 E			9.0 A	Α.	Α.		9.2 A	0.6 A	0.6 A	
	64				39				A				Α		A	
	adwa	U L 10 0 155 3 155 7.1 7.13 3.5 3.53	Eastbound  U L T  10 11  0 1  LTR  155 7  3 3  0  0  adways  7.1 6.5  7.13 6.53  3.5 4.0  3.53 4.03  Level of Service  260  116  2.24	Eastbound   U	Eastbound   U	Eastbound   Wester	Eastbound   Westbound	Stments   Stme	Stments   Seastbound   Westbound   Westbound   Westbound   U	Stments   Seastbound   Seastb	Stments   Stme	Street   Mary   Street   Mary   Street   Mary   Street   Mary   Street   Mary   Street   Mary   Street   Mary   Street   Mary   Street   Mary   Street   Mary   M	Streets   Street North South   South	Setments   Setments	Stments   Southbound   Northbound   Southbound	

	HCS Two-Way Stop-Control Report										
General Information		Site Information	Item 2.								
Analyst	SS	Intersection	Palm Ave and Central Ave								
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County								
Date Performed	12/22/2022	East/West Street	Number 2 Rd/W Central Ave								
Analysis Year	2028	North/South Street	Palm Ave/SR 19								
Time Analyzed	Bkgd PM	Peak Hour Factor	0.86								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description	5659										



						Street Nor											
Vehicle Volumes and Adj	ustme	nts															
Approach		Eastb	ound		Westbound					North	bound		Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	10	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				Undi	vided												
Critical and Follow-up He	eadwa	ys															
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	l Leve	l of Se	ervice														
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 <sub>55</sub> (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			В	Α	Α		Α	Α	Α	
Approach Delay (s/veh)		343	38.3			15	5.9			3	.9			2	2.4		
Approach LOS			F				F			ı	Α			I	179	9	
												_		40.000.00			

	HCS Two-Way Stop-Control Report										
General Information		Site Information	Item 2.								
Analyst	SS	Intersection	Palm Ave and Central Ave								
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County								
Date Performed	12/22/2022	East/West Street	Number 2 Rd/W Central Ave								
Analysis Year	2028	North/South Street	Palm Ave/SR 19								
Time Analyzed	Projected AM	Peak Hour Factor	0.87								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description	5659										

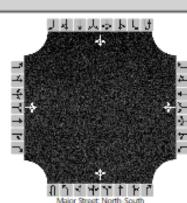


Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			West	bound		Northbound				Southbound			
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		184	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				Undi	vided											
Critical and Follow-up He	eadwa	ys														
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	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	Т		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 <sub>55</sub> (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				Е			Α	Α	Α		Α	Α	Α
Approach Delay (s/veh)		93	5.5			4	5.8			1	.5			1	.0	
Approach LOS			F				E			ı	Ą		A 180			
Congright © 2022 University of Florida	All Diele				1100	TIME	C1/	Varrian 2022 Generated: 12/22/2022 10:27:17 AM								

### HCS Two-Way Stop-Control Report

General Information		Site Information	Item 2.
Analyst	SS	Intersection	Palm Ave and Central Ave
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County
Date Performed	12/22/2022	East/West Street	Number 2 Rd/W Central Ave
Analysis Year	2028	North/South Street	Palm Ave/SR 19
Time Analyzed	Projected PM	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5659		

#### Lanes



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Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			Westb	ound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	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				Undiv	vided											
Critical and Follow-up He	adwa	ys														
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		

Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	<b>4</b> U	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				Undi	vided											
Critical and Follow-up He	adwa	ys														
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	Leve	of Se	ervice													
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 <sub>35</sub> (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			В	Α	Α		Α	Α	Α
Approach Delay (s/veh)		630	9.4			35	2.9			6	.0			2	.5	
A			-				-								181	

Approach LOS HCS 1860 TWSC Version 2022 Dalm Ave and Number 2 Rd - Droiected DM vtus Copyright © 2022 University of Florida. All Rights Reserved. Generated: 12/22/2022 10:27:52 AM

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General Inform	nation									Into	reacti	on Info	rmatic	n e	Į.	4 14	Item 2.
Agency	iation	TPD, Inc.									ation,		0.250			الإ	. L
Analyst		SS		Analys	sic Do	to Do	o 22	2, 2022			ation, a Type		Other				Ł Ł
Jurisdiction		Lake County		Time F		$\rightarrow$		ted AM		PHF			0.89		→ ->	w‡	• <u></u>
Urban Street		CR 48		Analys		$\overline{}$		eu Aivi			ılysis F	Pariod	1> 7:	15	<u> </u>		<b>←</b> <u>÷</u>
Intersection		SR 19		File Na		-		and SF						13			-
Project Descrip	tion	5659		THE IN	aiiie	UN	140	and Sr	19-	FIUJ	jecieu	Alvi.xus	•		<u> </u>	414	ን ተ 'Y'
								_				T					
Demand Inform					EE				W				NB		-	SE	
Approach Move				L	Т	$\rightarrow$	R	ᆜ	T	_	R	느	Т	R	<u> </u>	Т	R
Demand (v), v	eh/h		_	240	108	8	-		18	32	608	_			384		205
Signal Informa	ition				Т	Т	5_	125	1			Т			<u> </u>		1
Cycle, s	105.5	Reference Phase	2		$\bowtie$	3	. —							<b>~</b>	<b>—</b>		
Offset, s	0	Reference Point	End		14.0	10	- ^	00.4	100		0.0			1	2		3 4
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		3 45 4.4		28.4 4.8	0.0		0.0	0.0	-		<b>A</b>		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.1	2.		2.5	0.0		0.0	0.0		5	4 6		7 8
Timer Results				EBI	-	EBT		WBL	-	WE	_	NBL		NBT	SBL	_	SBT
Assigned Phase	е			1	+	6	4		_	2	$\rightarrow$		_			4	4
Case Number				1.0	+	4.0	_		-	7.3	$\overline{}$		_			-	9.0
Phase Duration	·			18.3	3	69.7	4		+	51.	_		_			-	35.7
Change Period				6.5	_	6.4	4		+	6.4	-		_			_	7.3
Max Allow Head				4.1	_	4.2	4		_	4.2	_					_	4.2
Queue Clearan				11.1		5.2	4		_	47.	$\rightarrow$					_	27.7
Green Extension		( g e ), s		0.8	$\rightarrow$	4.8	4		$\rightarrow$	0.0	$\rightarrow$					_	0.7
Phase Call Pro				1.00	_	1.00	$\rightarrow$		4	1.0	_					_	1.00
Max Out Proba	bility			0.00	)	0.00	_	_	_	1.0	00	_		_		_	1.00
Movement Gro	up Res	sults			EB		П		WB	3	$\neg$		NB			SE	
Approach Move				L	Т	F		L	Т	Т	R	L	T	R	L	Т	R
Assigned Move				1	6				2	$\rightarrow$	12				7		14
Adjusted Flow F		), veh/h		270	121		7		204	. 6	683				431		230
		ow Rate ( s ), veh/h/l	ln	1654	1737	_			1856	$\rightarrow$					1725		1510
Queue Service				9.1	3.2		7		7.5	-	_				25.7		13.9
Cycle Queue C		<b>,</b> ,		9.1	3.2	_			7.5	-					25.7		13.9
Green Ratio ( g		(3 ),		0.56	0.60		$\neg$		0.43	$\rightarrow$	$\neg$				0.27		0.27
Capacity ( c ), v				643	1043				792	-					465		407
Volume-to-Capa		atio (X)		0.420		_	$\neg$		0.25	$\rightarrow$	$\neg$				0.928		0.566
		t/In ( 95 th percentile	<del>;</del> )				7										
	<u> </u>	eh/ln ( 95 th percent	,	5.7	2.0				5.6						19.6		8.9
Queue Storage	Ratio (	RQ) (95 th percen	tile)	0.00	0.00	)			0.00	)					0.00		0.00
Uniform Delay (	( d 1 ), s	/veh		12.9	9.0				19.5	5					37.5		33.2
Incremental De	lay ( <i>d</i> 2	), s/veh		0.4	0.0				0.2						23.5		1.6
Initial Queue De	elay ( <i>d</i>	з ), s/veh		0.0	0.0				0.0						0.0		0.0
Control Delay (	d ), s/ve	eh		13.3	9.1				19.7	7 (	0.0				61.1		34.8
Level of Service	(LOS)		В	Α				В		А				E		С	
Approach Delay			12.0	)	В		4.5		Α	1	0.0			51.9		D	
Intersection De	lay, s/ve	eh / LOS					22.	.2							С		
Multimodal Re	culto				EB				WB				NB			SE	
Pedestrian LOS		/1 OS		0.69		A		1.91		В		1.96		В	1.96		В
Bicycle LOS So				1.13	$\rightarrow$	A	-	1.95	_	В		1.50			1.90		F
Dioyolo Loo oc	.5,5 / LC	, ,		1.10		77		1.00									<u> </u>

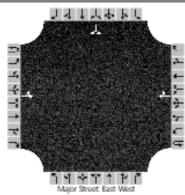
		HCS	Sigr	nalize	d Int	ersec	tion	Resu	ults	s Sum	mary					<i>"</i>
Conoral Inform	otion								l le	-t	ion Info	. www. a.ti.	- n	Į J	4 14	Item 2.
General Inform	nation	TDD In a							_	ntersect					J	y 4" X
Agency		TPD, Inc.		A l	D.	t. D (	20. 004	<u> </u>	_	ouration,		0.250		_# _#		E.
Analyst		SS				te Dec 2			$\rightarrow$	rea Type	<del>)</del>	Othe	<u>r</u>		w‡	_ <b>_</b>
Jurisdiction		Lake County		Time F			cted F	M	_	PHF	<u> </u>	0.97	. 45		W† 8	← [
Urban Street		CR 48		Analys				20.40		nalysis l		1> 16	5:45			
Intersection		SR 19		File Na	ame	CR 4	8 and	SR 19	- P	rojected	PM.xus	3			4 4 4	W4-7
Project Descrip	tion	5659	_	_	_	_	_	_		_	_	_	_		4 1 4	77 77 71
Demand Inform	nation				EE	<u> </u>	$\top$	V	ΝB		T	NB		T	SE	3
Approach Move	ement			L	Т	R	ı		Т	R	L	Т	R	L	Т	R
Demand ( v ), v				274	22	_		1	162	_				675		276
Signal Informa	ition				-	2 1	7/	2								人
Cycle, s	98.3	Reference Phase	2		Ħ	? '	`							`		XX
Offset, s	0	Reference Point	End	Green	11 9	36.2	30		.0	0.0	0.0		1			3 4
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		4.4	4.8		.0	0.0	0.0			$\mathbf{z}$		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.1	2.0	2.5	0	.0	0.0	0.0		5	6		7 8
Timer Results				EBI		EBT	W	BL	١	WBT	NBL		NBT	SBL		SBT
Assigned Phase	e			1	_	6	╙			2					4	4
Case Number				1.0	-	4.0	_			7.3					_	9.0
Phase Duration	·			18.4	_	61.0	lacksquare			42.6					_	37.3
Change Period		·		6.5	_	6.4				6.4					_	7.3
Max Allow Head				4.1	_	4.2	$\perp$			4.2		_			_	4.2
Queue Clearan		, - ,		11.1		8.0				33.9						32.0
Green Extension		( <i>g</i> <sub>e</sub> ), s		0.8	-	4.0	╙			2.3					_	0.0
Phase Call Pro	bability			1.00		1.00				1.00						1.00
Max Out Proba	bility			0.00		0.00			(	0.24						1.00
Mayamant Cua	Das							10	/D			ND			CF	
Movement Gro		Suits		-	EB	_	٠.	W	_		, [	NB	l D		SE T	_
				L _	Т	R	<u> </u>	T	_	R	L		R	L	<u> </u>	R
Assigned Move		·		1	6		-	10	_	12				7		14
Adjusted Flow F		*		282	228	_	-	16		538				696		285
		ow Rate ( s ), veh/h/l	n	1781	1900		-	18	_					1753		1585
Queue Service		- ,		9.1	6.0	_	-	6.						30.0		15.0
		e Time ( <i>g c</i> ), s		9.1	6.0		-	6.	_					30.0		15.0
Green Ratio ( g				0.51	0.56	_	-	0.3	_	$\blacksquare$				0.31		0.31
Capacity ( c ), v		-4:- / \/ \		662	1056		-	68						535	_	484
Volume-to-Capa		t/In(95 th percentile	١	0.427	0.21	0	$\vdash$	0.2	.44	-			-	1.301		0.588
	<u> </u>	eh/In ( 95 th percenti	,	6.2	4.2		-	4.	6					51.0		9.7
		RQ) (95 th percent		0.00	0.00	_	-	0.0	_					0.00		0.00
Uniform Delay (		, , , , , , , , , , , , , , , , , , , ,	iic)	14.5	11.0		-	21						34.2		28.9
Incremental De	`			0.4	0.1			0.	_					148.8		1.9
		,				+	-		_					0.0		
Initial Queue De Control Delay (		,		0.0	0.0	_		0. 21		0.0				182.9		30.8
Level of Service				14.9 B	11.1 B			21	_	0.0				182.9 F		30.8 C
Approach Delay				13.2		В		.1	,	A	0.0			138.8	3 T	F
Intersection De				13.2			6.7	. 1		Α	0.0			E 138.6	_ ر	
milersection De	ıay, S/V€	ii / LU3				0	U. <i>1</i>									
Multimodal Re	sults				EB			W	/B			NB			SE	
Pedestrian LOS		/LOS		0.69		A	1	92		В	1.95		В	1.95	_	В
Bicycle LOS So				1.33	_	A	-	65		В	1.00			1.00		F
210,010 200 00	.5,5 / LC			1.00		, ,	1.									

		HCS	S Sigr	alize	d In	terse	cti	on R	esul	ts S	umı	mary					
																	Item 2
General Inforn	nation	Υ							$\rightarrow$				rmatio		_	4 14	1 tz //
Agency		TPD, Inc.								Durat			0.250				-
Analyst		SS				ite Dec				Area	Туре		Other	·	<u>^</u>	wĬ	<b>,</b> _
Jurisdiction		Lake County		Time F				ted AM		PHF			0.89		_₹→	₩ <del> </del> 8	-
Urban Street		CR 48		Analys		_				Analy			1> 7:		<del>\</del>		
Intersection		SR 19		File Na	ame	CR	48	and SF	R 19 -	Proje	cted /	АМ Ор	timized	d Sign			
Project Descrip	tion	5659 - Optimized S	ignal Tir	ning											l'i	4 1 4	ין יל יץ"י
Demand Inform	nation				EE	3		T	WI	3			NB		T	SI	3
Approach Move	ement			L	Т	F	?	L	Т		R	L	Т	R	L	Т	R
Demand ( v ), v	eh/h			240	10	8			18	2 6	808				384		205
										"							,
Signal Informa		Γ	г.		La	3	$\geq$	457						<b>A</b>	<b>←</b>		人
Cycle, s	63.4	Reference Phase	2		F									1	2		3
Offset, s	0	Reference Point	End	Green	9.0	15.	0	19.2	0.0	C	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		4.4		4.8	0.0		0.0	0.0			4		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.1	2.0	_	2.5	0.0	C	0.0	0.0		5	6		7
Timer Results				EBL		EBT		WBI		WBT	г	NBL		NBT	SBL		SBT
Assigned Phase				1	-	6	7	VVDL	-	2		INDL		INDI	OBL		4
Case Number				1.0	$\rightarrow$	4.0	1		+	7.3	_		_			$\dashv$	9.0
Phase Duration	1. S			15.5	5	36.9	7		_	21.4			_			_	26.5
Change Period	·		6.5		6.4	1			6.4							7.3	
Max Allow Hea			4.1	$\rightarrow$	4.2	7		$\top$	4.2	_					$\neg$	4.2	
Queue Clearan	- `	· · · · · · · · · · · · · · · · · · ·		9.3		4.5	1			17.0							16.7
Green Extension	n Time	( g e ), s		0.0	$\neg$	3.4	7		$\neg$	0.0						$\neg$	2.5
Phase Call Pro	bability			0.99	9	1.00	T			1.00							1.00
Max Out Proba	bility			1.00	)	0.33	$\Box$			1.00							0.02
Mayramant Cra	Dag					,	Ţ		WD				NID			0.0	,
Movement Gro		Suits		,	EB	R	+	,	WB T	TR	,	,	NB T	R		SE	_
Assigned Move				1	6	I K	+	L	2	1:	_	L	- 1	K	7		14
Adjusted Flow I		) voh/h		270	121		+		204	_	_				431		230
		ow Rate ( <i>s</i> ), veh/h/l	n	1654	173		+		1856	_	00				1725		1510
Queue Service		· , , ,	11	7.3	2.5		+		6.0	+	-				14.7		8.0
Cycle Queue C		- ,		7.3	2.5		1		6.0		_				14.7		8.0
Green Ratio ( g		5 mile ( <b>g</b> v ), 5		0.41	0.48	_	7		0.24	_	_				0.30		0.30
Capacity ( c ), v				503	835	_	1		439	_	_				523		457
Volume-to-Cap		atio (X)		0.536			7		0.466		$\neg$				0.826		0.504
Back of Queue	(Q), f	t/ln ( 95 th percentile	<del>)</del>				T										
Back of Queue	( Q ), ve	eh/ln ( 95 th percenti	ile)	4.4	1.4		T		4.4						9.7		4.7
Queue Storage	Ratio (	RQ) (95 th percent	tile)	0.00	0.00	)	П		0.00						0.00		0.00
Uniform Delay	( d 1 ), s	/veh		13.9	9.2				20.8						20.5		18.2
Incremental De	lay ( <i>d</i> 2	), s/veh		1.1	0.1				0.8						3.4		0.9
Initial Queue De			0.0	0.0	_			0.0						0.0		0.0	
Control Delay (			15.0	9.3				21.5	_	-				23.9		19.0	
Level of Service			В	A		_		С	Α	4				С		В	
Approach Delay			13.2	2	В		5.0		Α		0.0			22.2		С	
Intersection De	lay, s/ve	eh / LOS					12.	.5							В		
Multimodal Re	sulte				EB		T		WB				NB			SE	3
Pedestrian LOS		/LOS		0.69		, A	+	1.91		В		1.94		В	1.94	_	В
Bicycle LOS So				1.13	_	A	1	1.95	_	В	_					$\dashv$	F
•																	

		HCS	S Sign	alize	d In	terse	cti	on R	esul	ts S	umı	mary					
																	Item 2.
General Inforn	nation	Υ							_				ormatio			4 1/14	1 4 4
Agency		TPD, Inc.		1					$\overline{}$	Durat			0.250		_3		E.
Analyst		SS		-				2, 2022	_	Area	Туре		Other			w‡	, <u>~</u>
Jurisdiction		Lake County		Time F			•	ted PM		PHF			0.97		_₹→	w+ 8	<b>←</b>
Urban Street		CR 48		Analys						Analy			1> 16		7		T.
Intersection		SR 19		File Na	ame	CR	48	and SF	R 19 -	Projec	cted I	РМ Ор	timized	d Sign			
Project Descrip	tion	5659 - Optimized S	ignal Tir	ming											1	4 1 4	7 4 7
Demand Inform	nation				EE	3		T	WI	в В			NB			SE	3
Approach Move	ement			L	Т	F	₹	L	Т	$\top$	R	L	Т	R	L	Т	R
Demand ( v ), v	eh/h			274	22	1			16	2 5	522				675		276
									"								
Signal Informa	_	Γ		Į.	La	3	2	457						<b>A</b>	<b>←</b>		
Cycle, s	76.6	Reference Phase	2		F								_	1	2		3 4
Offset, s	0	Reference Point	End	Green	9.0	15	.0	32.4	0.0	0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		4.4		4.8	0.0		0.0	0.0			4		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.1	2.0	)	2.5	0.0	0	0.0	0.0		5	6	_	7 8
Timer Results				EBI		EBT		WBI		WBT	-	NBL		NBT	SBL		SBT
Assigned Phase	e			1	-	6	-	VVDI	-	2		INDL		INDI	OBL		4
Case Number				1.0	$\rightarrow$	4.0			$\rightarrow$	7.3	_		_			$\dashv$	9.0
Phase Duration	. S			15.5	-	36.9	7			21.4	_		_			$\neg$	39.7
Change Period	·		6.5	_	6.4				6.4	_					_	7.3	
Max Allow Head			4.1	_	4.2	7		_	4.2	_		_			$\rightarrow$	4.2	
Queue Clearan				11.0		8.3				17.0	_		_			$\dashv$	31.1
Green Extension		,		0.0	_	2.3	7			0.0	_		_			_	1.3
Phase Call Pro		(3 - //		1.00	_	1.00				1.00	_					$\rightarrow$	1.00
Max Out Proba	bility			1.00		0.60	7			1.00	┰		$\neg$			$\neg$	1.00
Movement Gro		sults			EB	-	4		WB		+		NB			SE	_
Approach Move				L	T	R	_	L	Т	R	_	L	Т	R	<u> </u>	Т	R
Assigned Move		\ 1.0		1	6		-		2	12	_				7		14
Adjusted Flow I		,-		282	228	_	_		167	_	88				696		285
Queue Service		ow Rate ( s ), veh/h/l	n	1781 9.0	190 6.3	_	-		1856 6.1	)	-				1753 29.1		1585 9.7
Cycle Queue C		- ,		9.0	6.3	_	-		6.1	+	-				29.1		9.7
Green Ratio ( g		$e^{-11111e}$ ( $g c$ ), $s$		0.34	0.40	_	-		0.20		-				0.42		0.42
Capacity ( c ), v				445	756	_	-		363	_	-				742		671
Volume-to-Cap		etio ( X )		0.635			-		0.460		-				0.938		0.424
		t/ln ( 95 th percentile	:)	0.000	0.00		┪		0.10		+				0.000		0.121
		eh/ln ( 95 th percenti	_	7.1	4.5		7		4.7		7				20.6		5.9
	,,	RQ) (95 th percent		0.00	0.00				0.00						0.00		0.00
Uniform Delay	( d 1 ), s	/veh		20.8	15.8	3			27.2						21.1		15.5
Incremental De	lay ( d 2	), s/veh		3.0	0.2				0.9		$\neg$	Ì			18.5		0.4
Initial Queue De	elay ( d		0.0	0.0				0.0						0.0		0.0	
Control Delay (	d ), s/ve		23.8	16.0	)			28.1	0.0	0				39.6		16.0	
Level of Service			С	В				С	Α	\				D		В	
Approach Delay			20.3	3	С		6.7		Α		0.0			32.7		С	
Intersection De	lay, s/ve	eh / LOS					21.	.5							С		
Multimodal Re	eulte				EB				WB				NB			SE	
Pedestrian LOS		/1.08		0.71	_	A	-	1.93		В	-	1.94		В	1.94	_	В
Bicycle LOS So				1.33	$\rightarrow$	A	$\dashv$	1.65	_	В		1.54			1.94		F
210,010 200 00	.5,5 / LC			1.00		, ·		1.00									

	HCS Two-Way Stop	-Control Report			
General Information		Site Information		Item 2.	
Analyst	SS	Intersection	Number 2 Rd Site Access		
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County		
Date Performed	12/22/2022	East/West Street	Number 2 Rd		
Analysis Year	2028	North/South Street	Site Access		
Time Analyzed	Projected AM	Peak Hour Factor	0.92		
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25		
Project Description	5659				

#### Lanes



				=¥ <b>10</b>		or Street: Ea	F F									
Vehicle Volumes and Adj	ustme	nts														
Approach	$\top$	Eastb	ound			Westi	oound			North	bound			South	bound	$\neg$
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	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				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)	Т	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, an	d Leve	of Se	ervice													
Flow Rate, v (veh/h)	$\overline{}$	12													103	
Capacity, c (veh/h)		1421													801	
v/c Ratio	$\overline{}$	0.01													0.13	
95% Queue Length, Q <sub>35</sub> (veh)		0.0													0.4	
Control Delay (s/veh)		7.6	0.1												10.2	
Level of Service (LOS)		Α	Α												В	
Approach Delay (s/veh)		1	.4											10	0.2	$\neg \neg$
Approach LOS		1	A												B 180	6
Copyright © 2022 University of Florida	All Righ	te Racan	ved		HCS	100 TWS	C Versio	n 2022				Ge	norated:	12/22/2	022 10-3	0:05 AM

HCS Two-Way Stop	-Control Report		
	Site Information		Item 2.
SS	Intersection	Number 2 Rd Site Access	
TPD, Inc.	Jurisdiction	Lake County	
12/22/2022	East/West Street	Number 2 Rd	
2028	North/South Street	Site Access	
Projected PM	Peak Hour Factor	0.92	
East-West	Analysis Time Period (hrs)	0.25	

#### Lanes

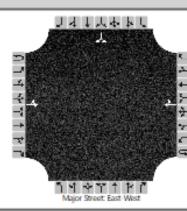
Analyst Agency/Co. Date Performed Analysis Year Time Analyzed

**General Information** 

Intersection Orientation

Project Description

5659



					7 1	or Street: Ea	111									
Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority	10	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				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
															_	

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				Undi	vided											
Critical and Follow-up He	adwa	ys														
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	Leve	l of Se	ervice													
Flow Rate, v (veh/h)		41													70	
Capacity, c (veh/h)		1400													704	
v/c Ratio		0.03													0.10	
95% Queue Length, Q <sub>55</sub> (veh)		0.1													0.3	
Control Delay (s/veh)		7.6	0.2												10.7	
Level of Service (LOS)		Α	Α												В	
Approach Delay (s/veh)		2	.0											10	).7	
Approach LOS		I	4												187 B	
Copyright © 2022 University of Florida.	All Righ	ts Resen	/ed.	Site	HCS Access N	TREE TWS	C Versio	n 2022 niected	DM xtw			Ger	nerated:	12/22/2	022 10:3	0:37 AM

#### **APPENDIX G**

Right and Left Turn Lanes Warrant Charts

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

	008 <b>y</b> /u	19 <b>0 190</b>	009 (0	.,√) .,∨)	ume 5000	300	2 6	SOU Lentum freatment not	<b>p</b> 100 warranted.	0 dqO
Value	45	17%	64	141		Value	366	bay:		
Variable	85 <sup>th</sup> percentile speed, mph:	Percent of left-turns in advancing volume $(V_A)$ , %:	Advancing volume $(V_A)$ , veh/h:	Opposing volume ( $V_O$ ), veh/h:	OUTPUT	Variable	Limiting advancing volume $(V_A)$ , veh/h:	Guidance for determining the need for a major-road left-turn bay:	Left-turn treatment NOT warranted.	

	TON townstand the second secon
ay:	Guidance for determining the need for a major-road left-turn bay:
396	Limiting advancing volume $(V_A)$ , veh/h:
Value	Variable

700 Left-turn treatment warranted. 900 Advancing Volume (VA), veh/h 200 400 300 200 Left-turn treatment not warranted. 100 200 400 300 100 0

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

	008 <b>4</b> /L	<b>190</b>	900		<b>9mu</b> 400	300		S00 Lent-turn 200 Lent-turn Lent-turn Lent Lent Lent Lent Lent Lent Lent Len	od 100 warranted.	qO
Value	45	24%	158	157		Value	316	ay:		
Variable	85 <sup>th</sup> percentile speed, mph:	Percent of left-turns in advancing volume $(V_A)$ , %:	Advancing volume ( $V_A$ ), veh/h:	Opposing volume (V <sub>O</sub> ), veh/h:	OUTPUT	Variable	Limiting advancing volume $(V_A)$ , veh/h:	Guidance for determining the need for a major-road left-turn bay:	Left-turn treatment NOT warranted.	

Left-turn treatment warranted.

Variable	Value
Limiting advancing volume $(V_A)$ , veh/h:	316
Guidance for determining the need for a major-road left-turn bay:	ay:
botacracia TON tracateort and the	

900 Advancing Volume (VA), veh/h 200 400 300 200 Left-turn treatment not warranted. 100 200 400 300 100 0

700

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	2.0
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

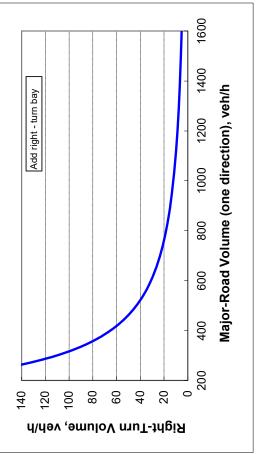
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

ŀ	1	- ر
C	١	_
4	2	- -

Roadway geometry:	2-lane roadw ay
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

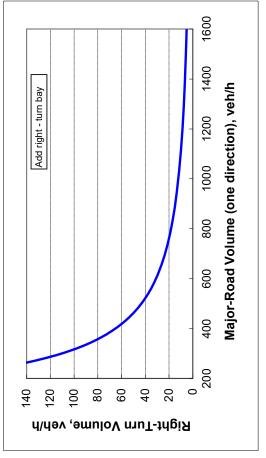
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

ŀ	_	-
	1	)
•	-	=
•	4	=

Roadway geometry:	2-lane roadw ay
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	157
Right-turn volume, veh/h:	7.1

# 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 bav.	



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





### 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

	AND
ADDRESS OF PROPERTY: Nu	mber Two Road
PROPERTY INFORMATION: SHORT PARCEL ID (12 DIGIT	Parcel Tax ID: 27-20-25-0002-000-00200 Alt. Key: 1101051  TS): Parcel Tax ID: 27-20-25-0001-000-03300 Alt. Key: 3887680  Parcel Tax ID: 28-20-25-0001-000-00100 Alt. Key: 1036119
	lage Mixed Use. Further, adjacent land uses allow for 4DU/ AC, as the applicant is reques  Parcel Tax ID: 27-20-25-0003-000-03100 Alt. Key: 3852069
asserts that the MDR is a	n appropriate land use. The applicant does not propose to exceed the 300 unit
to be annexed. Given the	scale and density of recently annexed and entitled projects, the applicant
The reason for the reques	et is to designate an appropriate future land use for multiple parcels proposed
	(Describe reason for requested amendment. For land use map amendment, please I use with the current land use. Attach separate sheet if necessary.)
REQUESTED FUTURE LAND	USE DESIGNATION: Medium Density Residential
	LARGE SCALE FUTURE LAND USE MAP AMENDMENT: X TEXT AMENDMENT:

#### **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	

U\P\Application\CPA app

APPLICANT/AGENT:				
NAME: Tim Loucks / On behalf	of Blue Sky Capital Group LLC			
COMPANY: Blue Sky Capital Grou	IP 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\_\_

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
- × 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:	



## Comprehensive Plan Justification - No. 2 Road Justification & Background

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:

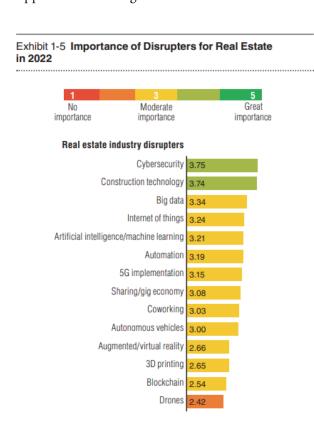




## Comprehensive Plan Justification - No. 2 Road Justification & Background

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:



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



## Comprehensive Plan Justification - No. 2 Road Justification & Background

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



200



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 Bobby Luthra – Property Investment Brokers Number 2 Road (BTC File #372-81) Environmental Assessment Report Page 2 of 12

- 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, 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



Bobby Luthra – Property Investment Brokers Number 2 Road (BTC File #372-81) Environmental Assessment Report Page 3 of 12

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



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#### 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 <u>Hydric Soils of Florida Handbook</u>, 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 onsite 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*).



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#### 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*)



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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 <u>Florida's Fragile Wildlife</u> (Wood, 2001) and Florida Fish and Wildlife Conservation Commission's (FFWCC) <u>Gopher Tortoise Permitting Guidelines</u> (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 - <u>Florida's Endangered Species, Threatened Species and Species of Special Concern</u> (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**



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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 - <u>Florida's Endangered Species</u>, <u>Threatened Species and Species of Special Concern</u> (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 onsite 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)



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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.



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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.



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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



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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



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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.

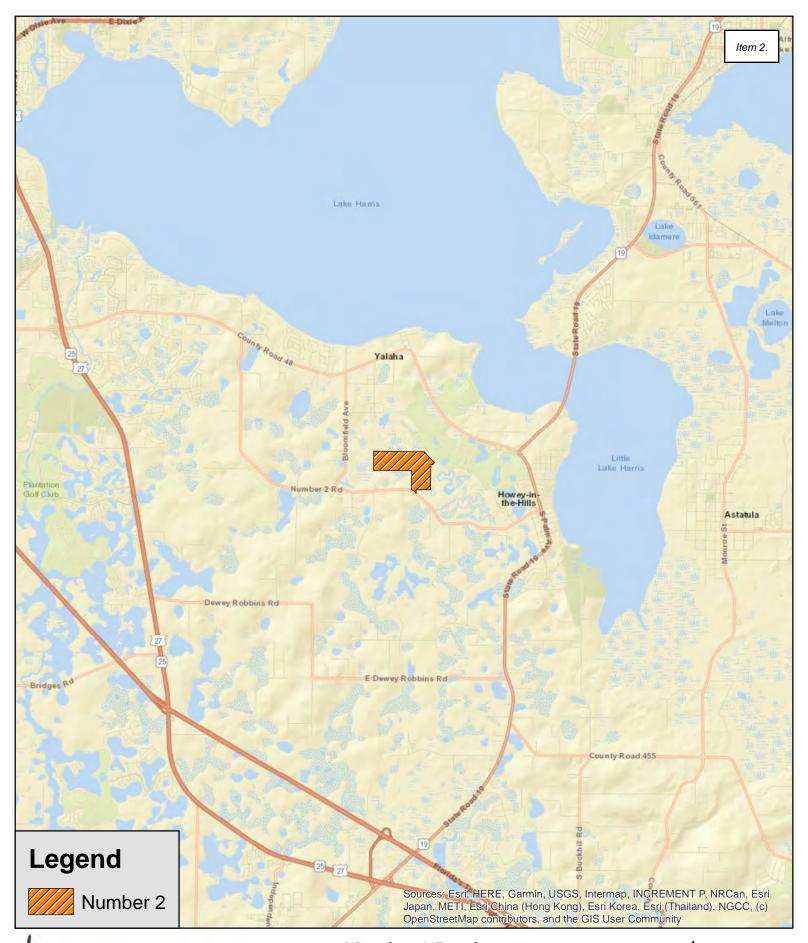
Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

Mark Ausley Director

Attachments



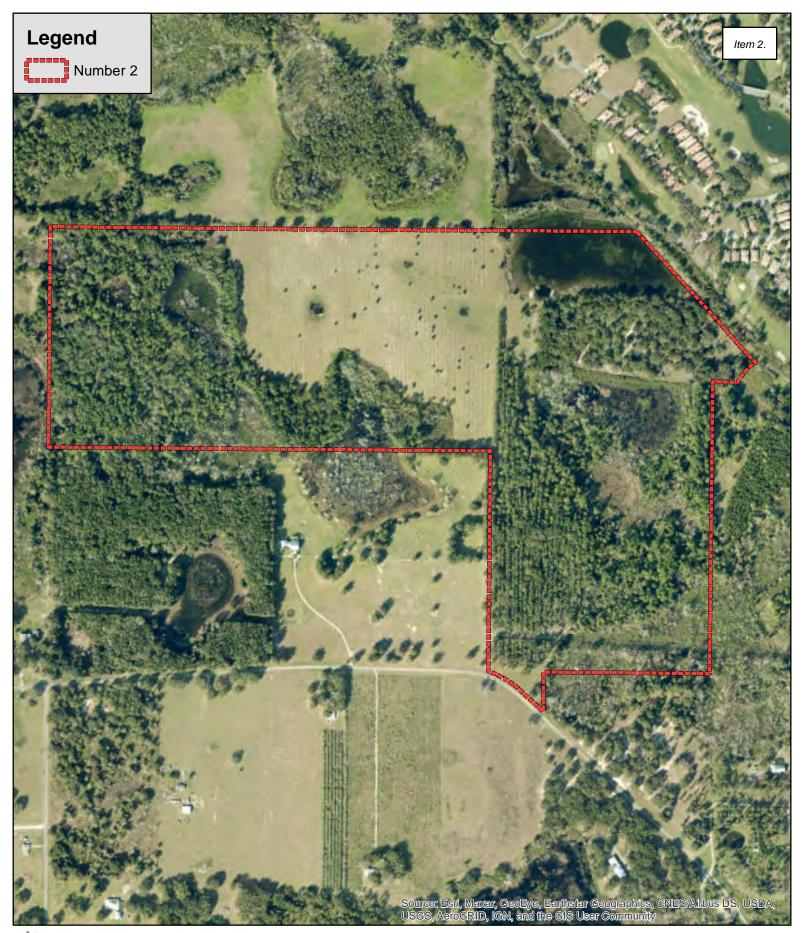




Number 2 Road Lake County, Florida Figure 1 Location Map



1 Miles
Project #: 372-18
Produced By 212
Date: 6/19/2022

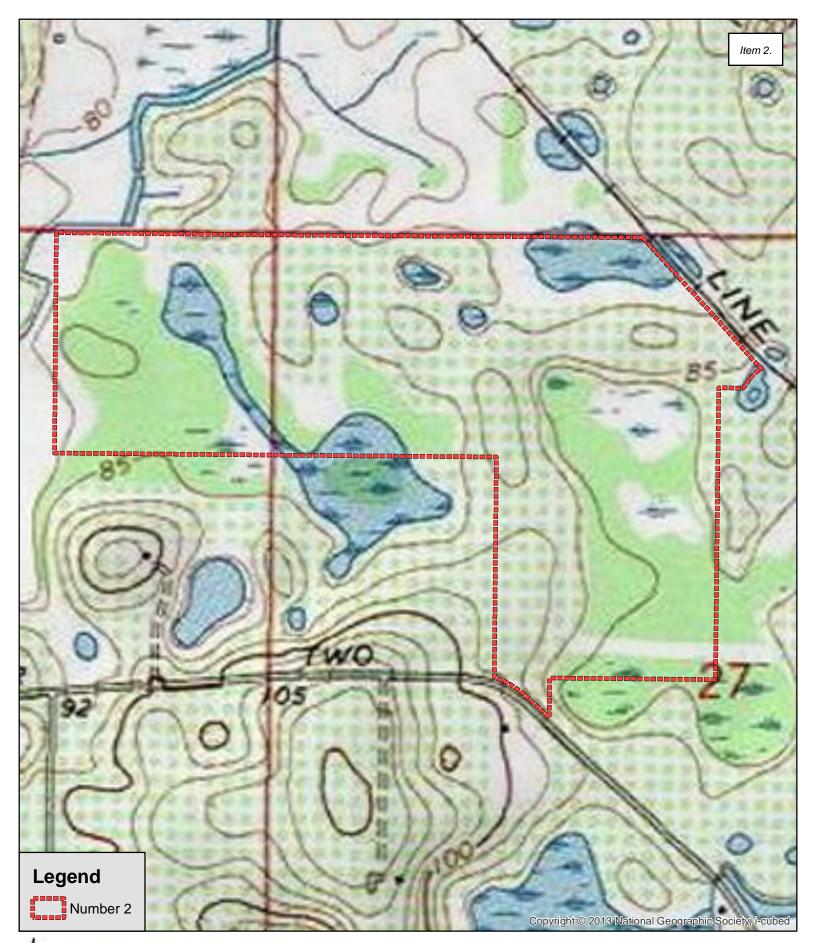




Number 2 Road Lake County, Florida Figure 2 2021 Aerial Photograph



Feet Project #: 372-18
Produced By 213 H
Date: 4/2/2022

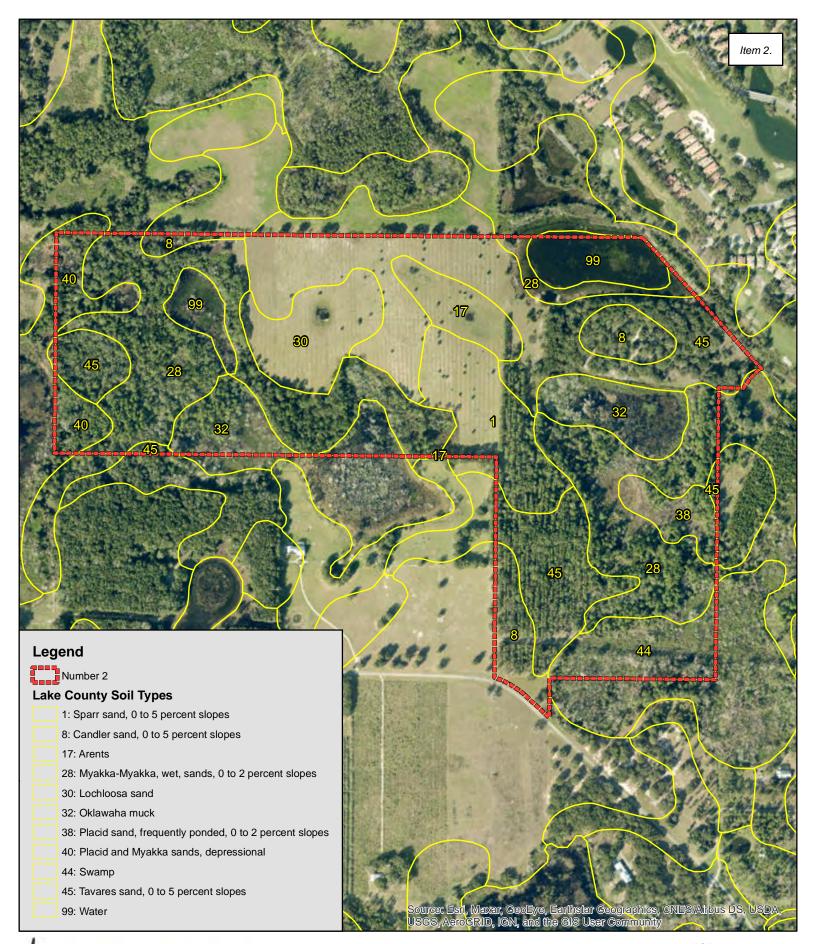




Number 2 Road Lake County, Florida Figure 3 USGS Topographic Map



525
Feet
Project #: 372-18
Produced By 214
Date: 7/15/2022

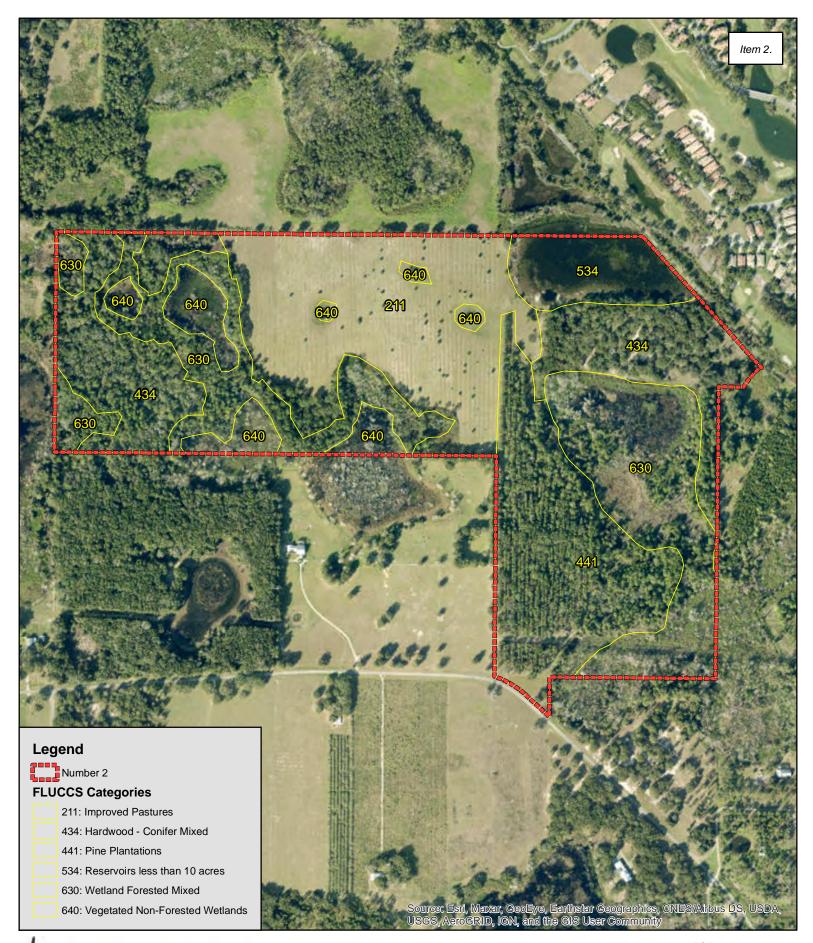


**Bio-Tech Consulting Inc.**Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

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



525
Feet
Project #: 372-18
Produced By 215
Date: 7/15/2022

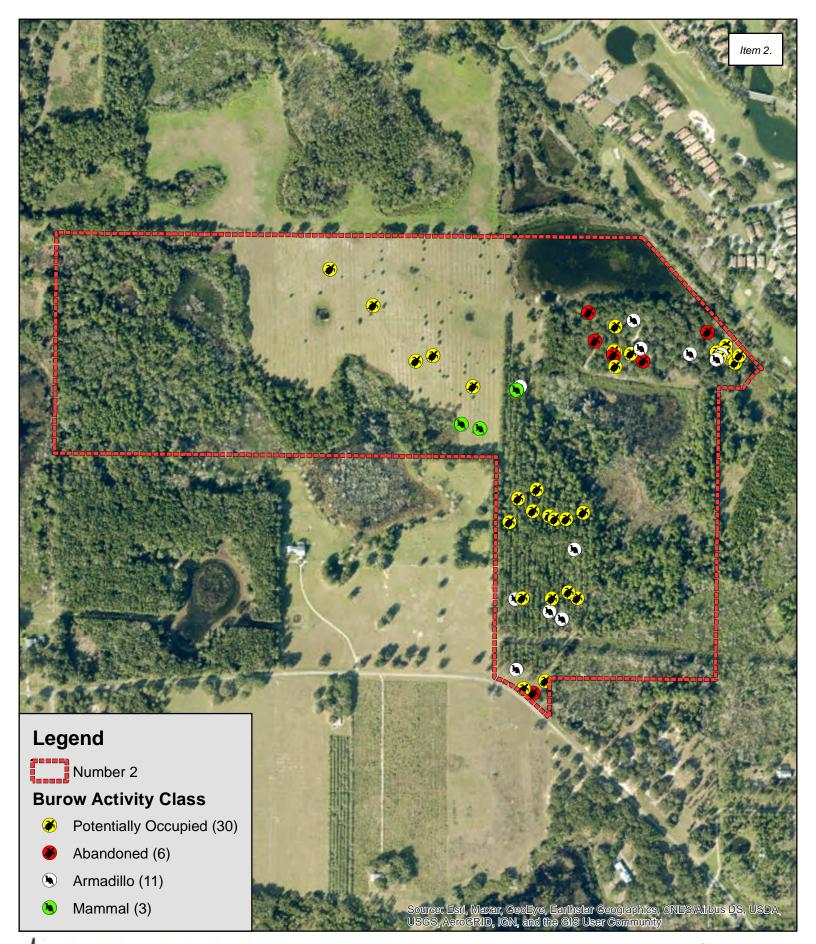




Number 2 Road Lake County, Florida Figure 5 FLUCCS Map



525
Feet
Project #: 372-18
Produced By 216
Date: 7/15/2022

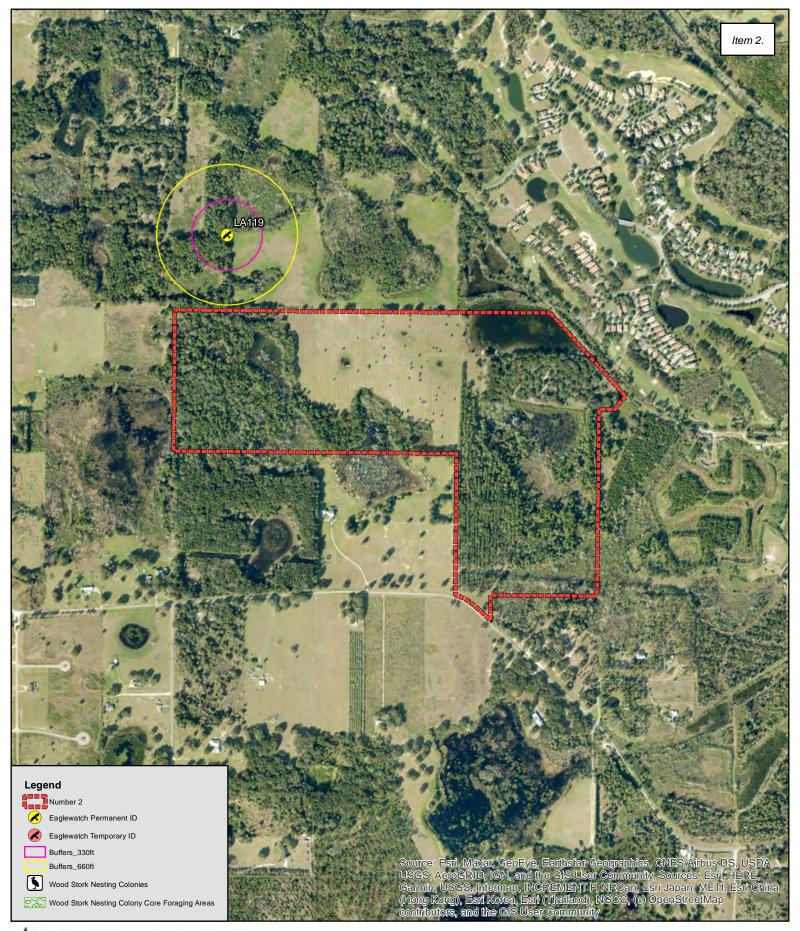




Number 2 Road Lake County, Florida Figure 6a Wildlife Survey Map



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Feet
Project #: 372-18
Produced By 217
Date: 7/11/2022

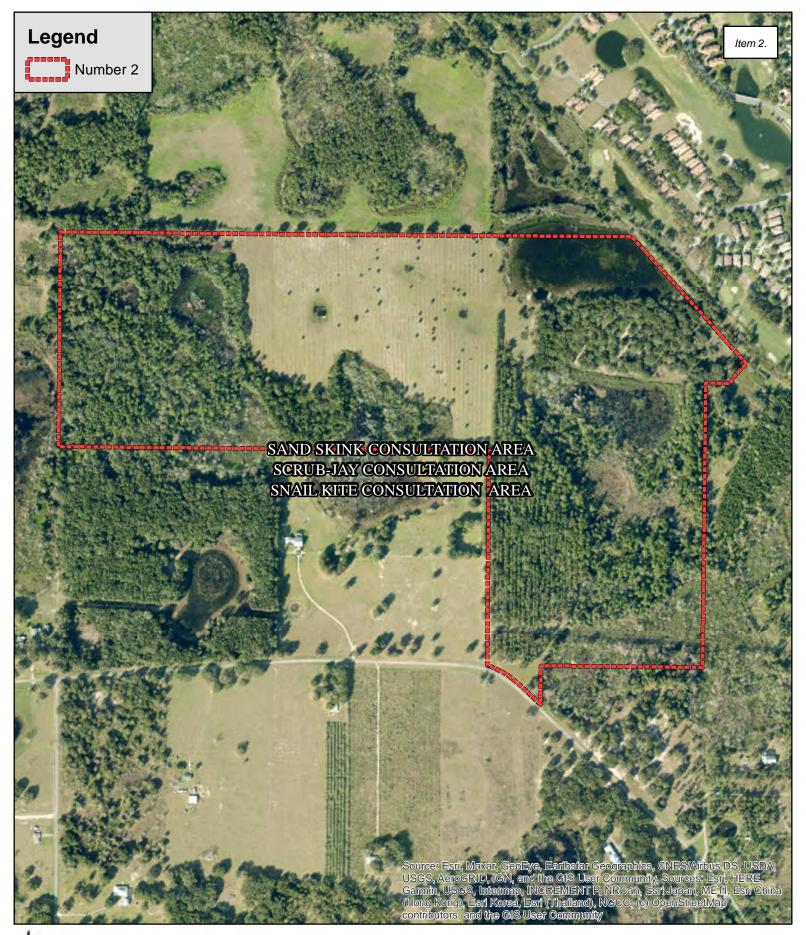




Number 2 Road Lake County, Florida Figure 6b Wildlife Proximity Map



1,000 Project #: 372-18 Produced By 218 Date: 6/19/2022

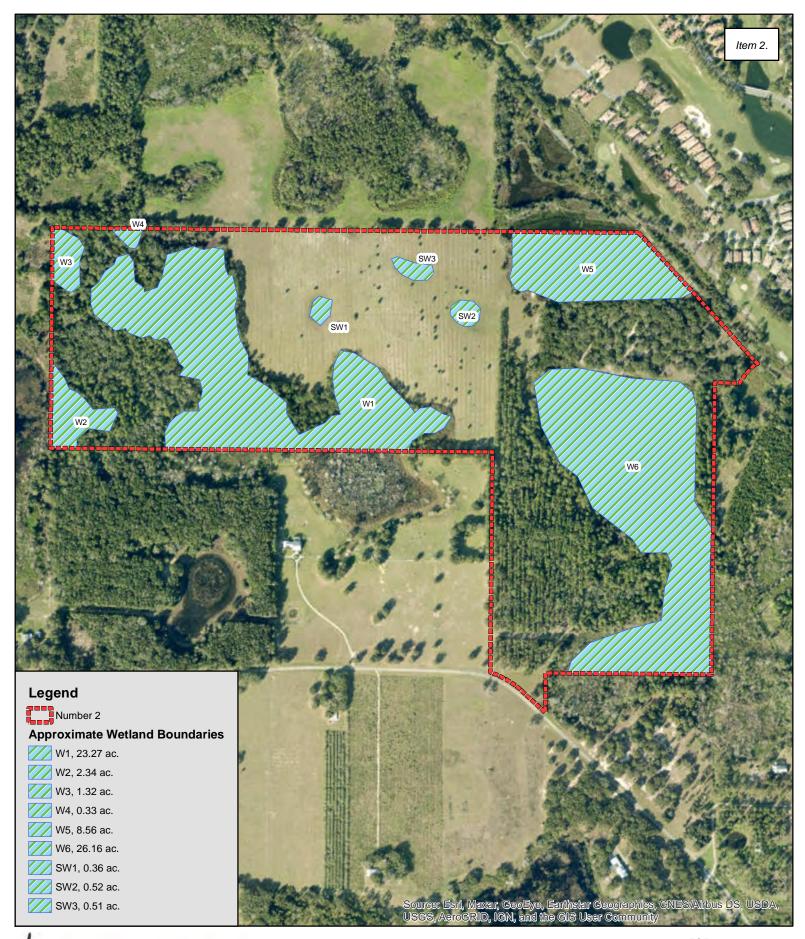




Number 2 Road
Lake County, Florida
Figure 7
USFWS Consultation Map



650
Fee
Project #: 372-18
Produced By 219
Date: 6/19/2022



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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 8
Approximate Wetland Boundaries



525
Feet
Project #: 372-18
Produced By 220
Date: 7/21/2022





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



3,000 Feet
Project #: 372-18
Produced By 221
Date: 6/19/2022

Table 1 :	Potentially Occuring Listed Wildlife and Plant Species in Lake C		n Lake County, F ltem 2.
Scientific Name	Common Name	Federal Status	State Status
<u>FISH</u>			
Pteronotropis welaka	Bluenose Shiner	N	ST
<u>REPTILES</u>			
Alligator mississippiensis	American Alligator	SAT	FT(S/A)
Drymarchon corais couperi	Eastern Indigo Snake	LT	FT
Gopherus polyphemus	Gopher Tortoise	С	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	Red Cockaded Woodpecker	EL	TE
Trichechus manatus	West Indian Manatee	LT	FT
VASCULAR PLANTS	West Indian Manace	E1	11
Bonamia grandiflora	Florida bonamia	LT	Е
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 N	T
Coeleataenia abscissa	Cutthroat Grass	N	E
Cucurbita okeechobeensis	Okeechobee Gourd	LE	E
			E
Eriogonum longifolium var gnaphalifolium	Scrub Buckwheat	LT	
Hartwrightia floridana Hasteola robertiorum	Hartwrightia	N	T
	Florida Hasteola	N	E
Illicium parviflorum	Star Anise	N	E E
Justicia cooleyi	Cooley's Water-Willow	LE N	
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	Е
Polygala lewtonii	Lewton's Polygala	LE	Е
Polygonella myriophylla	Small's Jointweed	LE	Е
Prunus geniculata	Scrub Plum	LE	Е

Pteroglossaspis ecristata	Giant Orchid	N	Т
Salix floridana	Florida Willow	N	E Item 2.
Sideroxylon alachuense	Silver Buckthorn	N	Е
Stylisma abdita	Scrub Stylisma	N	Е
Vicia ocalensis	Ocala Vetch	N	Е
Warea amplexifolia	Clasping Warea	LE	Е
Warea carteri	Carter's Warea	LE	Е

#### 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.



The Gainesville Sun | The Ledger
Daily Commercial | Ocala StarBanner
News Chief | Herald-Tribune

PO Box 631244 Cincinnati, OH 45263-1244

#### **PROOF OF PUBLICATION**

John Brock Town of Howey in the Hills 101 N Palm AVE Howey In The Hills FL 34737-3418

#### STATE OF FLORIDA, COUNTY OF LAKE

The Daily Commercial, a newspaper printed and published in the city of Leesburg, and of general circulation in the Counties of Lake and Sumter, State of Florida, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issues dated or by publication on the newspaper's website, if authorized, on:

03/31/2023

and that the fees charged are legal. Sworn to and subscribed before on 03/31/2023

Legal Clerk

Notary, State of WI, County of Brown

My commision expires

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PO #:

2nd Cedar Creek Comp Plan

THIS IS NOT AN INVOICE!

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KAITLYN FELTY Notary Public State of Wisconsin

# NOTICE OF PUBLIC HEARING AMENDMENT TO THE TOWN OF HOWEY-IN-THE-HILLS COMPREHENSIVE PLAN FUTURE LAND USE MAP (CHANGE IN LAND USE) TOWN OF HOWEY-INTHE-HILLS, FLORIDA

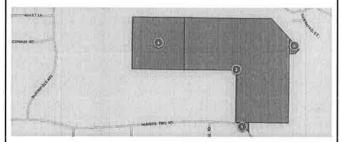
Ordinance No. 2023-006

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 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 Town Council for the Town of Howey-in-the-Hills will hold a First Reading / Transmittal Public Hearing for Ordinance 2023-006 on April 10, 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.

All parties in interest, and persons for or against, the proposed ordinance shall have an opportunity to be heard at said public hearing. All interested persons take due notice of the time and place of this Public Hearing and govern yourself accordingly.

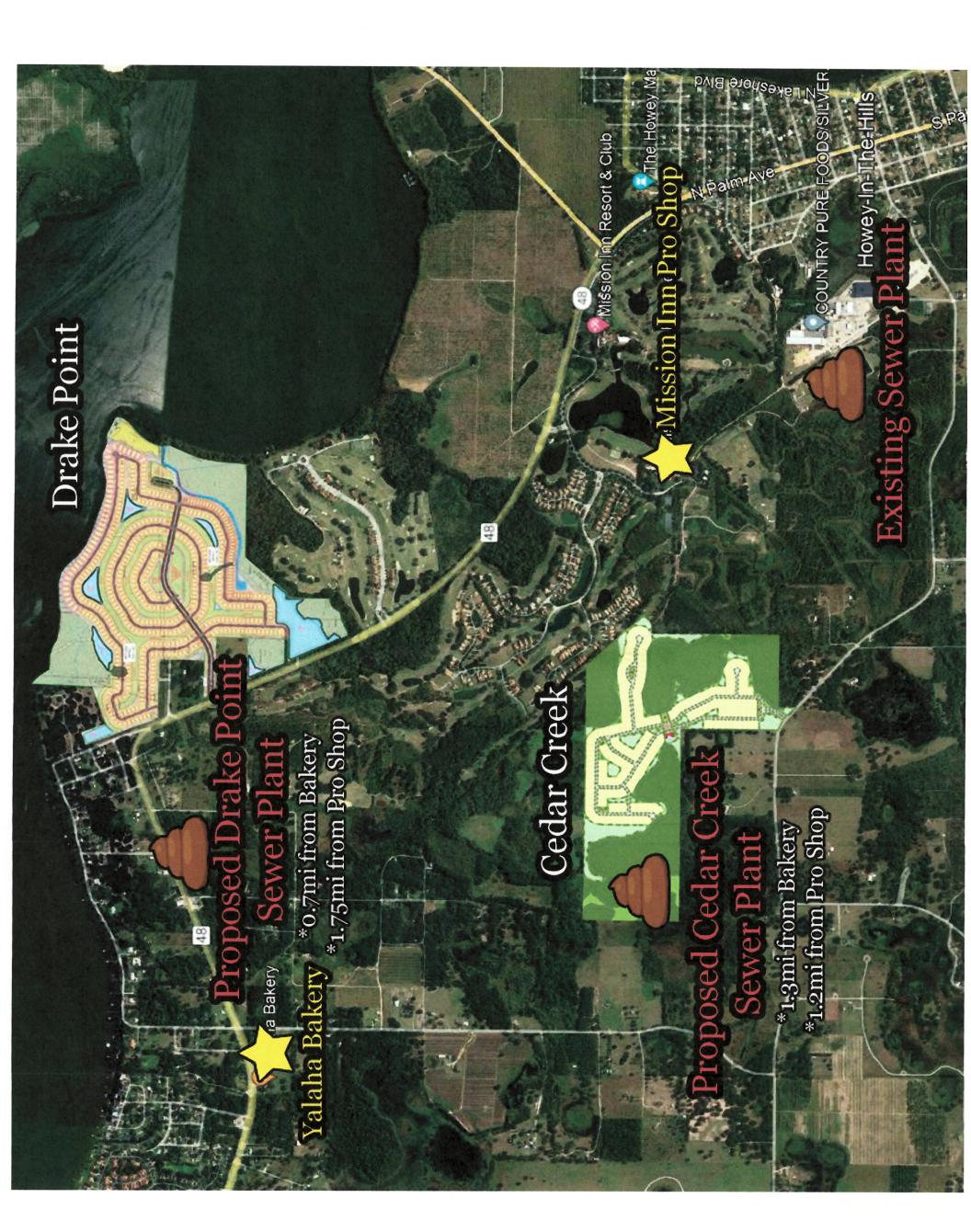
The Town of Howey-in-the-Hills Town Council will consider an application from Tim Loucks on behalf of Blue Sky Capital Group LLC for a Comprehensive Plan Future Land Use (Change in Land Use) Amendment affecting approximately 160 +/- acres. The subject properties would be located on parcels identified with Lake County Property Appraiser Alternate Keys # 3852069, 1101051, 3887680, and 1036119. The subject parcels are located generally North of Number Two Road and East of Bloomfield Avenue.



Amendment submittal documents and Ordinance 2023-006 are available in the Town Clerk's 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 - March 31, 2023





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

PH: 386.316.8426

#### **MEMORANDUM**

TO: Howey-in-the-Hills Town Council

CC: John Brock, Town Clerk

FROM: Thomas Harowski, AICP, Planning Consultant

SUBJECT: Cedar Creek Comprehensive Plan and Zoning Actions

DATE: March 2, 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 the parcel under the name Daryl Carter Trust, and the property may be identified in some Town reports under the previous name. The Town Council has previously dealt with the parcel in considering 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. Additionally, under the current interlocal agreement with Lake County, the County needs to consent to the annexation as the property does not directly abut the Town limits or meet all of the other requirements of the interlocal agreement. The applicant has been advised of this requirement and directed to contact the county to initiate the approval process.

The annexation of the subject property is also contingent upon approval of the requested comprehensive plan amendment and zoning pattern or other land use and zoning pattern acceptable to the applicant. Should either the land use designation or zoning not be approved by the Town or approved in a version not acceptable to the applicant, the parcel will remain in unincorporated Lake County and continue with the county land use and zoning designations. The applicant would then have the option of pursuing plan approval through Lake County.

In conjunction with 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. MDR-2 has a minimum lot dimension of 75-feet by 120-feet and a minimum lot size of 9,000 square feet. 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 proposes 171 lots that meet or exceed the minimum dimensional standards. The plan also includes community amenity areas and small parks located throughout the proposed subdivision. The residential density is 2.14 units per acre as net density (residential area only) and 1.07 units per acre gross density (total project area).

At their regular meeting of February 23, 2023, the Planning Board reviewed the application and recommended the future land use designation of Low Density Residential rather than the Medium Density Residential requested by the applicant. Low Density Residential has a maximum density of two units per acre. Other than planned unit development, the only zoning classification determined to be consistent with the Low-Density Residential land use is single family residential (SFR), and the Planning Board recommended that zoning. The SFR district has a minimum lot size of one-half acre and a minimum lot width of 100 feet.

#### Discussion

At the Town Council goal setting workshop of January 9, 2023, one of the suggested goals was annexation and responsible development. With the Cedar Creek project, the Town Council has supported annexation of the parcel through first reading of the annexation ordinance. Since the first reading of the annexation ordinance was some months ago, the town attorney has advised holding another first reading on the annexation question. The next steps in the process are to select a future land use classification and assign a zoning compatible with that classification. The applicant has made a proposal that it believes is consistent with their intended development of the site, and the Planning Board has recommended an alternative selection of land use and zoning.

The land use recommended by the Planning Board is very close to the proposed development density offered by the applicant. Based on the policies in the comprehensive plan, the total number of units allowed in Low Density Residential (160 units based on net land area devoted to residential use) is close to the 171 units proposed by the current Cedar Creek concept plan. The larger issue comes with the lot sizes allowed by the applicable zoning. The lot sizes consistent with the MDR-2 zoning and proposed by the current concept plan are not available under the Low-Density

Residential land use designation except by application of a planned unit development. This leads to five options for consideration.

Option 1: Approve the applicant's request for Medium Density Land Use and MDR-2 zoning.

Option 2: Approve the Planning Board recommendation of Low Density Residential and SFR zoning.

Option 3: Approve Low Density Residential and apply a PUD zoning based on the MDR-2 zoning requirements.

Option 4: Approve Medium Density Residential land use and apply MDR-2 zoning with a maximum unit cap of 171 lots.

Option 5: Take no action on land use and zoning and abandon annexation of the parcel.

Option 1 would allow the applicant to initiate development of the parcel according to their intended plan. The 171 proposed units is likely the maximum number of units that can be accommodated on the developable portion of the property using the requested zoning, however, Option 4 would assure the maximum unit total if the applicant will agree to the cap. As projects proceed through the process of formally determining the location and extent of wetland areas, the tendency is for the wetland areas to expand with the review of more specific data rather than shrink. The Town's comprehensive plan policies exclude the modification of wetland areas to create building lots. The Town has allowed minor impacts to wetlands for road crossings and utility crossings. This factor also mitigates against the expansion of the number of potential residential units.

Should the Council wish to more specifically link the comprehensive plan density to the potential unit yield for the parcel, the Council could assign the Low Density Residential land use designation as recommended by the planning board and match the requested zoning layout by using the MDE-2 zoning classification as the basis for a planned unit development zoning. This process is essentially what the Council did in approving the Watermark project at Revels Road and SR 19. This action will result in fewer lots (160) as the unit yield at the approved density is based on the net land area. In this case the 80 acres.

Should the proposed project gain planning approval at this point, the Town has a plan for serving the project with water and sewer and providing for traffic impacts identified by the traffic study. Timing on the implementation of the services is an open question at this time as the applicant will need to extend water lines from the treatment plant to the project site and to provide for the construction of a wastewater treatment plant or connection to the existing community development district facility. The next formal step in the Town's review process will be the submittal of a preliminary

subdivision plan based on the concept plan submitted by the applicant, and the timing of utility extensions will be discussed in more detail at that point.

Should the Town Council recommend annexation and a land use and zoning plan supported by the applicant, the next formal step by the applicant will be obtaining annexation approval from Lake County.

1 2

#### **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."

31 (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.

42 43 44 45	<b>Section 2. Amendment of the Official Zoning Map.</b> The Town Council hereby amends the Town's Official Zoning Map to zone the Property for Medium Density Residential 2 (MDR-2).			
46	Section 3. Development and Use of the Property. Development and use of the			
47	Property under its MDR-2 zoning is subject to the conditions, requirements, restrictions, and			
48	other terms of the following:			
49				
50	(1) This Ordinance 2023-007;			
51	(2) The Town's Comprehensive Plan and Land Development Code; and			
52	(3) The Town Code and all other Town ordinances governing the development of the			
53	Property.			
54	<b>Section 4. Severability.</b> If any part of this ordinance is declared by a court of competent			
55	jurisdiction to be void, unconstitutional, or unenforceable, the remaining parts of this ordinance			
56	shall remain in full effect. To that end, this ordinance is declared to be severable.			
57				
58	Section 5. Conflicts. If this ordinance conflicts with other ordinances in regulation of the			
59	development and use of the Property, this ordinance shall control and supersede to the extent of			
60	the conflict.			
61				
62	<b>Section 6. Codification.</b> The amendment to the Official Zoning Map in Section 2 shall			
63	be codified and made part of the Town's LDC and Official Zoning Map, but not the Town's			
64	Code of Ordinances.			
65				
66	Section 7. Effective Date; Potential "Sunset" Date.			
67	This Section 7 of this audinance shall take affect your			
68	a) <b>Effective Date.</b> This Section 7 of this ordinance shall take effect upon			
69 70	enactment. The remaining sections of this ordinance shall take effect on the later of			
71	i. The date of enactment of this ordinance by the Town Council,			
72	ii. The date of chactment of this ordinance by the Town Council,			
73	171 of Florida Statutes and the IBSA, or			
74	iii. The date on which an amendment to the Town's comprehensive plan, designating			
75	the future land use for the Property to be a combination of Medium Density			
76	Residential, Public/Utility, and Conservation, takes effect.			
77				
78 <b>7</b> 0	b) <b>Potential "Sunset" Date.</b> If this entire ordinance has not taken effect as of			
79	1, 202, it shall be deemed repealed and void without further action by the Town			
80	Council.			
81				

Item 3.

82	ORDAINED AND ENACTED thi	s day of, 2023, by the Town
83	Council of the Town of Howey-in-the-Hills	s, Florida.
84		
85		
86		TOWN OF HOWEY-IN-THE-HILLS,
87		FLORIDA
88		By: its Town Council
89		
90		By:
91		Hon. Martha MacFarlane, Mayor
92		
93		
94	ATTEST:	APPROVED AS TO FORM AND LEGALITY
95 96		(for the use and reliance of the Town only)
97		
98	John Brock	Thomas J. Wilkes
99	Town Clerk	Town Attorney
100		
101 102		
102		
104	Planning and Zoning Meeting held	, 2023
105	First Reading held, 20	23
106	Second Reading held	, 2023
107	Advertised, 2023,	, 2023
108	and, <b>2023</b>	
109	•	
110		

Item 3.

111		A	ttachment A
112	to		
113		Ordi	inance 2023-007
114		<del></del>	
115			AONG OF THE ADD ODED THE
116		LEGAL DESCRIPT	IONS OF THE "PROPERTY"
117			
118	_		
119	1.	Parcel ID No.'s:	27-20-25-0002-000-00200
120			28-20-25-0001-000-00100
121			27-20-25-0003-000-03100
122			27-20-25-0001-000-03300
123			
124	2.	Alternate Key No.'s:	1101051
125		,	1036119
126			3852069
127			3887680
128			3007000
129	3.	LEGAL DESCRIPTIONS	·•
	3.	LEGAL DESCRIPTIONS	·
130	DAD	CEL 1:	
131 132			DESCRIBED IN OFFICIAL RECORDS BOOK 2737,
132			•
134	PAGES 1678 THROUGH 1680, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND LYING IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY,		
135			
136	1201		
137	COM	IMENCE AT THE NORTH 1/4 SE	ECTION CORNER OF SECTION 27, TOWNSHIP 20
138	, ,		
139			
140	THE EAST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION		
141	,		
142			
143			
144			
145 146			INE RUN THE FOLLOWING THREE COURSES; S ET. S41'38'46"E A DISTANCE OF 180.32 FEET, TO A
147			E CONCAVE TO THE NORTHEAST AND HAVING
148			
149	•		
150	ANGLE OF 04'21'46" AN ARC DISTANCE OF 107.08 FEET, TO A POINT ON THE		
151	,		
152	EASEMENT NO. 22, AS FOUND ON PAGE 1463 OF OFFICIAL RECORDS BOOK 1121,		
153	PAGES 1441 THROUGH 1478, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA;		
154	THE	NCE ALONG SAID NORTHWES	TERLY LINE RUN THE FOLLOWING THREE (3)

- 155 COURSES; \$68'35'23"W A DISTANCE OF 16.30 FEET, \$44'30'53"W A DISTANCE OF
- 156 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
- 158 ON THE WEST LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF
- 159 AFORESAID SECTION 27; THENCE ALONG SAID WEST LINE RUN N00'27'46"E A
- 160 DISTANCE OF 395.61 FEET TO THE POINT OF BEGINNING.

161

162 **Plus:** 

163

- **164 PARCEL 2:**
- 165 A PARCEL OF LAND SITUATE IN SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25
- 166 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
- 168 OF NUMBER TWO ROAD (PUBLIC ROAD), BEING MORE PARTICULARLY
- 169 DESCRIBED AS FOLLOWS:
- 170 BEGINNING AT THE NORTHWEST CORNER OF SAID WEST 1/4; THENCE SOUTH
- 171 89'40'19" EAST ALONG THE NORTH LINE OF SAID SOUTHWEST 1/4 332.52 FEET;
- 172 THENCE SOUTH 00.05'49" WEST ALONG THE EAST LINE OF SAID WEST 1/4 243.34
- 173 FEET; THENCE NORTHWESTERLY ALONG THE NORTHERLY MAINTAINED RIGHT
- 174 OF WAY LINE OF NUMBER TWO ROAD (PUBLIC ROADWAY) 410 FEET MORE OR
- 175 LESS; THENCE NORTH 00'05'49" EAST ALONG THE WEST LINE OF SAID
- 176 NORTHEAST 1/4 10.09 FEET TO THE POINT OF BEGINNING.

177

178

179

**180 PARCEL 3:** 

**Plus:** 

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

189

190 **Plus:** 

191

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

195

196 #49470575 v1

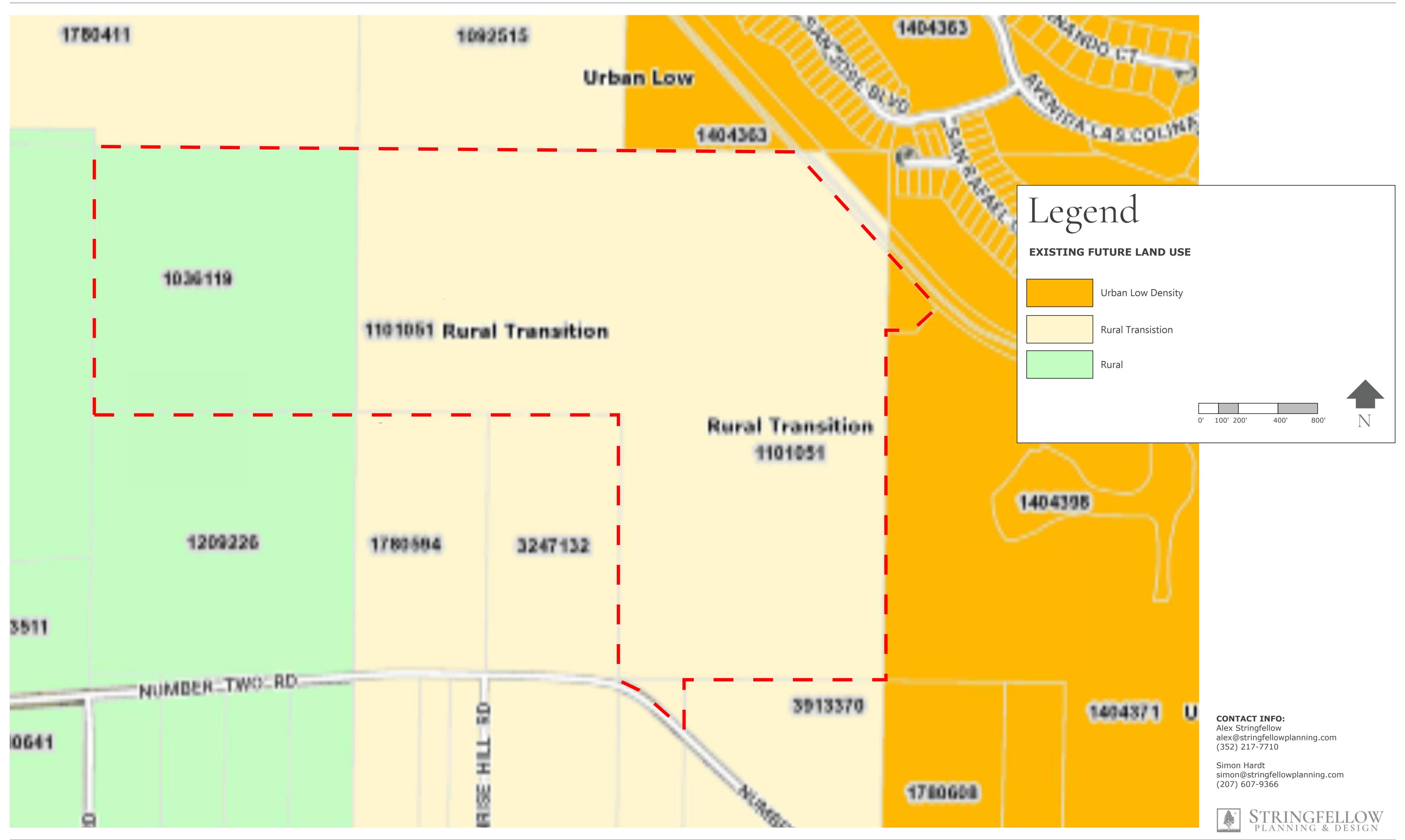
5

# CEDAR CREEK - CONCEPTUAL PLAN

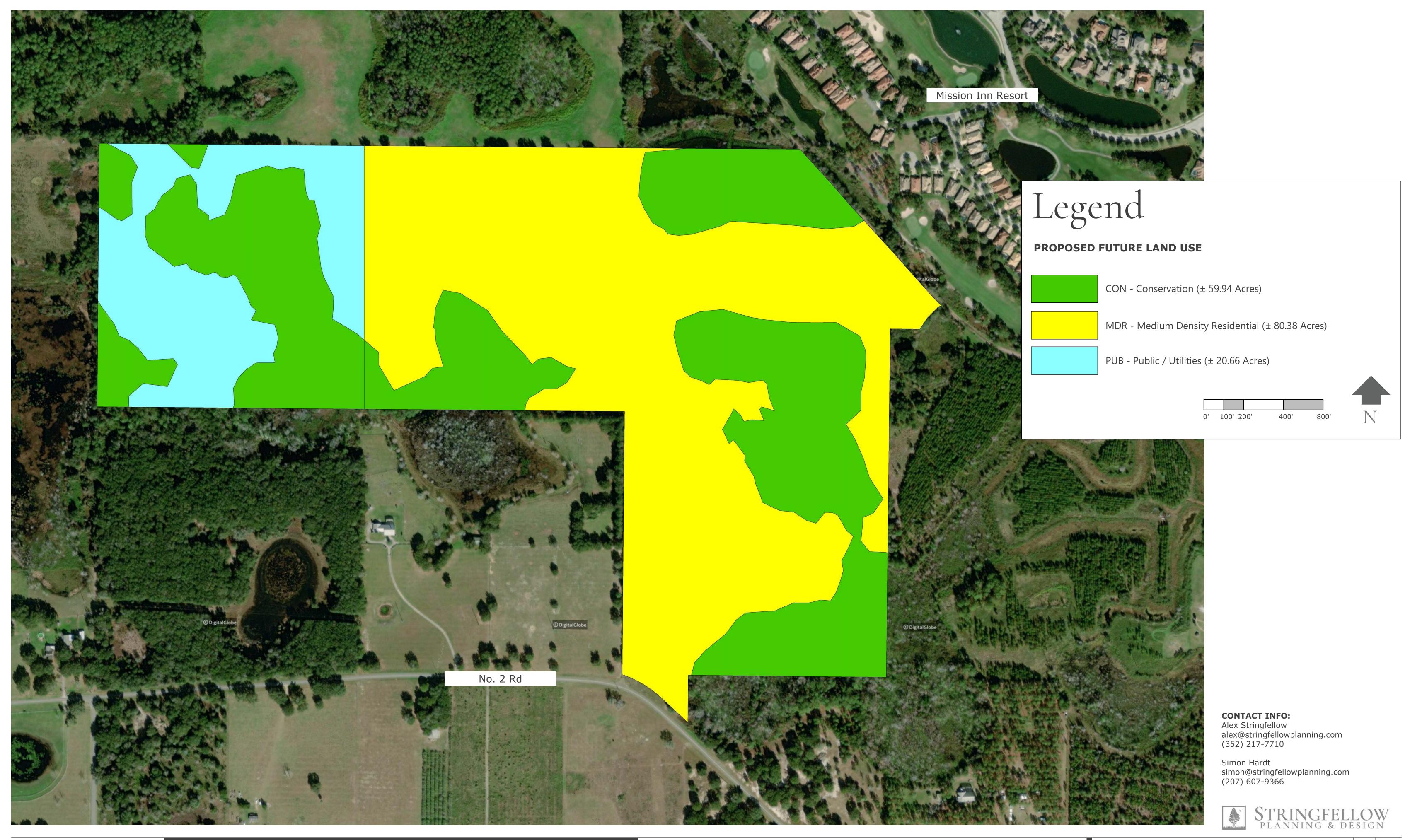


February 14, 2023 Cedar Creek Concept Plan 1" = 200'

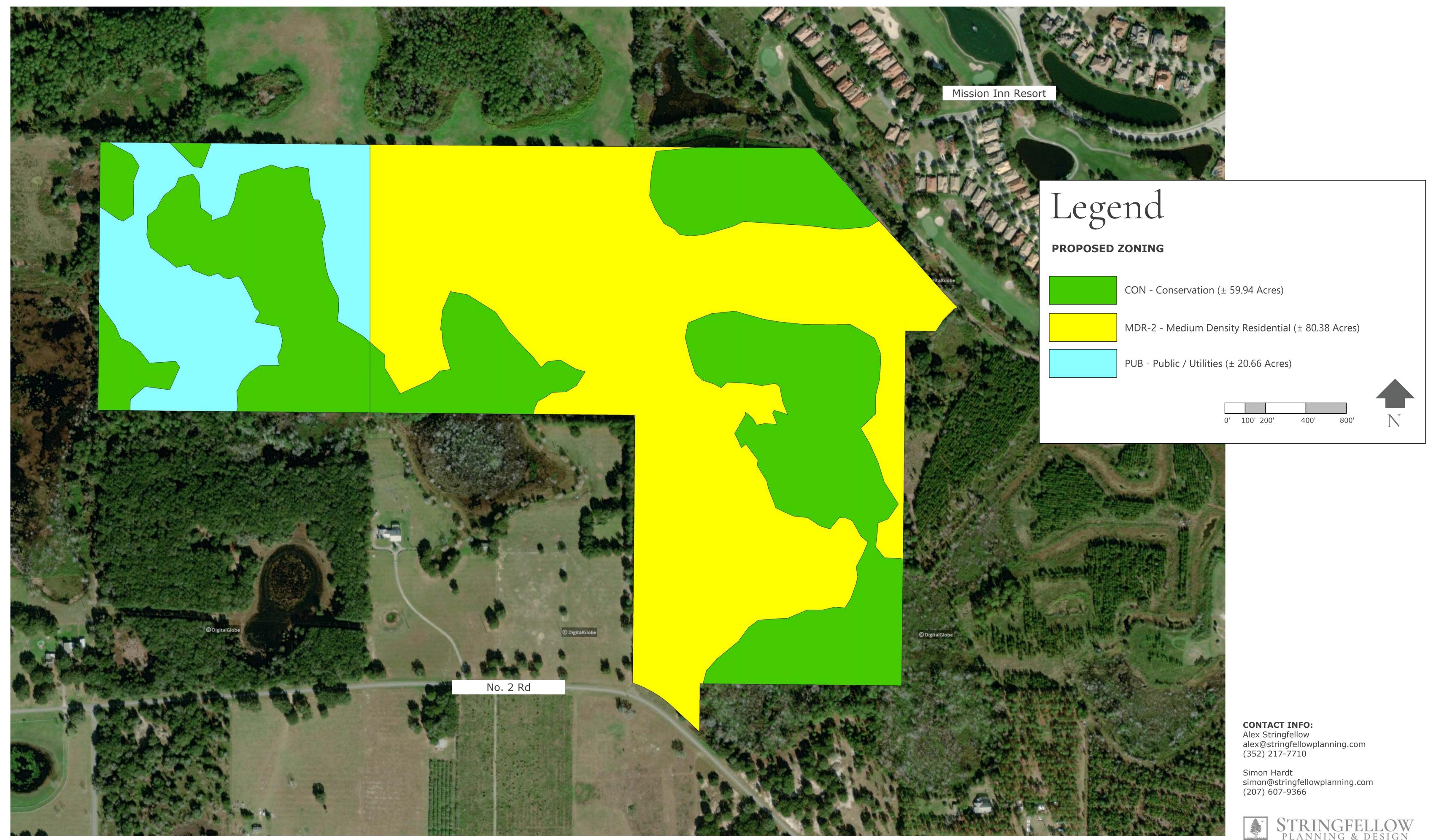
# CEDAR CREEK - EXISTING FUTURE LAND USE MAP



# CEDAR CREEK - PROPOSED FUTURE LAND USE



# CEDAR CREEK - PROPOSED ZONING





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 classification 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 utilities 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 preceding 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 environmental 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 otherwise designated as non-development areas should be designated as Conservation. The area proposed for potential 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 facilities.
- 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 available. The applicant will need to resubmit the preliminary subdivision plan at a later date once the tree survey 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.

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- Business & Services email: DailyCommercialBusSer@gannett.com
- To post job openings, visit: Dailycommercial.com/jobs

All classified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to approval before publication. The Leesburg Daily Commercial reserves the right to edit, refuse, reject, classify or cancel expense that results from an error in o

#### Govt Public Notices

received this notice directly (for example, people in apartments, nple, people in apartments, ing homes, schools and busies). You can do this by posting notice in a public place or 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. System IDs # 3354779 and #3350215

8444386 2/13/2023

CITY OF CLERMONT EVALUATION & APPRAISAL 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 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 AND AN EFFECTIVE DATE.

All meetings will be held in Cler-mont City Hall, 1st floor Council Chambers, located at 685 West Montrose Street. All interested parties will be given an opportunity All interested to express their views on this matter.
This ordinance

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.

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.

least 48 hours prior to the pul hearings. Tracy Ackroyd Howe, MMC City Clerk Daily Commercial February 13, 2023

NOTICE OF PUBLIC HEARING
TOWN OF HOWEY-IN-THEHILLS, 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

orted in the first day of publication. The Leesburg Daily Commo

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 However, in the Fills will

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 at

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 hased per Section the appeal is based per Se 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 FIND-INGS OF THE TOWN COUNCIL; AMENDING THE TOWN SOFFICIAL 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

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 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

All parties in interest and persons for or against the proposed ordi-nance shall have an opportunity to be heard at said public hearings. Copies of Ordinance 2023-007 and its 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 Planning and Zoning Board ato 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 Subdi-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, ond 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

#### **Dublic 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,

TRUST, Plaintiff, CORI L JENKINS, et al.,

Defendant.

NOTICE OF ACTION

To: UNKNOWN TENANT IN

POSSESSION 1

225 INDIANA ST LEESBURG, FL 34748 UNKNOWN TENANT IN POSSES-

SION 2 225 INDIANA ST LEESBURG, FL 34748 LAST KNOWN ADDRESS STATED, CURRENT RESIDENCE

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 LOT3, 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 NORTH 60 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 UNKNOWN

#### **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,

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

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. TRUST, Plaintiff,

vs.
CORI L JENKINS, et al.,
Defendant.

VS.
CORI L JENKINS, et al.,
Defendant.

MOTICE OF ACTION

TO: UNKNOWN SPOUSE OF CORI
L JENKNS
225 INDIANA ST
LEESBURG, FL 34748
LAST KNOWN ADDRESS STATED,
CURRENT
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 EAST 152 FEET,
THENCE EAST 152 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
THERCE FECORDED IN PLAT
BOOK 5, PAGE 34, OF THE
PUBLIC RECORDS OF LAKE
COUNTY, FLORIDA.
has been filled against you and you
are required to file a copy of your
written defenses, if any, to it on
Nicholas J Vanhook, Esa, McCalla
Raymer Leibert Pierce, LLC, 225
East Robinson Street, Suite
155, Orlando, FL 32801 and file the
original with the Clerk of the abovestyled 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

a Judgment may be entered against you for the relief demanded in the

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,

NOTICE OF UNCLAIMED FUNDS TO: UNKNOWN HEIRS OF MARIA

r omission of an advertisement. No refunds for early cancellation of orde

**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 Florida after six months have expired from the first publication of this notice.

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, Dated at Tavares, Lake County, Clerk, Florida this 8th day of Eebruary, 2023.

GARY COONEY CLERK OF CIRCUIT COURT By: /s/ Charlene Olsen Deputy Clerk 8440354 2/13, 3/13/2023



NOTICE OF 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
07/26/2023 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 NC014004229 1980 HOND

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

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AR #036692092, CA #1035795, CT #HLC 10.6649905, FL #CBC056678, IN #RCF-51604, IA #C127230, LA #559544, Suffolk HIC License #H. ±2102212986, #210200022, #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					
□ Comp Plan Amendme     □ PUD     □ Conditional Use     □ Land Development Co	⊠ Rezoning □ Subdivisio				
Describe Request: Reque	st to amend the future land	use map to MDR and the zoning map to			
MDR-2	on the subject property.				
APPLICANT INFORM	ATION:				
Name: Blue Sky Capital LLO	Name: Blue Sky Capital LLC E-Mail: tim@pibland.com				
Address: 103 Commerce Street,	Suite 160 Lake Mary Fl. 32746 P	hone: 407-963-1036 Fax:			
Owner X Age	nt for Owner	Attorney for Owner			
OWNER INFORMATION	ON:				
Name: Blue Sky Capital G	Group LLC E-Ma	Contact: Tim Loucks ii: tim@pibland.com			
Address: 103 Commerce S	treet, Suite 160	Phone: 407-963-1036			
Lake Mary, FL 32746	Fax: _				

PROPERTY INFORMA	ATION:		
Address: Number 2 Road			
General Location: West	and North of Number 2 Road approxi	mately 0.3 miles west of	Heald Lane.
Current Zoning: A	Current Land	d Use: Rural Trans	ition
Parcel Size: +/- 161.3	Acres Tax Parcel #	t:	
Legal Description Attach	ed 🛛 Yes 🗌 No	Survey Attached	X Yes ☐ No
Pre-Application Meeting Date:  (Attach Pre-Application Form)  Application Fee: \$			
Applicant's Signature:	(Signature)	(Date)	í
Owner's Signature: (Provide letter of Authorization)	(Print) (Signature) (Signature)  adique Jaffer - Managing Member (Print)	12/16/2022 <i>(Date)</i> per	

Applications must be complete to initiate the review process.



#### TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

## PETITION FOR REZONING CHECKLIST AND REQUIREMENTS

_	ARIANCE APPLICATION CHECKLIST
Ī	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
Γ	Notarized Authorization of Owner (if applicant is other than owner or attorney for owner).

#### PUBLIC NOTIFICATION (Sec. 4.13.03)

VADIANCE ADDITION CHECKLIST

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, Managin	g Member
Print Applicant Name	
Hur en	
Applicant Signature	
12/16/2022	
Date	



## Comprehensive Plan Justification - No. 2 Road Justification (Comprehensive Plan Policies)

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.
- 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.



# Comprehensive Plan Justification - No. 2 Road

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.



## Comprehensive Plan Justification - No. 2 Road

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.

 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:

Туре	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  $\pm$  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







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 Bobby Luthra – Property Investment Brokers Number 2 Road (BTC File #372-81) Environmental Assessment Report Page 2 of 12

- 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



Bobby Luthra – Property Investment Brokers Number 2 Road (BTC File #372-81) Environmental Assessment Report Page 3 of 12

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



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#### 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 <u>Hydric Soils of Florida Handbook</u>, 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 onsite 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*).



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#### 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*)



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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 <u>Florida's Fragile Wildlife</u> (Wood, 2001) and Florida Fish and Wildlife Conservation Commission's (FFWCC) <u>Gopher Tortoise Permitting Guidelines</u> (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 - <u>Florida's Endangered Species, Threatened Species and Species of Special Concern</u> (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**



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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 - <u>Florida's Endangered Species</u>, <u>Threatened Species and Species of Special Concern</u> (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 onsite 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)



Bobby Luthra – Property Investment Brokers Number 2 Road (BTC File #372-81) Environmental Assessment Report Page 8 of 12

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.



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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.



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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



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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



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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.

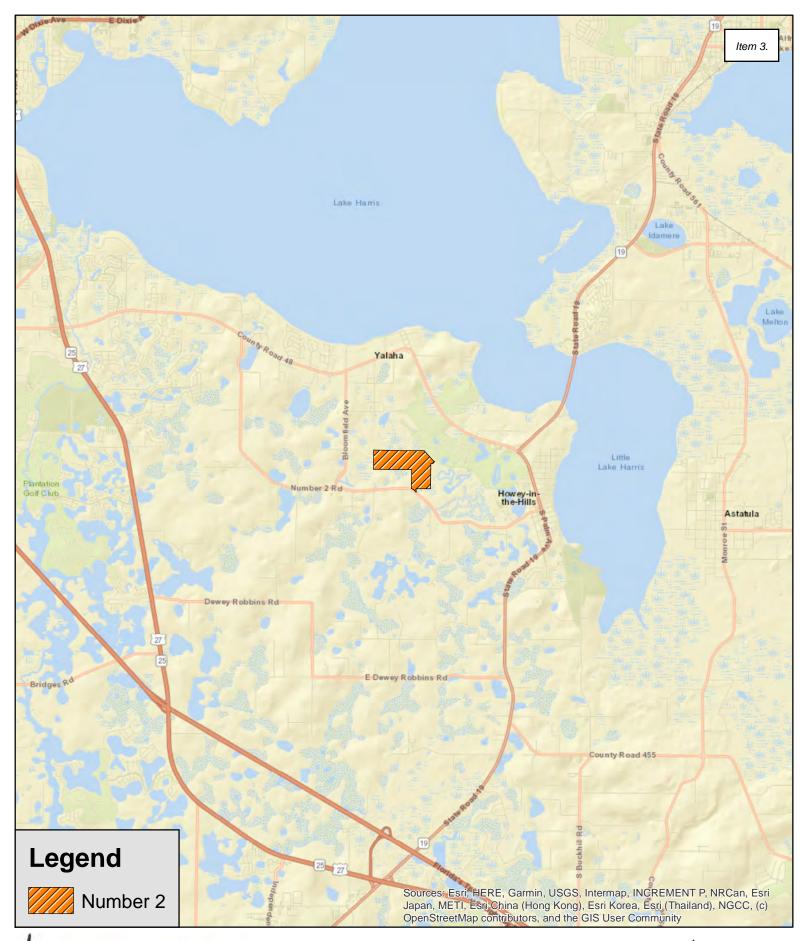
Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

Mark Ausley Director

Attachments



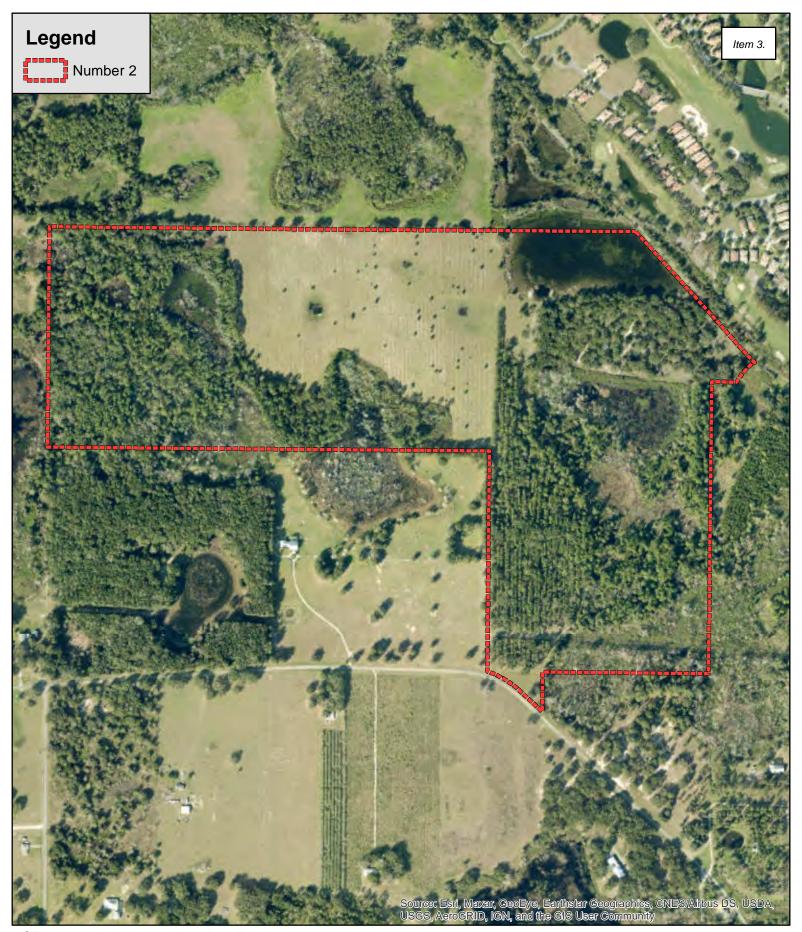




Number 2 Road Lake County, Florida Figure 1 Location Map



1 Miles
Project #: 372-18
Produced By 268
Date: 6/19/2022

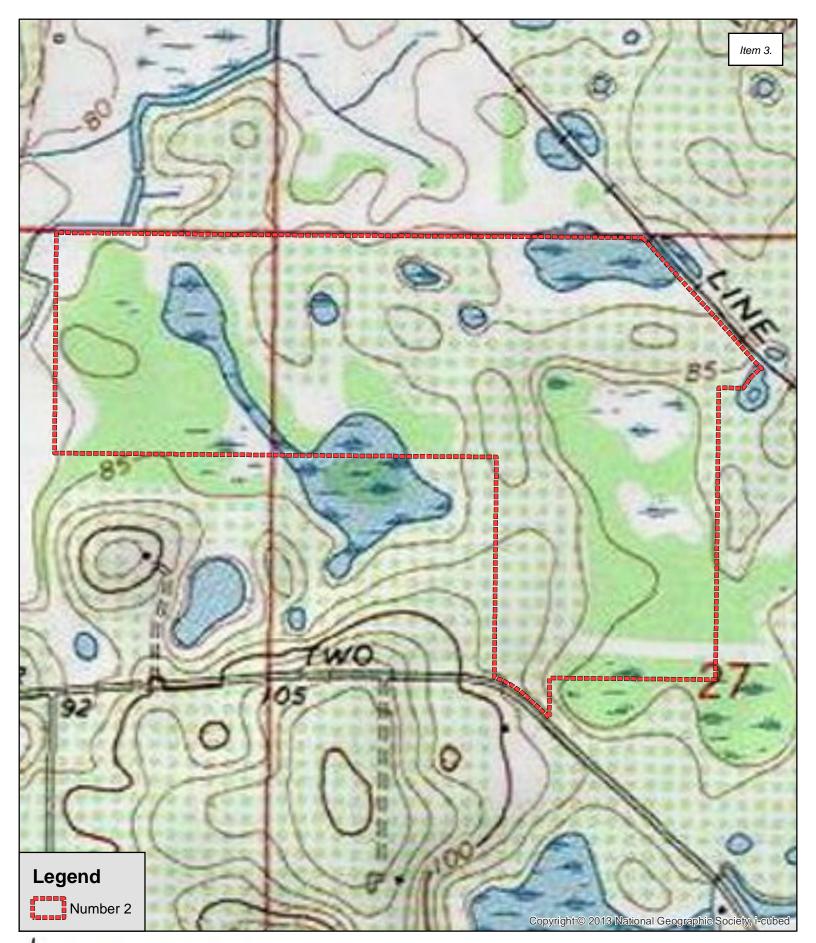




Number 2 Road Lake County, Florida Figure 2 2021 Aerial Photograph



Feet Project #: 372-18
Produced By 269 H
Date: 4/2/2022

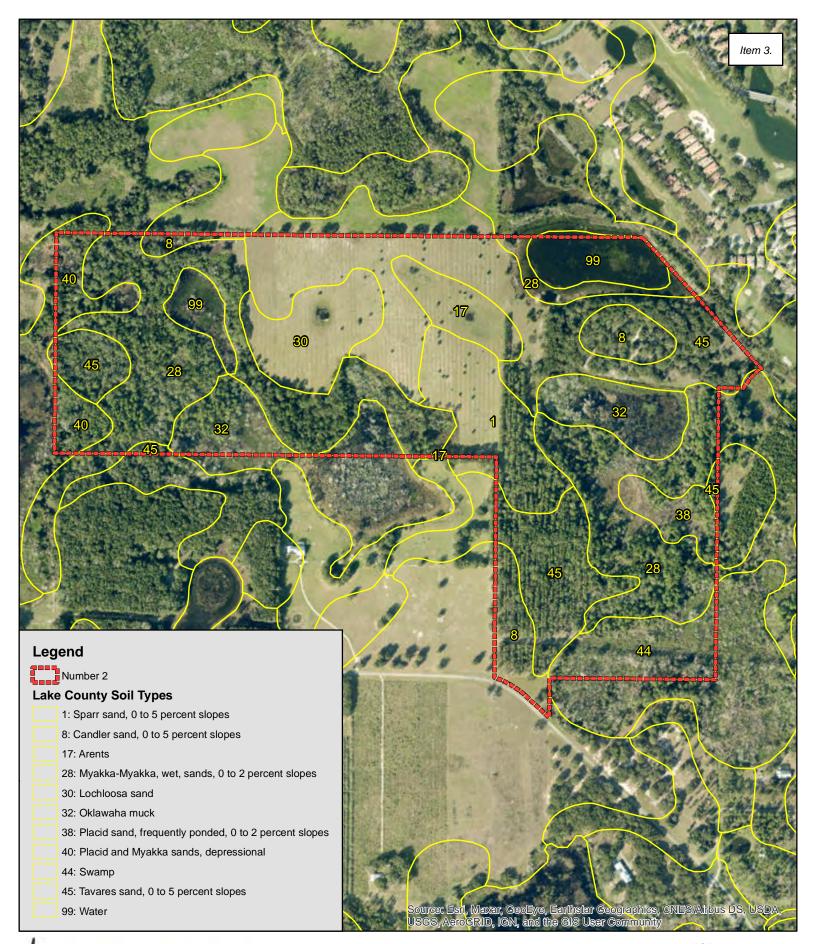




Number 2 Road Lake County, Florida Figure 3 USGS Topographic Map



525
Feet
Project #: 372-18
Produced By 270
Date: 7/15/2022

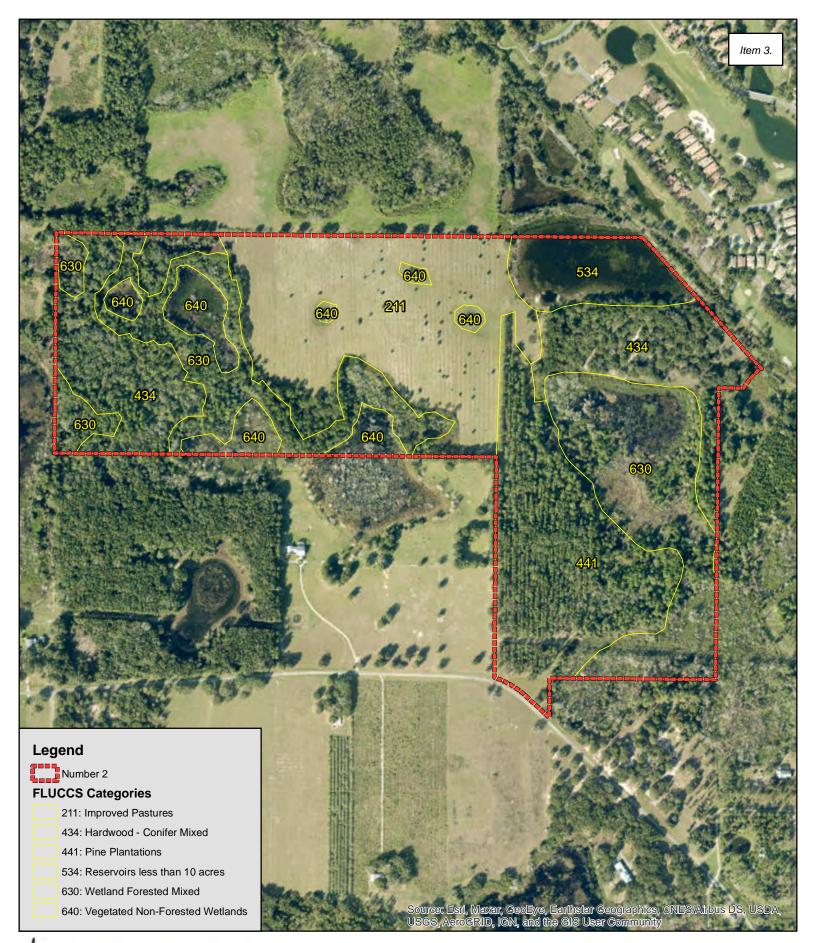


Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

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



525
Feet
Project #: 372-18
Produced By 271
Date: 7/15/2022

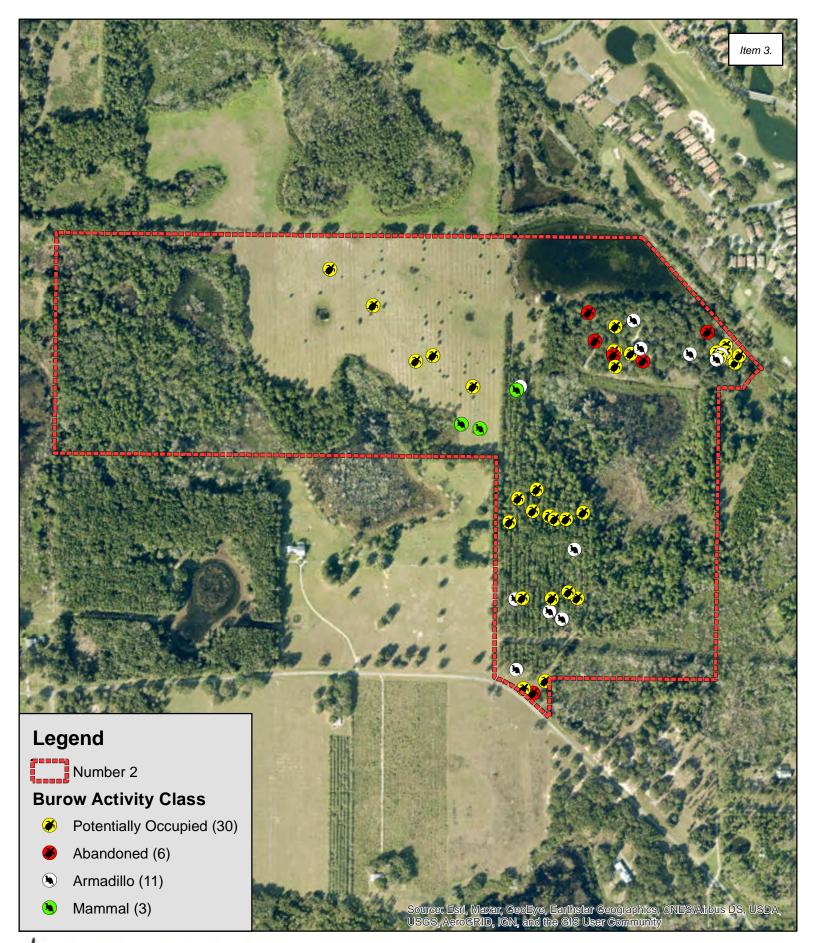




Number 2 Road Lake County, Florida Figure 5 FLUCCS Map



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Feet
Project #: 372-18
Produced By 272
Date: 7/15/2022

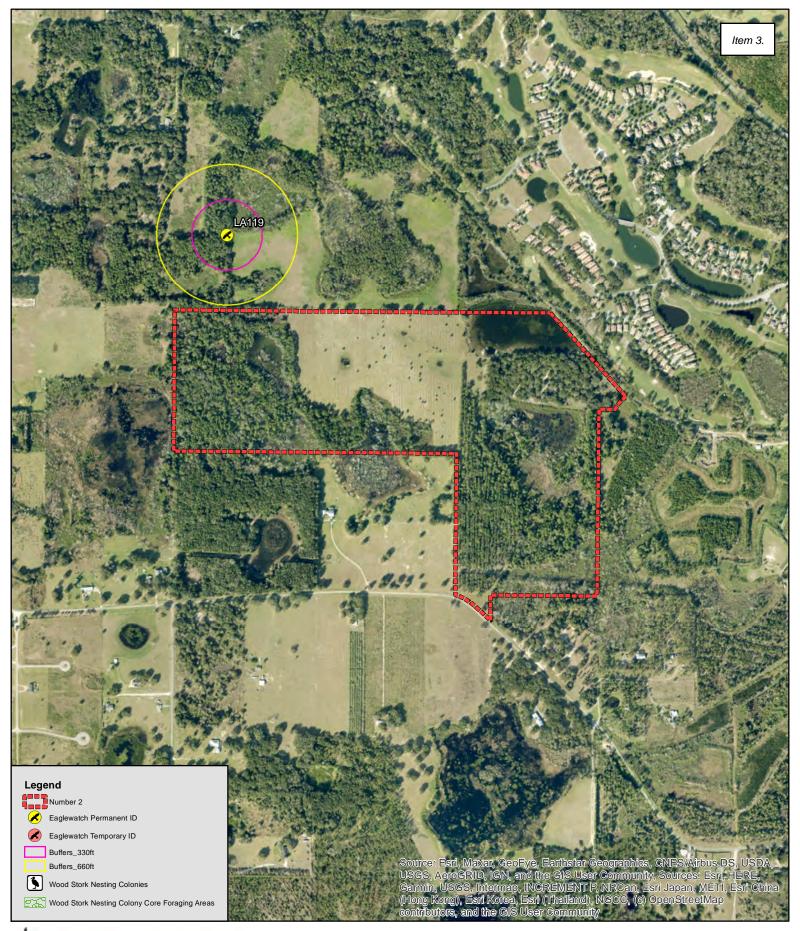




Number 2 Road Lake County, Florida Figure 6a Wildlife Survey Map



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Feet
Project #: 372-18
Produced By 273
Date: 7/11/2022

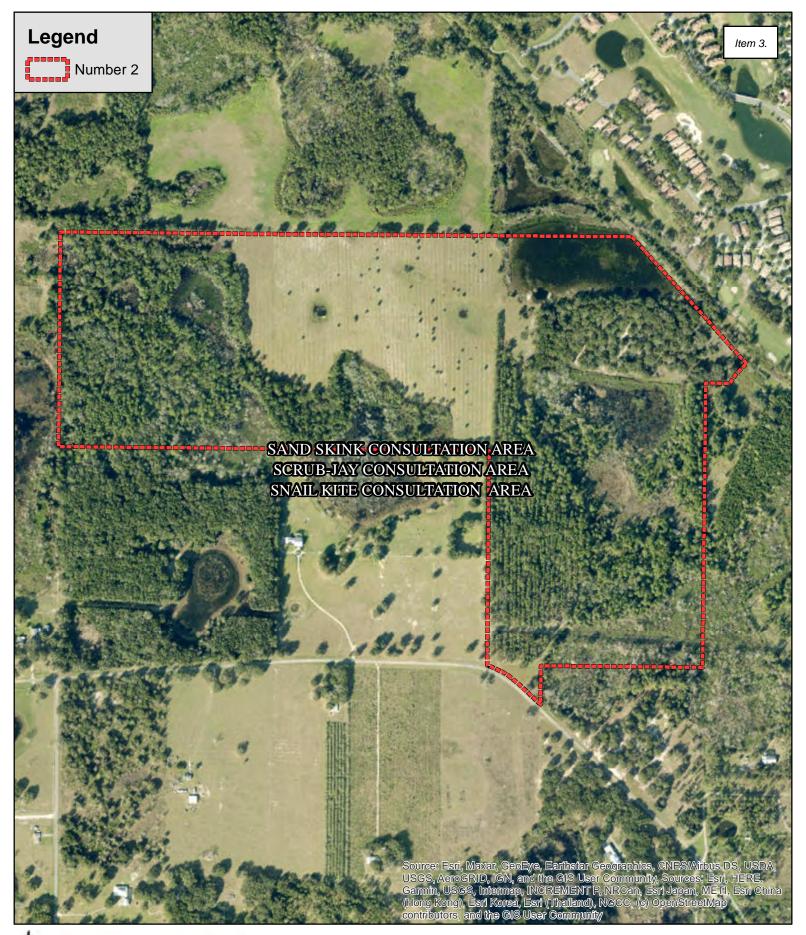




Number 2 Road Lake County, Florida Figure 6b Wildlife Proximity Map



1,000 Project #: 372-18 Produced By 274 Date: 6/19/2022

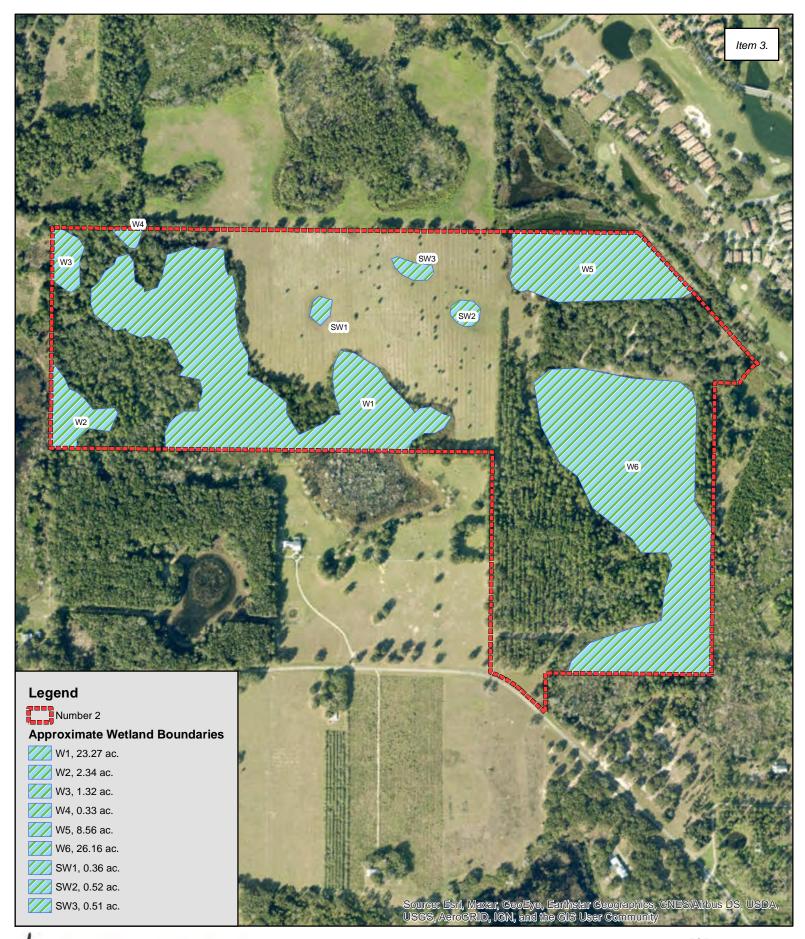




Number 2 Road
Lake County, Florida
Figure 7
USFWS Consultation Map



650
Fee
Project #: 372-18
Produced By 275
Date: 6/19/2022



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Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
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Number 2 Road Lake County, Florida Figure 8 Approximate Wetland Boundaries



525
Feet
Project #: 372-18
Produced By 276
Date: 7/21/2022





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



3,000
Feet
Project #: 372-18
Produced By 277
Date: 6/19/2022

Table 1 :	Potentially Occuring Listed Wildlife and Plant Species in Lake County, F ltem 3.				
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	С	ST		
Lampropeltis extenuata	Short-Tailed Snake	N	ST		
Pituophis melanoleucus mugitus	Florida Pine Snake	N	ST		
Plestiodon reynoldsi	Sand Skink	LT	FT		
<u>BIRDS</u>					
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	Î				
Trichechus manatus	West Indian Manatee	LT	FT		
VASCULAR PLANTS					
Bonamia grandiflora	Florida bonamia	LT	Е		
Carex chapmanii	Chapman's Sedge	N	Т		
Centrosema arenicola	Sand Butterfly Pea	N	Е		
Chionanthus pygmaeus	pygmy fringe tree	LE	Е		
Clitoria fragrans	scrub pigeon-wing	LT	Е		
Coelorachis tuberculosa	Piedmont Jointgrass	N	Т		
Coeleataenia abscissa	Cutthroat Grass	N	Е		
Cucurbita okeechobeensis	Okeechobee Gourd	LE	E		
Eriogonum longifolium var gnaphalifolium	Scrub Buckwheat	LT	Е		
Hartwrightia floridana	Hartwrightia	N	T		
Hasteola robertiorum	Florida Hasteola	N	Е		
Illicium parviflorum	Star Anise	N	Е		
Justicia cooleyi	Cooley's Water-Willow	LE	Е		
Lechea cernua	Nodding Pinweed	N	T		
Matelea floridana	Florida Spiny-Pod	N	Е		
Monotropa hypopithys	Pinesap	N	Е		
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	Т	
Salix floridana	Florida Willow	N	E Item 3.	
Sideroxylon alachuense	Silver Buckthorn	N	Е	
Stylisma abdita	Scrub Stylisma	N	Е	
Vicia ocalensis	Ocala Vetch	N	Е	
Warea amplexifolia	Clasping Warea	LE	Е	
Warea carteri	Carter's Warea	LE	Е	

#### 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 NOO'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:

SYMBOL AND ABBREVIATION LEGEND:

RECOVERED CONCRETE MONUMENT

RECOVERED MONUMENT (SEE DWG FOR DESCRIPTION)

□ RECOVERED 4"x4" CONCRETE MONUMENT, AS NOTED

(SEE DWG FOR DESCRIPTION AND SIZE)

■ SET 1/2" IRON ROD & CAP, "LB 6723"

CM CONCRETE MONUMENT

WOOD POWER POLE

METAL POWER POLE

FIBER OPTIC MARKER

O SIGN

WELL WELL

→ GUY ANCHOR

® TELEPHONE RISER

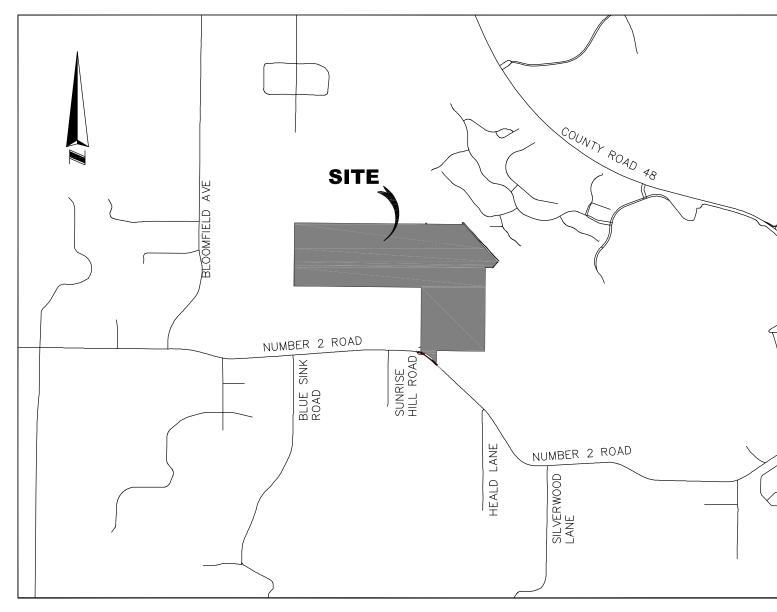
R RADIUS
L LENGTH
Δ DELTA

ELECTRICAL BOX

C CHORD DISTANCE
CD CHORD BEARING

EM ELECTRICAL METER

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



 $\underline{\text{VICINITY MAP:}} \quad 1" = 2,000'$ 

## 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 DA

ALLEN COMPANY Founded in 1988

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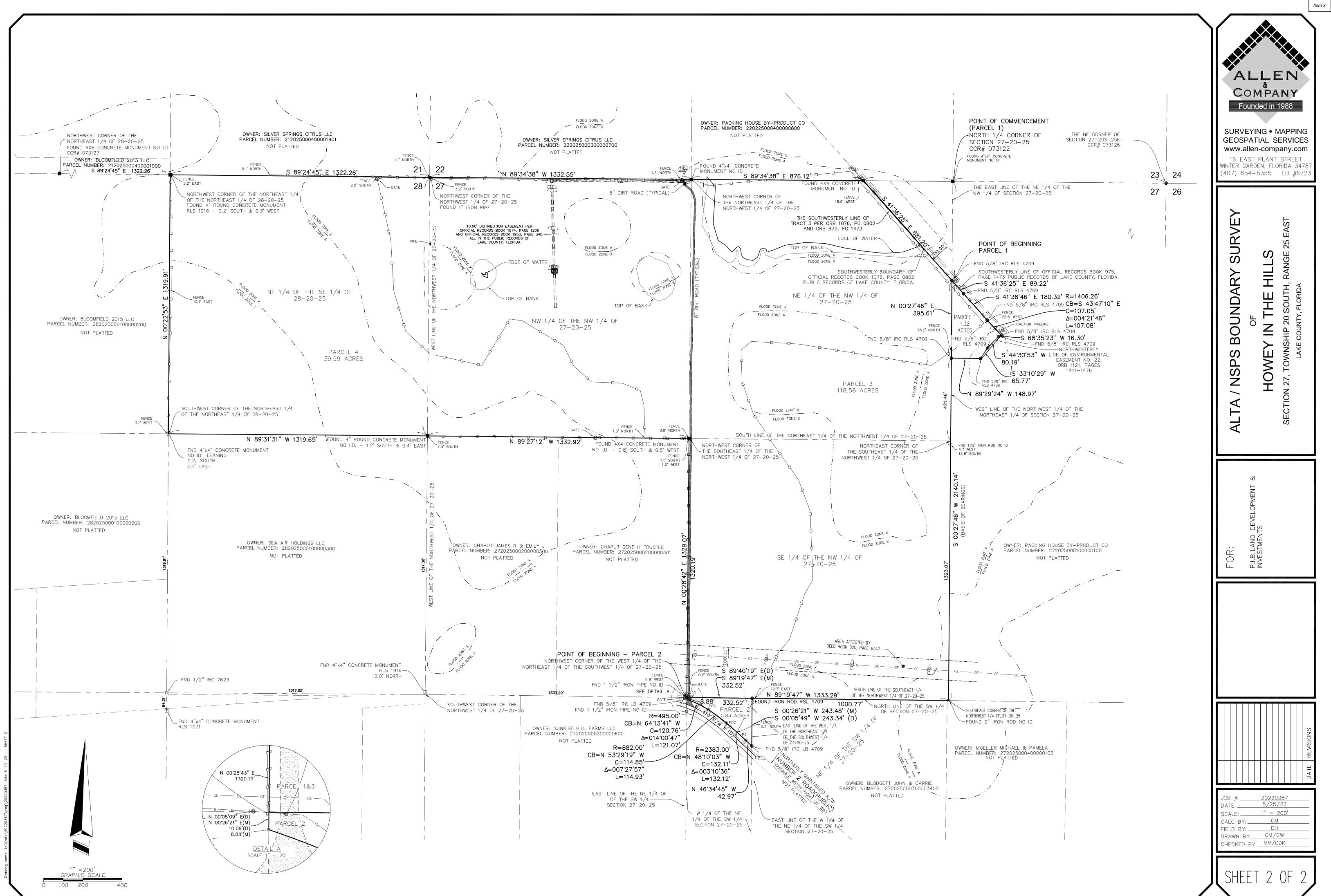
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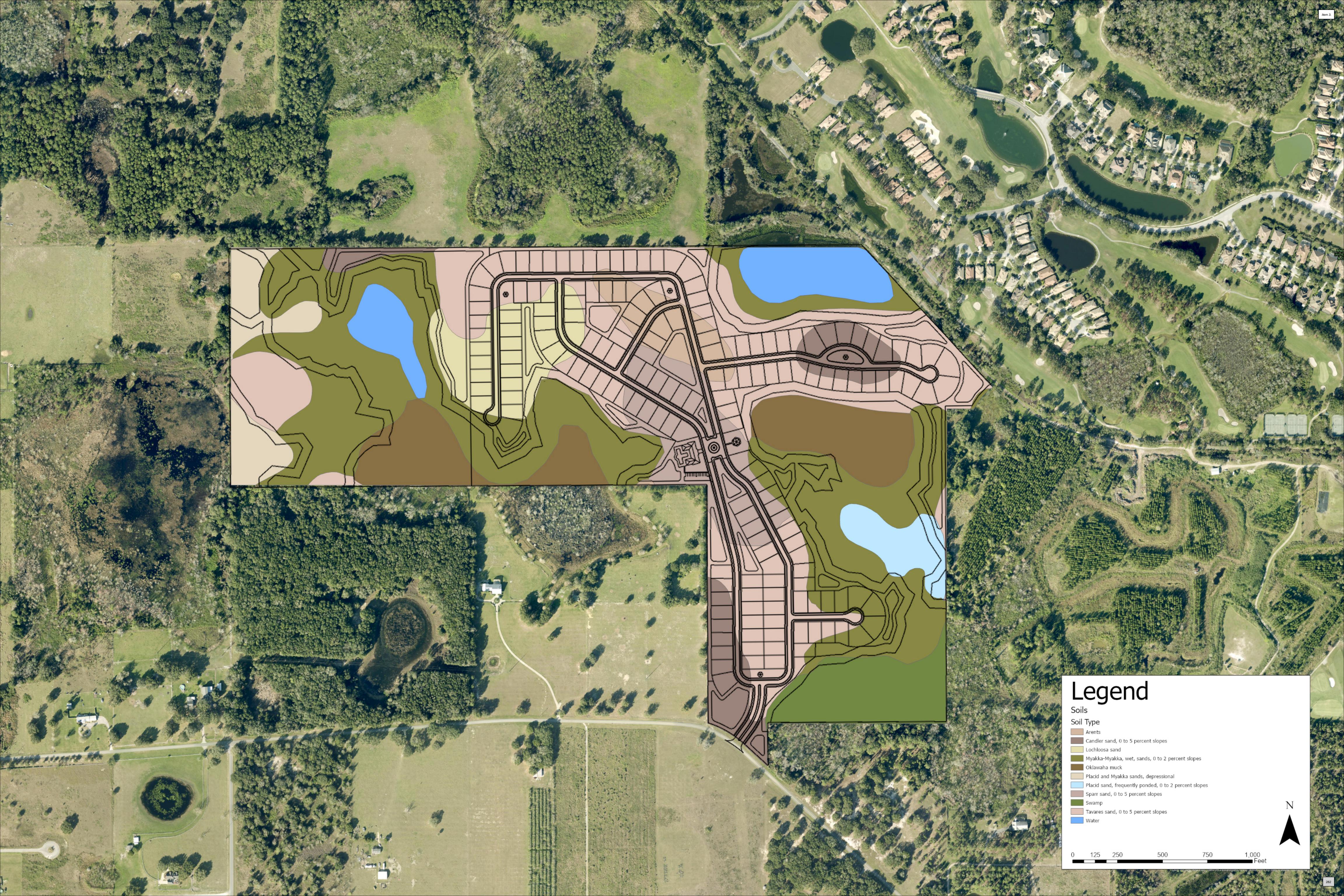
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OR:

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Diane S. Kornegay, M.Ed.

Superintendent:

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

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

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
 Tavares Middle School
 97% Capacity
 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



Prepared by: Helen LaValley, Lake County Schools Growth Planning Dept.

# Lake County Schools Adequate Public Facilities Determination

APF16-2022

Issue Date:

PROJECT NAME/CASE#	Blue Sky Capital Group (Daryl Carter Property)					
ITEM DESCRIPTION	250 Single Family dwelling units  North of Number 2 Road, between Blue Sink Road and the Mission Inn development.					
LOCATION						
AK's	3852069, 388	7680, 103611	9, 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	1
Middle School	0.079	0.061	0.044	20	0	
High School	0.114	0.068	0.046	29	5a	
004 440	*Student	s generated ma	y differ from dis	stribution perce	ntages due to ro	unding
CSA #10				Ctudost	0/ - 6 D	Dlanasa
	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 Lake County Sch	1,601 ool District Five-Y	93% ear Plan, Fiscal Yo	1,511	94%	No
					capacity rese	rvation
Please he aware that at time of				•		
Please be aware that at time of This review does not include al			portionate sna	re minganon i	nay be require	u.

Lake County Schools

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 Howey-in-the-Hills Residential Development Response to Comments TPD No. 5659 December 23, 2022 Page 2

#### 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

Item 3.

#### 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:

P.E. No.:

DATE:

SIGNATURE:

Turgut Dervish

CENS

December 220!, 20220

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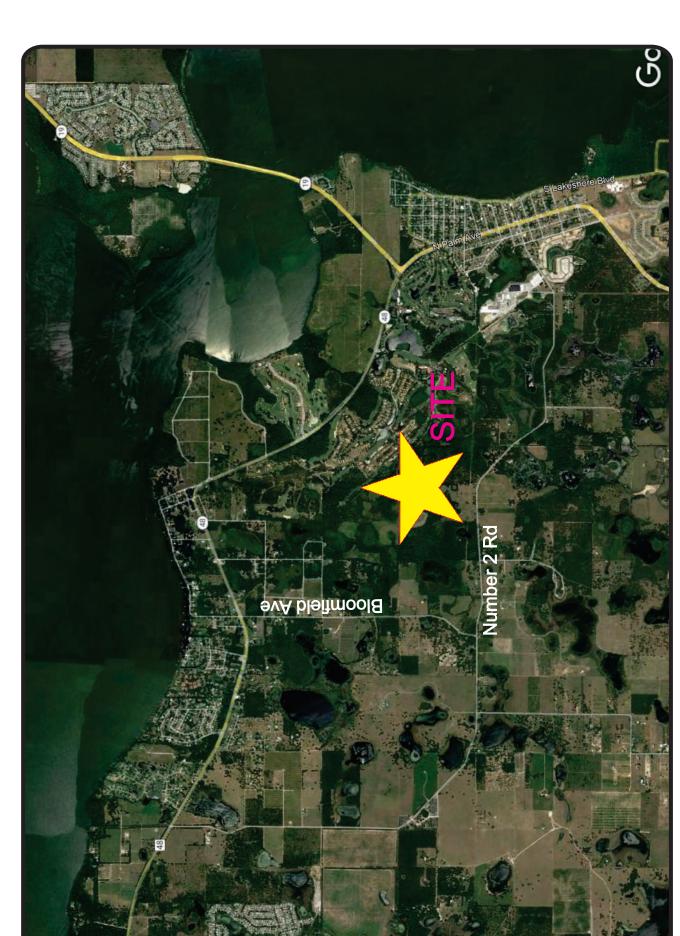
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#### INTRODUCTION

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







Howey in the Hills Project № 5659 Figure 2



Item 3.

**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**.

PD

Residential Development – Howey-in-the-Hills Project № 5659 Page 4

Table 1 **Existing Roadway Capacity Analysis** 

Dood On	Segment	No. of	Ad	opted	P.M. Pea	ak Hour*	oda Batia	1.00
Roadway Segment	ĬD	Lanes	LOS	Capacity	Peak Direction	Volume	v/c Ratio	LOS
CR 48								
US 27 to Lime Ave	1240	2	D	1,080	EB	469	0.43	В
Lime Ave to SR 19	1250	2	D	1,080	EB	409	0.38	В
SR 19								
Lane Park Rd to CR 48	3040	2	D	920	SB	652	0.71	С
CR 48 to Central Ave	3050	2	D	700	SB	415	0.59	С
Central Ave to CR 455	3060	2	D	1,200	SB	415	0.35	В
Number 2 Road**								
CR 48 to Bloomfield Ave		2	D	675***	WB	26	0.04	С
Bloomfield Ave to SR 19		2	D	675***	EB	52	0.08	С

<sup>\*</sup> Based on FDOT and Lake County 2020 traffic counts
\*\* Not included in the County's Database

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

Intersection			Е	В	B WB NB			3	s	В	Overall	
	Control	Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Number 2 Rd &	Cton	A.M.	0.1	Α	0.0	Α	17.5	С	14.2	В		
CR 48	Stop	P.M.	0.1	Α	0.1	Α	19.7	С	16.2	С		
Number 2 Rd &	O.	A.M.	2.4	Α					8.6	Α		
Bloomfield Ave	Stop	P.M.	1.1	Α					8.5	Α		
Palm Ave &	Cton	A.M.	25.9	D	18.0	С	0.5	Α	0.9	Α		
Central Ave	Stop	P.M.	23.2	С	18.9	С	0.7	Α	0.4	Α	-	
CR 48	Signal	A.M.	10.4	В	2.7	Α	0.0	Α	27.7	С	14.4	В
& SR 19	Signal	P.M.	12.2	В	3.4	Α	0.0	Α	27.1	С	16.5	В



<sup>\*\*\*</sup>Obtained from FDOT Quality/LOS Handbook



Existing AM Peak Hour Volumes

Howey in the Hills Project № 5659 Figure 3a

296



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Howey in the Hills Project Ne 5659 Figure 3b

#### 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 11<sup>th</sup> 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	Land Use	Size	Da	ily	y A.M. Peak Hour					P.M. Peak Hour			
Code			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	
		rips	1,733		32	95	127		109	64	173		

<sup>\*</sup> Equation used, R<sup>2</sup> > 0.75

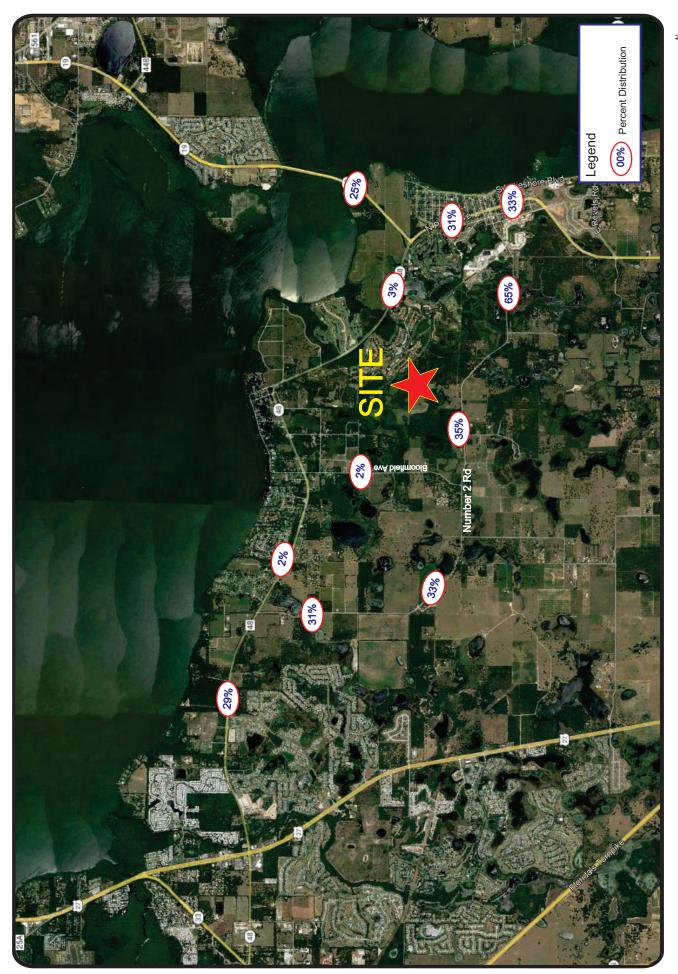
The development is estimated to generate a total of 1,733 daily trips, of which 127 will occur during the A.M. peak hour and 173 will occur during the P.M. peak hour upon full development.

#### 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.



<sup>\*\*</sup> DU = Dwelling Unit



Howey in the Hills Project № 5659 Figure 4



#### 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	No. of	Ac	lopted		P.M. Pea	k Hour Pea	k Direction	)	
Segment	Lanes	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	С
Lime Ave to SR 19	2	D	1,080	EB	409	159	3	571	С
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	С
Number 2 Roa	d								
CR 48 to Bloomfield Ave	2	D	675	WB	26	66	21	113	С
Bloomfield Ave to SR 19	2	D	675	EB	52	212	71	335	С

<sup>\*</sup> 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.





Item 3.



Howey in the Hills Project № 5659

Projected PM Peak Hour Volumes

Item 3.



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

			EI	В	w	В	NI	3	s	В	Ove	rall
Intersection	Control	Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Number 2 Rd &	Cton	A.M.	0.0	Α	0.0	Α	19.2	С	14.3	В		
CR 48	Stop	P.M.	0.1	Α	0.2	Α	21.8	С	16.2	С		-
Number 2 Rd &	01	A.M.	1.1	Α		-			9.6	Α		
Bloomfield Ave	Stop	P.M.	0.2	Α					9.6	Α		
Palm Ave &	Ctoro	A.M.	935.5	F	45.8	E	1.5	Α	1.0	Α		
Central Ave	Stop	P.M.	6309.4	F	352.9	F	6.0	Α	2.5	Α		-
CR 48	Signal	A.M.	12.0	В	4.5	Α			51.9	D	22.2	С
& SR 19	Signal	P.M.	13.2	В	5.1	Α			138.8	F	66.7	Е
CR 48 & SR 19 – Opt.	Signal	A.M.	13.2	В	5.0	Α			22.2	С	12.5	В
Signal Timing	Signal	P.M.	20.3	С	6.7	Α			32.7	С	21.5	С
Number 2 Rd &	Stop	A.M.	1.4	Α		-			10.2	В	-	-
Site Access	Зюр	P.M.	2.0	Α					10.7	В		

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		E	В	w	/B	NE	3	s	В	Overall	
		Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Palm Ave &	Cton	A.M.	643.4	F	39.2	Е	1.1	Α	1.0	Α		
Central Ave	Stop	P.M.	3438.3	F	155.9	F	3.9	Α	2.4	Α		-



#### 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 < ibrock@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

G<sup>o</sup> 08 ြ 8 II.X ı, **4**[... . > 2 < Please split the segment at Bloomfield Ave -A High Plan will need to be conducted ΚN Split percentage does not add up Q selewis May 25 selewis May 25 selewis May 25 (East of/West of) 3 comments PAGE 5 PAGE 6 < Yes å S Š 원 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. Perform P.M. peak hour/peak direction roadway analyses utilizing City/County LOS standards.

Project Trips as % of Capacity

PHPD Trips Volume

Existing

Adopted

# of Lns

Roadway Segment US 27 to Lime Ave Lime Ave to SR 19

Table 2 Significance Analysis

Residential Development/Howey-in-the-Hills Methodology TPD Ne 5659 May 24, 2022 Page 6

%

LOS Capacity Direction Volume

14.2%

96

28 65%

WB

675

48 to SR 19 2 2 D 6
7 Project as % of Capacity
7 Not Included in the County's Database

mber 2 Road

5. Traffic Impact Assessment

a) Roadway

4.0% 6.6% 4.1%

37 46

25% 31% 33%

852 415 4150

8 8 8

920 700 1,200

CR 48 to Central Ave 21 D
CR 48 to Central Ave 21 D
Central Ave to CR 455 21 D

3.9%

**₽** 4

3%

469

8 8

1,080

00

Conduct intersection counts or use factors to adjust intersection data during the  ${\rm AM}/{\rm PM}$ . peak periods at the study intersections.

b) Intersections

Combine project traffic with background traffic to obtain total traffic volumes.

- 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



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

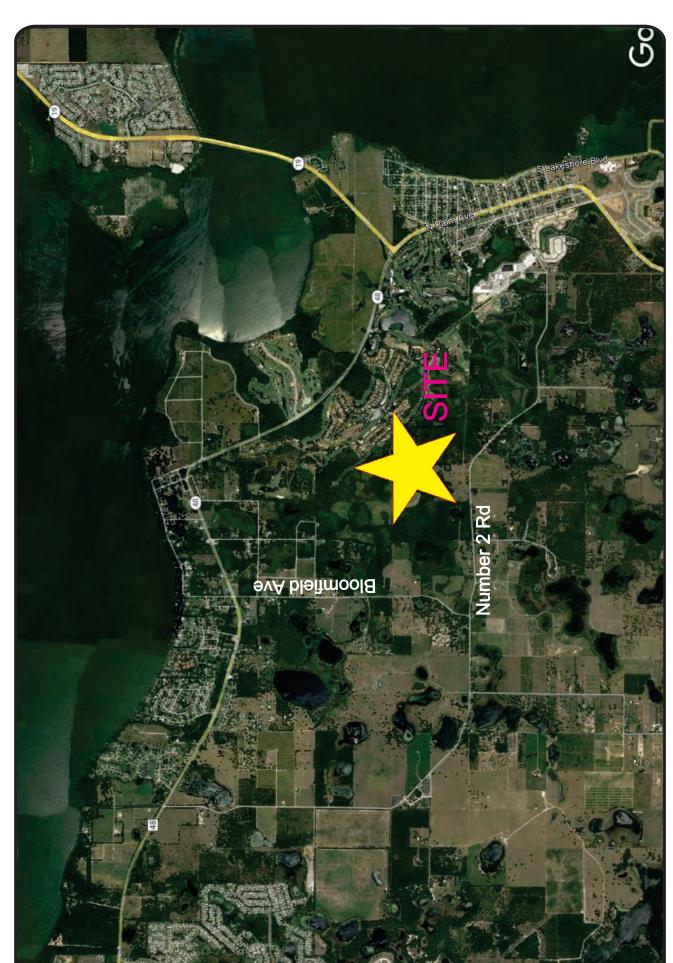
Trip generation data from the 11<sup>th</sup> Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* will be used for the trip generation estimation of the development. **Table 1** provides a summary of the trip generation for the proposed development calculated with the 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	Landillea	Quantity	Quantity Daily		Α	.M. Pea	k Hou	r	P	P.M. Peak Hour		
Code	Land Use	Quantity	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
		T	otals	2,344		45	127	172		148	57	235

<sup>\*</sup>ITE Equations Used, R<sup>2</sup> >0.75.

<sup>\*\*</sup>DU=Dwelling Units



Howey in the Hills Project № 5659 **Figure 1** 





Howey in the Hills Project № 5659 Figure 2



Residential Development/Howey-in-the-Hills Methodology TPD № 5659 May 24, 2022 Page 4

#### 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:

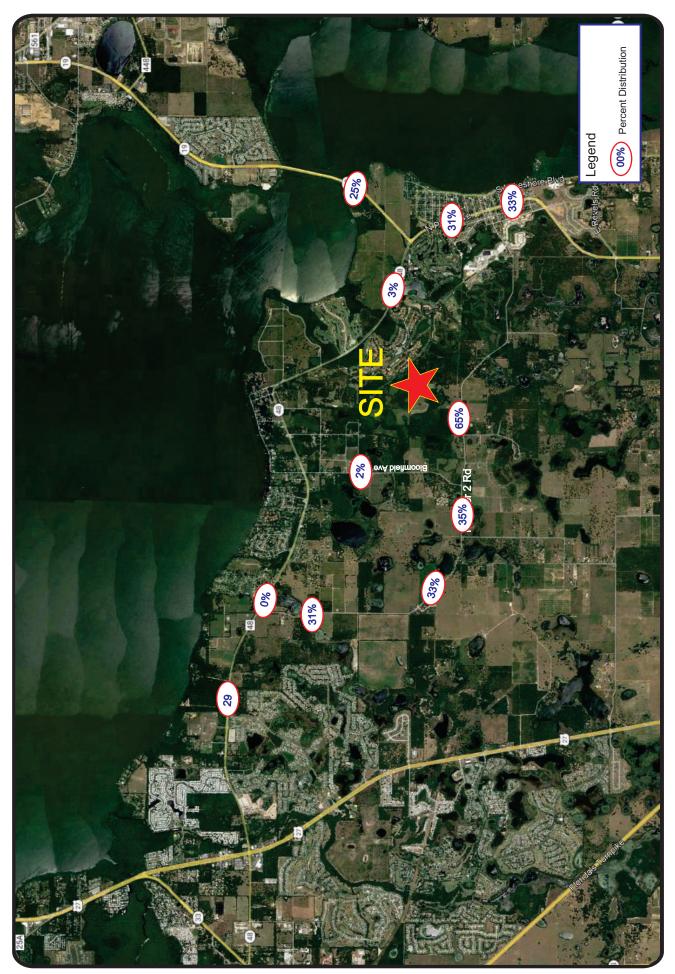
The roadway segments to be included in the analysis:

- Number 2 Road
  - o 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
  - o 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



Residential Development/Howey-in-the-Hills Methodology TPD № 5659 May 24, 2022 Page 6

Table 2
Significance Analysis

			- 3							
Baselman Osemani	# of	Adopted		Exist	ting	_	HPD Trips	Project Trips as % of	Significance*	
Roadway Segment	Lns	LOS	Capacity	Direction	Volume	%	Volume	Capacity		
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	

<sup>\*</sup> Project as % of Capacity

#### 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.

<sup>\*\*</sup> Not Included in the County's Database

Residential Development/Howey-in-the-Hills Methodology TPD № 5659 May 24, 2022 Page 7

• 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

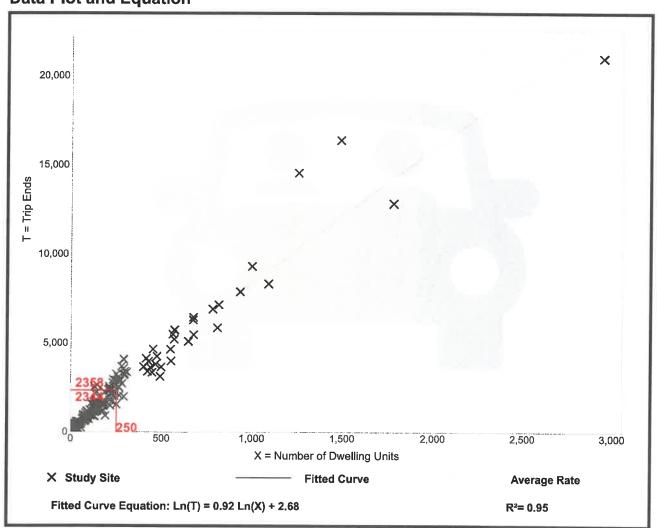
Standard Deviation

9.43

4.45 - 22.61

2.13

## **Data Plot and Equation**



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

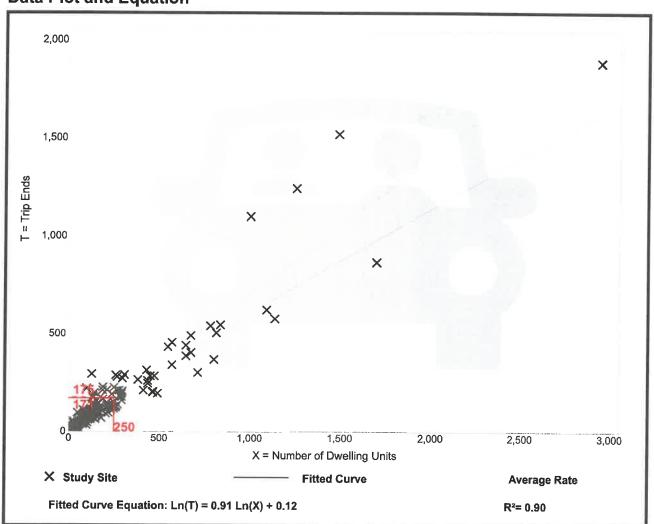
Standard Deviation

0.70

0.27 - 2.27

0.24

## **Data Plot and Equation**



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:

Directional Distribution: 63% entering, 37% exiting

### **Vehicle Trip Generation per Dwelling Unit**

Average Rate

Range of Rates

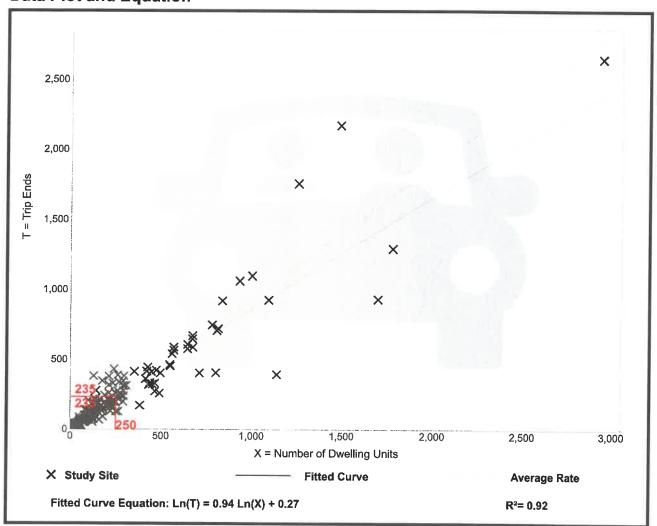
Standard Deviation

0.94

0.35 - 2.98

0.31

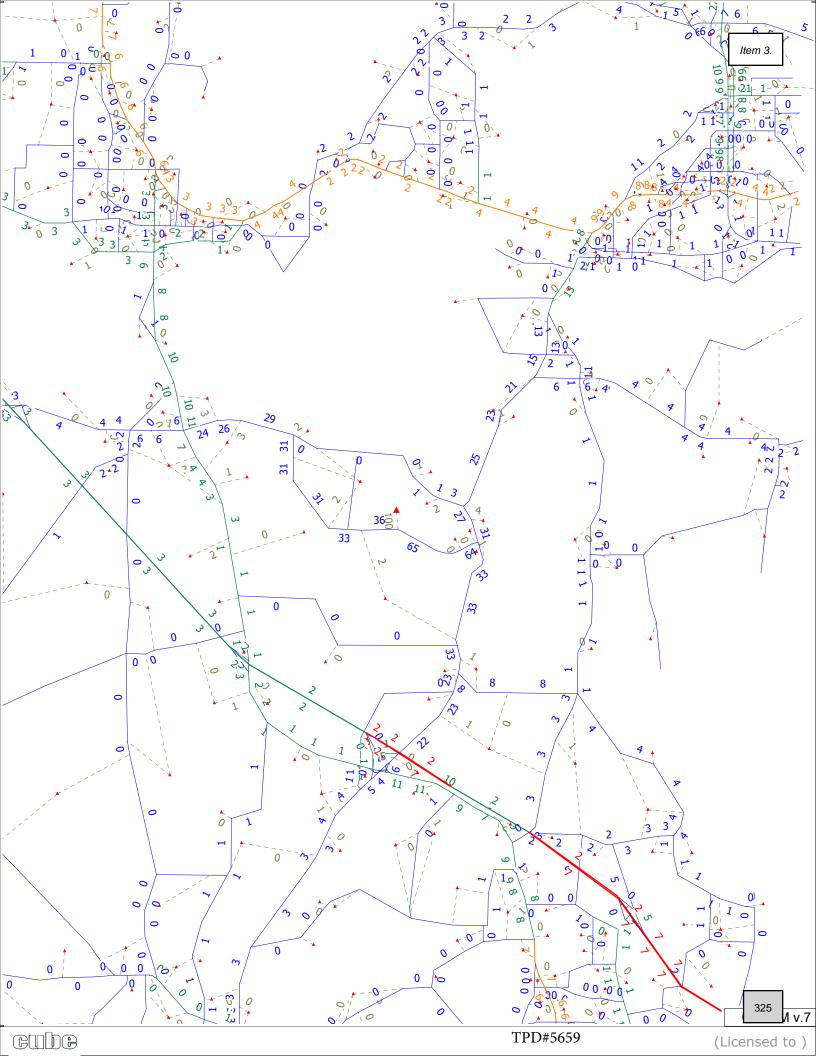
# **Data Plot and Equation**



Trip Gen Manual, 11th Edition

Institute of Transportation Engineers

# Attachment B Model Distribution Plot



### **APPENDIX B**

Lake County 2022 CMP Database

2027 PEAK 2027 PEAK HOUR V/C HOUR LOS	99 20	18 E	0 0	69 D	77 C	O 99	52 B	0 0	. C	50 C	43 B	0 0	20 C	70 C	70 C	74 D	61 C	35 F	17 F	31 C	79 D	2 C	37 D	S82	2 0	21 C	31 0	64 D	7 C	B 8	53 C	30 00	D 99	38 O	29 B	3/ c	12 8	B 8	45 B	30 C	D 96	0 0	61 D	57 D	10 D	75 D	36 B	90	38 C		54 D	O .	38	96 .	C C	30 Of C	10 C		40 C	77 C	33 C	33 C	O 60	13 C	43 C	. 0	25 C	12 C	Q 09	8 C	31 C	33 C
2027 PEAK HOUR SB/WB VOLUME	445 0.1	1,018 2.	200	292 (	255 0	272 0.	136 0.	222 0	340 0.	394 (0	435 0	307 6	104 0.	363 0.	585 0	473 6	446 0.	937 1.	621 1	150 0.	316 0	620 0.	586 0.	382 0	405	147 0	195 0.	290 0.	290 0	112 0.	327 0	322 0	290 0	322 0	90 0	30/	46 0	156 0.	185 0	134 0.	469 0	1,134 0.	947 0	386 0.	386 0	329 0.	373 0	498	160 0.		176 0.	168 0	300 0.	2000	230 0	503 0.	52 0	130 0.	287 0	305 0.	138 0.	228 0.	30 0.	412 6	116 0	130 0.	78	75 0.	263 0.	1,284 0	205	286 0
PEAK HOUR DIRECTIONAL HOUR NB/EB SERVICE VOLUME (2027)		410 788	500 797	60 458 20 458	10 338	171 171	162	138	90 424	40 421 080 511	980 462	10 326	30 72	40 299	40 205	70 386	40 514	30 526	30 577	80 213	30 419	080 533	20 599	70 387	20 423	10 128	20 188	10 381	10 342	118	20 212	211 211	90 381	40 393	40 215	40 49	10 49	96 080	10 164	10 211	10 684	300 849	550 778	10 408	10 408	30 397	380 291 50 563	30 563	20 238		30 287	301	90 168	30	964	30 94 40 414	30 47	20 230	10 282	20 476	203	20 203	20 58	80 653 30 230	30 230	212 212	70 118	30 25	30 148	950 536	900 300	800 415
PEAK HOUR I SERVICE VO	19	э ш	0 18	0 0	7 0	0	B 1,0 4	O m	0	0 0	1,0	O O	C 8:	D 8	3	m m	0	1 2	10 10	. 0	0 4	0,1	C F	2 (	) U	2	. u	D 7	C 0	) B	0 1	8 8	19 0	3 B	8 0	ى ن	8 0	B C	8 (	200	7	0 0	27	7	7 7	2 0	D 1,1		+ 160 	0	0 0	O 8		2 0	0		200	. 0	2	2 0	0	0 U	2	2 2	0	0 0	2 (	200	C 2	2,5 7	0 0	37
T 2027 DAILY 2027 D	79'0	2.54	0.59	0.74	0.52	0.87	0.15	0.56	0.64	0.57	0.49	0.88	0.17	0.35	0.43	1.24	09'0	1.38	1.33	0.25	0.73	0.49	1.01	0.90	0.77	0.18	0.09	0.50	0.49	0.32	0.45	0.27	0.53	0.76	0.21	0.06	0.12	0.00	0.44	0.25	0.92	0.64	69'0	0.64	0.64	0.75	0.33	1.14	0.41	0.59	0.52	0.36	0.32	0:30	0.38	0.51	0.10	0:30	0.48	0.76	0.28	0.28	0.07	0.90	0.36	0.30	0.20	0.15	0.38	0.35	0.30	0.32
DAILY SERVICE 2027 AAD OLUME (2027)	13,320 8,968	7,740 19,687	28,880 16,996	12,600 9,276 12,390 9,276	14,060 7,312 35,820 15,464	7,740 6,745	21,780 3,259	7,740 4,315	15,930 10,120	16,820 9,536	21,780 10,754	7,740 6,847	10,360 1,736	16,820 7,337 21,780 7,593	16,820 7,176	8,390 10,412	16,820 10,045	14,760 20,430	10,360 13,800	13,320 3,316	16,820 20,914	21,780 10,678	21,780 12,556	9,030 8,090	12,390 9,538	14,060 2,555	12,390 1,140	14,060 7,090	14,060 6,934	7,740 2,491	12,390 5,612	21,780 5,811	13,320 7,090	16,820 8,081	14,130 3,032	16,820 955	7,740 955	21,780 2,991	7,740 3,401	13,320 3,331	14,060 12,923	35,820 22,846	30,780 21,284	37,810 19,095 14,060 8,989	14,060 8,989	10,360 7,763	21,780 7,131	10,360 11,792	12,390 5,134	10,360 6,139	10,360 5,416	13,320 4,826 7,740 1,516	15,930 5,021	10,360 3,151	14,760 5,572	16,820 8,606	10,360 988	12,390 3,718	14,060 6,809	12,390 9,373	12,390 3,416	12,390 3,416	12,390 826	10,320 12,007	10,360 3,737	12,390 2,166	9,030 1,802	10,360 1,550	10,360 3,923	59,580 20,610	37,810 11,306	35,820 11,306
AK GROWTH RATE V	3.00%	3.50%	8.50%	1.00%	1.00%	2.50%	7.75%	4.25%	2.75%	4.00%	1.50%	1.00%	1.75%	1.00%	1.00%	1.00%	1.00%	2.50%	4.25%	3.50%	5.25%	1.00%	1.00%	1.00%	1.00%	3.50%	3.50%	6.50%	1.00%	2.25%	1.25%	1.00%	6.50%	3.00%	5.25%	4.25%	2.00%	3.25%	4.00%	1.00%	1.00%	1.25%	1.00%	1.50%	1.00%	3.50%	1.00%	1.00%	3.75%	1.00%	1.00%	2.50%	2.75%	1.00%	1.00%	7.50%	1.00%	N/A 3.25%	1.00%	12.00%	3.25%	3.25%	1.00%	1.75%	1.50%	1.00%	1.00%	1.00%	1.00%	2.25%	1.00%	1.00%
2022 PEAK 2022 PEAK HOUR V/C HOUR LOS	0.56 D	2.09 E	0.77 D	0.66 D	0.45 C	0.59 C	0.10 B	0.44 B	0.47 C	0.39 B	0.40 B	0.37 C	0.18 C	0.41 C	D 99'0	0.52 D	0.58 C	1.01 E	0.95 D	0.26 C	0.61 D	0.55 C	0.92 C	0.78 C	0.65	0.17 C	0.30	0.39 C	0.46 C	0.26 B	0.50	0.28 B	0.41 C	0.58	0.23 B	0.05	0.11 B	0.12 B	0.37 B	0.21 C	0.92 D	0.59 C	0.58 D	0.55 D	0.55 D	0.63 D	0.33 B	1,01 E	0.32 C		0.52 D	0.39 C	0.33	0.31	0.46 C	0.42 C	O 60'0	0.32 C	0.39 C	0.44	0.28 C	0.28 C	0.09 C	0.88 D	0.40 C	0.33 C	0.24 C	0.20 C	0.47 C	0.39 B	0.29 C	0.31
PEAK 2022 PEAK NB/EB HOUR SB/WB	3 384		0 376	6 278	2 242	1 240	3 202 2 93	3 206	0 297	375	404	0 292	96	5 346	5 557	7 450	9 424	5 458	9 202	9 127	2 825	7 590	0 258	364	3 385	8 124	9 186	8 212	276	100	308	307	212	7 491	7 70	1 42	1 42	133	5 152	137	1 446	1 /1b	0 901	8 367	8 367	277	6 355 5 474	5 474	3 323	. 5	3 167	149	262	797	6 219	8 350	69 49	- 1111	8 273	0 173	3 118	118	28	9 378	4 108	2 124	3 75	106	0 250	1,149	5 557	5 557
PEAK HOUR 2022 PEAK DIRECTIONAL HOUR NB/EB ERVICE VOLUME	680 343	410 663	690 53	660 43	710 32	410 15	1,080	410 1125	790 37.	1,080 420	1,080 42.	410 31	530 66	1,080 228	840 19.	870 36	840 48.	750 46	530 46	680 17:	530 32	1,080 50	1,080 57	470 36	620 40.	710 10	620 17.	710 27.	710 32	410 106	620 19	1,080 20:	680 27.	840 39.	740 16	840 44	410 44	1,080 82	410 13	680 14-	710 65	1,800 794	1,550 74	710 388	710 38	530 33-	750 535	530 53	620 196	530	530 27:	680 26	790 14	530	750 34	530 8. 840 28k	530 4	620 194	710 26	620 27	620 17.	620 17	620 55	530 51	530 21	620 20,	470 11	530 2-	530 144	2,950 47	1,900 394	1,800 39
DAILY 2022 DAILY DII	0 9	5 4 4 E	35	70 D	19 D		D 8	45 BB	75 C	54 C	16 8	0 v	15 C	2 C	71 C	# H	37 C	96 D	1 1	, o	0 0	17 B	0 0 96	200	90 E	15 C	20	77 C	47 C	8 8	t3 C	8 8 9	2 68	) U	8 2	32 15 C	8 0	.2 B	98	0	77 D	0 0	0 0	2 0	34 D	0	31 B 6 D	ш. (	200	0 0	0 0	25 C	0 0	20	36 C	2 g	D 60	. 0	J 91	2 0	33 C	2 4 0 0	J 9t	3 0	0 0	ည်း (p	19 C	0 0	3,0 9,0	31 B	) U	0,
CE 2022 AADT 2022 E	7,736 0.5	16,576 2.1	11,303 0.8	8,826 0.7	6,957 0.4	5,962 0.7	2,244 0.1	3,504 0,4	8,836 0.5	9,073 0.5	9,982 0.4	6,515 0.3	1,592 0.1	6,981 0.4	6,828 0.4	9,907	9,558 0.5	9,917 0.8	11,207 1.0	2,792 0.2	5,849 0.5	10,160 0.4	11,947 0.5	3.0 7,697	9,075	2,151 0.1	1,085 0.0	5,175 0.3	6,597 0.4	2,228 0.2	5,274 0.4	5,529 0.2	5,175 0.3	11,086 0.6	2,347 0.1	965 0.0	865 0.1	2,549 0.1	2,796 0.3	3,169 0.2	12,296 0.8	21,470 0.6	20,251 0.6	17,725 0.4 8,553 0.6	8,553 0.6	6,537 0.6	6,785 0.3	7 250 000	4,271 0.3	5,841 0.5	5,153 0.5	1.442 0.3	4,384 0.2	2,998 0.2	5,301 0.3	1,521 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,	940 0.0	3,168 0.2	6,479 0.4	5,319 0.4	2,911 0.2	2,966 0.2	786 0.0	3,469 0.3	3,469 0.3	3,498 0.2	1,715 0.1	2,561 0.2	3,733 0.3	18,440 0.3	10,757 0.2	10,757 0.3
ADOPTED LOS DAILY SERVIC STANDARD VOLUME	D 13,320	C 7,740	D 13,300	D 12,600 D 12,390	D 14,060	C 7,740	C /,/40 D 21,780	C 7,740	D 15,930	D 16,820 D 21,780	D 21,780	D 16,820 C 7,740	D 10,360	D 16,820 D 21,780	D 16,820	B,390	D 16,820	D 10,360 D 14,760	D 10,360	D 13,320	D 10,360 D 16,820	D 21,780	D 12,390 D 21,780	00000	D 12,390	D 14,060	D 12,390	D 14,080	D 14,060	C 7,740	D 12,390	D 21,780	D 13,320	D 16,820	C 14,130	D 16,820	C 7,740	D 21,780	C 7,740	D 13,320	D 14,060	D 29,160	D 30,780	D 37,810	D 14,080	D 10,360	D 21,780 D 14,760	D 10,360	D 12,390	D 10,360	D 10,360	D 13,320 C 7,740	D 15,930	D 10,360	D 14,760	D 10,360	D 10,360	D 12,390	D 14,060	D 29,100	D 12,390	D 12,390 D 12,390	D 12,390	D 13,320 D 10,360	D 10,360	D 13,320 D 12,390	00000	D 10,360	D 10,360	D 59,580	D 37,810	D 35,820
ON ADOI	PARK	AKE COUNTY	AKE COUNTY	AKE COUNTY AKE COUNTY	AKE COUNTY	AKE COUNTY	AKE COUNTY ELAND	BURG	AKE COUNTY	AKE COUNTY AKE COUNTY	S-HILLS	AKE COUNTY	отте	IEOLA AKE COUNTY	AKE COUNTY	ARES	ARES	TDORA	TDORA	TDORA	TDORA	VARES	ATULA AKE COUNTY	AKE COUNTY	AKE COUNTY	NEOLA	MONT	MONT	MONT	AKE COUNTY	AKE COUNTY	AKE COUNTY	AKE COUNTY	AKE COUNTY FOLA	SCOTTE	COTTE	AKE COUNTY	ELAND	AKE COUNTY	BURG	MONT	MONT	MONT	ARES	AKE COUNTY	STIS	ARES T DORA	T DORA	AKE COUNTY	MONT	STIS	AKE COUNTY FLAND	AKE COUNTY	STIS	AKE COUNTY	AKE COUNTY	STIS	AKE COUNTY	MONT	EOLA	AKE COUNTY	AKE COUNTY	PARK	Y LAKE	AKE COUNTY	BURG	AKE COUNTY	STIS	STIS	MONT	MONI	MONT
JURISDICTI	FRUITLAND	UNINCORPORATED L	UNINCORPORATED	UNINCORPORATED L	UNINCORPORATED L	UNINCORPORATED L	UNINCORPORATED L	CITY OF LEES	UNINCORPORATED L	UNINCORPORATED L	HOWEY-IN-THE	UNINCORPORATED L	CITY OF MASC	CITY OF MINN UNINCORPORATED L	UNINCORPORATED L	CITY OF TAW	CITY OF TAW	CITY OF MOUN	CITY OF MOUN	CITY OF MOUN	CITY OF MOUN	ASTATULA/TA/	UNINCORPORATED L	UNINCORPORATED L	UNINCORPORATED L	CLERMONT/MIN	CITY OF CLER	CITY OF CLER	CITY OF CLER	UNINCORPORATED L	UNINCORPORATED L	UNINCORPORATED L	UNINCORPORATED L	UNINCORPORATED L	GROVELAND/MA	CITY OF MASC	UNINCORPORATED L	CITY OF GROV	UNINCORPORATED L	CITY OF LEES	CITY OF CLER	CITY OF CLER	CITY OF CLER	CITY OF CLEK	UNINCORPORATED L	CITY OF EUR	CITY OF TAW	CITY OF MOUNT	UNINCORPORATED L	CITY OF CLER	CITY OF EUR	UNINCORPORATED L	UNINCORPORATED L	CITY OF EUR	UNINCORPORATED L	UNINCORPORATED L	CITY OF EUR	UNINCORPORATED L	CITY OF CLER	CITY OF CLER	UNINCORPORATED L	UNINCORPORATED L	FRUITLAND	TOWN OF LAD	UNINCORPORATED L	CITY OF LEES TOWN OF LAD	UNINCORPORATED L	CITY OF EUR	CITY OF EUR	CITY OF CLER	CIT OF CLER	CITY OF CLER
IAINTAINING AGENCY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	CITY OF LEESBURG	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY CITY OF MT, DORA	CITY OF MT. DORA	COUNTY	CITY OF CLERMONT	COUNTY	COUNTY	COUNTY	CITY OF EUSTIS	COUNTY	CITY OF CLERMONT	CITY OF EUSTIS	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	CITY OF LEESBURG	COUNTY	CITY OF EUSTIS	CITY OF EUSTIS	COUNTY	COUNTY	COUNTY
URBAN / DIVIDED / RURAL UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	RAL UNDIVIDED	RAL UNDIVIDED	SAN UNDIVIDED	RAL UNDIVIDED	SAN UNDIVIDED	RAL UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN DIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	3AN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	RAL UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	3AN UNDIVIDED	SAN UNDIVIDED	RAL UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	RAL UNDIVIDED	SAN UNDIVIDED	RAL UNDIVIDED	SAN UNDIVIDED	RAL UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN DIVIDED	SAN DIVIDED	SAN DIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	3AN DIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	3AN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	SAN UNDIVIDED	RAL UNDIVIDED	SAN UNDIVIDED	3AN UNDIVIDED	SAN DIVIDED	SAN UNDIVIDED	SAN DIVIDED
LANES URE (2027) RUI	2 URI	2 RU	4 c	2 RU	2 UR	2 RU	2 KU	2 RU	2 UR	2 UR	2 URI	2 UR	2 UR	2 URI	2 URI	2 URI	2 UR	2 2 UR	2 UR	2 UR	2 URI	2 UR	2 UR	2 RU	2 URI	2 UR	2 UR	2 URI	2 UR	2 RU	2 UR	2 UR	2 URI	2 2 UR	2 RU	2 URI	2 RU	2 UR	2 RU	2 URI	2 UR	4 4 W	4 UR	2 URI	2 UR	2 S	2 UR	2 0 08	2 URI	2 URI	2 UR	2 UR	2 2	2 URI	2 UR	2 URI	2 URI	2 URI	2 UR	2 URI	2 URI	2 2 UR	2 UR	2 2 UR	2 UR	2 2 UR	2 RU	2 URI	2 UR	4 UR	2 4 R	4 -
(2022)	2	2 2	2 2	2 2	2 4	- 2	2 2	2 2	5	5 5	2	2 2	2	2 2	2	5 5	2	2 2	2 2	2	2 2	2	5 5	2	2 2	2	2 2	2	2 0	2 2	2	2 2	2	7 7	2 2	2 2	2 2	2 2	2 2	2 2	2	4 4	4 .	4 2	2 2	2 2	2 2	2 0	2 2	2	2 2	2 2	2 2	2 2	2	2 2	2	2 2	2 *	2 4	2	2 2	2	2 2	2	2 2	2 2	2 2	2	4 0	A 4	4
	IFFIN ROAD	46	DRIDA TURNPIKE	Y AVENUE 33	UNTAIN LAKE BOULEVARD 441	EEN SWAMP ROAD	2/ MARLY ROAD	EARWATER LAKE RD	YWOOD WORM FARM RD	27 IE AVENUE	19	NCH ROAD 448A	90	ANCOCK ROAD 455	ANGE COUNTY LINE	RA AVENUE	Y ROAD	44C / EUDORA AVENUE KESHORE DRIVE	AVENUE	46	ANGE COUNTY LINE 448	48	UTH ASTATULA CITY LIMIT 455	WEY CROSS ROAD	27	ST AVENUE	MINNEOLA AVENUE	20	S HOUSE ROAD	33	RUB JAY LN	MANCOCK ROAD	1, 565A	27	ELLSTROM LANE	DANS RIDGE	KE ERIE ROAD	565B	561	IN SIREE!	KLEY SEAVER DRIVE	50 OKS STREET	HNS LAKE ROAD	2/ 19A	441 IINT HOMER ROAD	NKS AVE/KURT AVE	19 TH AVENUE	4 AVENUE	ANGE COUNTY LINE 466B	50	DADVIEW AVENUE	44 DERSON ROAD	KE LINCOLN LANE	441	RUS TOWER BOULEVARD	44 NCOCK ROAD	19 / BAY STREET	KT SIREE! 452	50	ONS STREET ASSY LAKE ROAD	466	IFFIN VIEW DRIVE GLES NEST ROAD	27 / US 412	25 CLE DONALDS LANE	AYS AIRPORT ROAD	STREET AYS AIRPORT ROAD	LEN ROAD	CEVIEW AVENUE	D MT DORA ROAD	27 od /ci Opina Tribnipices	91 (FLORIDA I URNPINE) D HWY 50 (W)	D HWY 50 (E)
01	RY ROAD GF	9 8	Y LINE FI	PIKE BAY	BOULEYARD US	ō	KOAD	TY LINE C.	2	RM FARM RD U	\$ 1	2 5	dS .	AD CR	ð	SR	- B	'A DRIVE	tivE 5:	dS.	0 2	to	A CITY LIMIT	主	1/CR 561A US	<u></u>	\$   Ö	SF	7 0	RANCH ROAD SF	9/CR561 St	N CA	/E	- Sn	- N	SL	2 8	5	0	SF SF	Ö	K DRIVE	20	.500A CF	5 8	ROAD FL	S 11.	19	5	S   S	ENUE US	AND ROAD CA	71	OAD US	10	STON STREET) HA	S S	NUE CF	BOULEVARD	19	Y ROAD C	RIVE	10AD U.	0 5	S LANE GI	15	TROAD	(AVENUE) L.	NUE	N C C C C C C C C C C C C C C C C C C C	TURNPIKE) OL	б
FROM	PINE RIDGE DAIR	SR 44	SUMTER COUNT	FLORIDA TURNF BAY AVENUE	CR 44 FOUNTAIN LAKE	SR 33	SR 19	SUMTER COUNT	CR 33	HAYWOOD WOF	LIME AVENUE	CR 561 RANCH ROAD	CR 33	US 27 N HANCOCK ROA	CR 455	SR 19 DORA AVENUE	DORA AVENUE	CR 44C / EUDOR	LAKESHORE DR	5TH AVENUE	SR 46	CR 448	SOUTH ASTATUL	CR 455	TURNPIKE ROAD	US 27	STU S EAST AVENUE 8TH STREET	C.R. 561A	SR 50	FLORIDA BOYS F	TURNPIKE ROAL	N HANCOCK ROA	W MINNEOLA AV	JALARMY ROAD	US 27	SR 50	SLOANS RIDGE	SR 50	SR 33	MAIN STREET	US 27	SR 50	HOOKS STREET	OLD US 441 / CR	CR 19A	MOUNT HOMER I	WEST TERMINI US 441	11TH AVENUE	US 27	CR 561	BROADVIEW AVE	CR 565	CR 44A	OLD MT DORA RO	HOOKS STREET	CR 50 (WASHING	KURT STREET	EMERALDA AVEN	CITRUS TOWER	US 27	MARION COUNT.	CR 466 GRIFFIN VIEW DF	EAGLES NEST R.	US 27 / US 411	UNCLE DONALD:	US 27	GRAYS AIRPORT	SR 19 (BADGER LAKEVIEW AVEN	GOLFLINKS AVE.	LAKE SHORE DR	SR 91 (FLORIDA	OLD HWY 50 (E)
VAME	C.R. 468	A REALIGNMENT	0.	0 0	φ	74	4 8						(SUNSET AVENUE)			10A/ OLD 441	0A/OLD 441/ALFRED ST	30A/OLD 441 3A/OLD 441	10A/OLD 441	0A (HIGHLAND STREET)	10A/ OLD 441	£-		- I	1/C.R. 561A	WE/LAKE MINNEOLA DR/MAIN AVE	1 (W MINNEOLA AVENUE)	·	E -		11A	1A	<u></u> :	1 (LAKE MINNEOLA SHORES)	Signal Action Actions	5	,	5A	158	STREET	3 TOWER BOULEVARD	: TOWER BOULEVARD	S TOWER BOULEVARD	WALKER DRIVE	WALKER DRIVE	WALKER DRIVE	RIVER ROAD	:LLY STREET	S NEST ROAD	VENUE	ROOKED LAKE ROAD	LDA AVENUE	ROAD	'A ROAD	LIBUR ROAD	Y LAKE ROAD/FOSGATE ROAD	INKS AVENUE	PRAIRIE ROAD	) HIGHWAY	: GROVE ROAD	: AIRPORT ROAD	'S AIRPORT ROAD	YS AIRPORT ROAD	N AVENUE 1 AVENUE	N AVENUE	N ROAD V VIEW DRIVE	N VIEW DRIVE	STREET	STREET	OCK RIDGE	SOCK ROAD	N. HANCOCK ROAD
SEGMENT ROAD NAM				2.39 C.R. 470 0.54 C.R. 470	2.99 C.R. 47	5.21 C.R. 47	5.99 C.R. 47.	3.17 C.R.46 2.41 C.R.48	0.46 C.R.48	0.68 C.R.4t 4.89 C.R.48	2.04 C.R.48	3.17 C.R.48	0.71 C.R. 50	1.74 C.R. 50. 2.47 C.R. 50	1.92 C.R. 56	1.08 C.R. 50.	1.94 C.R. 50	1.06 C.R.50	0.79 C.R.50	0.26 C.R. 50	0.75 C.R.5L 1.62 C.R.56	3.93 C.R. 56	2.49 C.R. 56	1.74 C.R.56	0.46 C.R.56	1.78 EAST A	0.42 C.R. 56	0.23 C.R. 56	4.31 C.R.56	5.87 C.R. 56	1.16 C.R.56	1.37 C.R. 56	1.69 C.R. 56	1.11 C.R.56	7.01 C.R.56	1.96 C.R. 56.	5.44 C.R. 56	4.60 C.R. 56.	3.66 C.R. 56	0.30 CANAL	1.80 CITRUS	0.28 CITRUS	1.16 CITRUS	0.95 DAVID	0.44 DAVID	0.74 DAVID	2.29 DEAD	0.38 DONNE	1.43 EAGLE.	0.73 EAST A	0.78 EAST C	0.77 EMERA 4.26 EMPIRE	0.76 ESTES	0.52 EUDOR	0.73 EXCAL	1.69 GRASS	0.39 GOLFL	1.86 GOOSE	1.23 GRANL	1.66 CITRUS	1.76 GRAYS	1.25 GRAY:	1.43 S GRA)	0.85 GRIFFI 1.19 GRIFFII	1.66 GRIFFI	1.85 GRIFFI	1.64 GRIFFI	0.36 GROVI 0.37 GROVE	0.50 GROVE	2.14 HAMMA 1.70 NI HAMM	1.70 N. HAN.	0.28 N. HAN
SPEED SPEED LIMIT	Н	County 55		ADJACENT 55	County 35	County 55	County 55	County 55	County 45	County 45	County 40	ADJACENT 40	County 30	County 45	County 45	County 35	County 45	County 35	County 35	ADJACENT 30	County 35	County 50	ADJACENT 40	County 35	County 45	County 30	State -	ADJACENT 35	County 25	County 55	County 55	ADJACENT 55	County 35	County 40	County 55	ADJACENT 45	State 45	County 55	County 45	County 25	County 35	County 30	County 30	ADJACENT 35	County 35	County 20	County 35	ADJACENT 35	County 40	County 30	County 25	County 35	ADJACENT 40	County 35	County 35	County 35	County 30	County 45	County 35	County 40	ADJACENT 45	County 45	County 45	County 35	ADJACENT 35	County 25	County 45	County 30	County 25	County 35	County 40	ADJACENT 45
COUNTY FDOT DO STATION DO	480	430 612			499	4	3 222	259	263	262	255	253	217	210	42	417	413 115084	420	415	909	602 115004	257	252	242	235	214	115065 115065	203	45	2 9	237	234	203	223	241	118063 118063	118063 118063	47	18	426	205	28	38	442	449		406 117014	617	510	46	454	501	622	452	30	221	470	514	40	3/	517 117007	517 117007	505	536 117008	535	515	516	479	465 117017		312	313
SEGMENT ID SI	Н			1155	1170	1190	1210	1220	1230	1235	1250	1270	1280	1300	1310	1320	1330	1350	1360	1380	1400	1410	1420	1440	1460	1470	1490	1500	1510	1530	1540	1546	1550	1570	1580	1600	1610	1630	1640	1660	1670	1690	1692	1700	1710	1730	1740	1760	1780	1790	1810	1830	1840	1860	1865	1875	1880	1900	1910	1920	1930	1940	1960	1970	1990	2010	2020	2030	2045	2050	2055	2056

Lake County CMP Database

2027 PEAK HOUR LOS	0 0	) IL (	) U	0 0 0	0 0	200	200	ه م د	D F	0 0	0 0	0 .	0 0	ی د	B D	О	0 0	0 0	0 4	0 0	0 0	o o	,	. 0	0 0	ο υ	0 0	шш	ш а		D 8	ω .	OF	0 0		ا ن د	υυ	0 0	0 0	ο .	0 0	ОШ	ш в	0 0	8 0	8 0	o a	в О	0 0	0 0	m (	υυ	О	0 0	0 0	0 0	шш	. O C	8 0
2027 PEAK 24 HOUR V/C H	0.45	1.27	0.56	0.45	0.40	0.31	0.44	0.78	1.08	0.36	0.13	80:08	0.45	0.09	0.15	0.90	0.23	0.20	0.86	72.0	0.95	0.36	00.00	0.22	0.32	0.47	0.59	1.14	1.03		0.58	0.37	0.12	0.21	0.20	0.54	0.13	0.55	0.49	0.25	0.07	1.04	1.07	0.43	0.18	0.24	0.21	0.49	0.70	0.77	0.28	0.43	0.55	0.55	0.82	0.63	1.31	0.75	0.38
2027 PEAK HOUR SB/WB H VOLUME	862	1,116	666	708	150	367	654	333	307	259	41	- 25	138	75	311	338	109	141	654	216	290	135	3 .	- 170	151 216	191	297	542	548		182	94	48	108	87	777	98	292	520 682	145	37	390	653	361	136	141	93	189	551	551	783	783	702	702	1,170	888	2,358	101	391
	2 5			4 7.	. m .	a 8 1	- 9 .	5 - 5	62 24	2 8		10	8 0		e 0	0.6	2	6	0 1:	5	4 5	0	2		80 0	2 5	0 0	8 8			9 2	23	4 5	8 8	. 21 9	9 2	0 0	n n	2 2	9	2	9 9	9. 9.	6	- 9	. 6 9	2 2	0. 6.	5 5			33	81	81	90	33	45	4	8 8
NAL HOUR NB/EB VOLUME	71	88 77	1 2	9 4 9	212	30	8 14 9	9 4 8	57	18	99 94	4	23	70	36 28	32	47	12	4 2	45	50 21	19		. 18	16	25	42	60	49		30	- 15	9 09	11	12 22	06	20 00	25	64	20	Z 15	73	72	21	5.	17	88	32	2 2	2 8	91	1,0	0,1	0,1	1,4	1,0	7.2	2 8	53
PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	1,900	880	1,800	1,900	530	1,800	1,470	530	530	710	530	530	530	840	710	1,080	470	530	760	680	530	530	230	530	530	230	710	530	530	089	1,080	1,080	530	530	620	1,800	530	530	1,300	840 620	530	840	1,080	840	740	740	450	450	920	830	3,280	2,100	1,960	1,960	1,710	1,630	2,100	920	1,200
PEAK HC																																																								H	H	igert	$ \parallel $
2027 DAILY L	0	э ш с	0	000	0 0	0 0	0 0	ا ۵ د	0 0	0 0	υυ	υ.	0 0	ی د	B 0	B 0	2	υυ	OF	0 0	0 0	0 0	0	υυ	0 0	0	د ۵	шш	. ц д	0 0	0 8	8	C	o u	0 0	اداد	0 0 1	0 0	0 0	0 0	0	OF	ч в	0 0	a C	· m ∪	8	в O	υυ	0 0	- a -	υυ	د ۵	ں ۵	0	٥٥	ш ш	0 0	8 0
2027 DAILY V/C	0.49	1.45	0.56	0.55	0.32	0.35	0.40	0.90	0.73	0.32	0.13	0.07	0.37	0.10	0.15	0.28	0.18	0.33	1.03	0.55	0.78	0.27	0.23	0.26	0.30	0.40	0.54	1.29	1.10	0.32	0.50	0.37	0.13	0.23	0.19	0.53	0.08	0.53	0.52	0.24	0.06	0.46	1.32	0.39	0.15	0.25	0.25	0.50	0.71	0.81	0.28	0.45	0.62	0.62	0.94	0.66	1.36	0.90	0.39
2027 AADT	18,516	25,615	20,230	11,989	3,316	12,447	12,001	9,362	9,154	4,555	1,364	715	3,859	1,737	1,128	6,096	1,592	3,400	11,791	7,343	8,094	2,826	2,358	3,298	3,154	4,105	7,619	13,344	11,413	4,226	5,230	2,839	1,392	2,363	2,296	18,860	1,402	5,454	13,371	4,075	3,341	7,820	17,576	6,575	2,171	3,486	2,120	4,299	13,243	13,243	18,824	18,824	12,034 7,809	12,034 7,809	32,056	21,341	56,701	16,795	9,407
DAILY SERVICE DLUME (2027)	37,810	17,660	35,820	21,780	10,360	35,820	29,160	10,360	14,060	14,060	10,360	10,360	10,360	16,820	14,060	21,780	9,030	10,360	15,390	13,320	10,360	10,360	10,360	10,360	10,360	10,360	13,990	10,360	10,360	13,320	10,360	7,740	10,360	10,360	12,390	35,820	10,360	10,360	25,870	16,820	10,360	16,820	13,320	16,820	14,130	14,130	8,600	8,600	18,590	16,320	66,200	41,790	19,440	19,440	34,020	32,400	41,790	18,590	24,200
NTH RATE VG	1.00%	2.25%	2.75%	N/A 1.00%	3.50%	1.75%	.00% .00%	3.50%	2.75%	1.00%	7.00%	1.00% N/A	3.50%	1.00%	5.00%	3.75%	7.00%	1.00%	7.00%	7.00%	1.00%	1.00%	.00%	1.00%	7.00%	2.25%	7.00%	2.00%	1.00%	7.00%	3.75%	3.75%	1.00%	3.50%		3.50%	7.00%	7.00%	1.00%	1.00%	7.00%	1.25%	7.00%	1.00%	2.25%	2.75%	7.00%	7.00%	7.00%	1.00%	1.00%	7.00%	1.00%	7.00%	7.00%	1.50%	4.50%	1.00%	1.00% 1.00%
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SAK SWB HOUR V/C	0 0		5 +	8 8 8	0 0	5 8 6	3 3 3	0 0	7 0	8 8	0 0	0 .	0 0	00	ö ö	00.0	70	0 0	10 1	0 0	0 0	0 0	Ď	0	0 0	ò	0 0	11 0	0 0		0 0	.0	0.0	0 0	3 8 8	6 6	0 0	70 0	0 0	.0	0.0	0 0	17 00	0 0	0 0	3 3	0.0	0 0	0 0	0 0	0 0	òò	0 0	0 0	00.0	10 00	2 2	10 0	9 2
2022 PEAK B HOUR SB/WB VOLUME	820	999	873	674	127	508	622	222	292	246	39	24	101	7	285	271	104	134	622	294	276	129	, IS	140	143	170	282	491	522		173	78	46	91	83 8	814	91	276	494	138	36	367	621	343	122	123	88	180	524	524	745	845	0 0	0 899	1,11.	824	1,89.	872	372
2022 PEAK HOUR NB/EB VOLUME	680	734	290	330	179	479	395	273	546	179	38	. 43	175	99	330	266	45	121	390	433	480	182	717	. 99	180	225	400 546	546	473		128	128	452	95	116	764	49	239	498	196	144	281	928	209	46	156	78	313	610	610	867	983	1,029	1,029	1,338	959	2,203	610	433
PEAK HOUR DIRECTIONAL SERVICE VOLUME	1,900	880	790	1,080	530	1,800	1,470	230	530	710	530	530	530	940	410	1,080	470 530	530	760	680	530	530	530	530	530	530	710	530	530	089	1,080	1,080	530	530	190	1,800	230	530	1,300	840 620	530	710	1,080	840	740	740	450	450	920	830	3,280	2,100	1,960	1,960	1,710	1,630	2,100	920	1,200
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EVICE 2022 A	0 17,6	22,9	17,6	0 14,5	2,78	11,4	4,11	6,22	8,7	5,5,5	1,28	. 68	2,8	1,68	7,2(	5,0	1,5'	3,22	11,2	6,96	7,70	2,68	2,2	7,5	3,00	3,6	7,2	12,0	10,8	0,4,0	2,36	2,36	1,33	96,1	2,18	15,8	1,3;	5,18	13,3	3,87	56.	7,34	7,16,7	6,28	2,1	3,0	2,0	4,09	12,6	12,6	17,9	20,3	7,45	7,4;	30,5	19,8	45,5	15,9	36'8'
S DAILY SERVIC	37,81	17,66	15,93	21,78	10,36	35,82	29,16	10,36	10,36	14,06	10,36	9,030	10,36	16,82	7,74(	21,78	9,036	10,36	15,39	13,32	10,36	10,36	10,36	10,36	10,36	10,36	13,99	10,36	10,36	13,32	10,36	7,74(	10,36	10,36	12,39	35,82	10,36	10,36	25,87	16,82	10,36	16,82	13,32	16,82	14,13	14,13	8,600	8,600	18,59	16,32	66,20	41,79	19,44	19,44	34,02	32,40	41,79	18,59	24,20
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Or .	CITY	UNINCORPO	UNINCORPO	UNINCORPO	CITY O	CITY	CITY	UNINCORPO	CIT	TO CI	TOWN	UNINCORPO	UNINCORPO	UNINCORPO	UNINCORPO	UNINCORPO	UNINCORPO	CITY	UNINCORPO	UNINCORPO	TO LIS	TIO ES	CITY	CITY	CITY OF MOUN	UNINCORPO	CITY OF	CITY	CITY	CITY	CITY OF UNINCORPORAL	UNINCORPO	TOWN	UNINCORPO	5 5 5	SIL	CITYO	CIT	CIT	UNINCORPO	CIT	UNINCORPO	TOWN	CITY C	UNINCORPO	UNINCORPO	UNINCORPO	UNINCORPO	UNINCORPO	CITY	EUS	CIT	TI CIT	CIT	CIT	CITY	CITY	HOWEY-IN-	HOWE
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		ş	2				O. C.			IDICE AVENU			Q\			VARD				3 19 SB	DKED LAKE C						MS STREET			Ti nada	/SIDE DRIVE																		EVARD)	ì						SOULEVARD			
	DEET	KE ROAD	ROAD	SOUNTY LINE	T I	EAVER DRIVE	ROAD	1	ROAD LKER DRIVE	ROAD / W AF	41 LD ROAD	ROAD	CETRACK ROA	ACKES ROAD	LEVARD	LAGO BOULE	ANNA ROAD	toAD	OAD ISA ROAD	N HILL ROAD	TREET / CRO	N STREET		D G		RE DRIVE	CLAIR ABRAI	h	REET	NUE / SR 44	SPORT ROAD	FIN ROAD	41		LKER DRIVE		STREET	tOAD	IN STREET	ER DRIVE	SIDE DRIVE	ы	ROAD	SOUNTYLINE	VENUE	ND ROAD			AD AATILLA BOUL	CALA STREET			VENUE	VENUE	S AVENUE	AKE SHORE F	K ROAD	AVENUE	25
01	SR 50	JOHNSLA	HANCOCK	ORANGE (	5TH AVEN	OAKLEY S	HANCOCK	CR 561A	DAVID WA	MT HOMER US 441	US 27/US4 BERCHFIE	COUNTRY	MICRO RA	US 27	SR 33 CLAY BOU	VISTA DEL	ANOTHER MAIN STRI	SR 44 OSWALT F	HARDER F	ANDERSO SOUTH BA	SR 19	HASELTO	US 441	MAIN STRI LIBBY RO/	US 441	LAKESHOI	CR 452/ S' THOMAS A	US 27 LEE STRE	CANAL ST	DIXIE AVE	NICHOLS I	LAKE GRIF EMPIRE C	US 27/US4 CR 466A	CR 500A	DAVID WA	SR 19	DONNELL'	US 441	HASSELTC ABRAMS F	CR 33	SR 44 MORNING	US 441 OAK STRE	CR 466 LAKE ELL	SR 46 ORANGE	SR 44 GRIFFIN A	DEER ISL/	CR 445A	CR 445	BAKER RC CR 450 (UI	CR 450A	CR 19A	CR 44	CR 452 ORANGE /	ORANGE /	GOLF LINE	CR 500A/1 CR 452 (M	CR 561 LANE PAR	CR 48	CR 455 US 27 / SR
										ENUE												WE COURT																																		'RD			
	RO			0		1	ULEVARD	SIVE	IUE	W ARDICE AV			:NE	OAD		OULEVARD				0		CROOKED LA									3 44	OAD			100	SIVE	DRIVE		ы	u.		VE		ΑD	'E		INE			BOULEVARD)					Æ	IRE BOULEVA	EET)		
	3E BOULEVAF	S STREET	S LANE NOAL	OCK ROAD JEGREE BENE	AVENUE	SHOKE DRIVE	S TOWER BOI	WALKER DR	EVIEW AVEN	MER ROAD //	TERMINI US441	41/ CR 500A	ER COUNTY L.	NG ACRES RC	9	SHORE DRIVE DEL LAGO BC		STREET	'LT ROAD	LOUISA ROAE	STREET	NE STREET / (	IN ROAD		ELLY STREET	1		AS AVENUE	TREET	STREET	AVENUE / SR	S AIRPORT R	AVENUE TLLA ROAD		1	WALKER DR	OKED LAKE C	ROAD	:LTON STREE	SHORE DRIVE	S AVENUE	(US 441	STREET	BRANCH RO/	RAPE AVENUE	80	IN COUNTY LII,	5A 3	ROAD	O (UMATILLA E	0A	∢ .	GE AVENUE	ENS AVE 3E AVENUE	ENS AVE LINKS AVENU	1 NA LAKE SHO	2 (MAIN STRE	PARK ROAD	RAL AVENUE
FROM	N RIDO	HOOK	US 27	N. 90 E	LIMIT	US 27	CITRU	CR 47	W LAK	DAVID	WEST US 27	OLD 4 SR 44	SUMTI	ROLLI	CR 56 US 44	LAKES	CR 42	MAIN:	OSWA	CLAY	KURT SR 19	JASMI	GRIFF	US 44	DONN	CR 56	SR 19	THOM US 27	CANA	LAKE	DIXIE CR 25	GRAY:	CLAY	US 44	US 44	US 44	MORN E CRC	SR 19 EUDO	SR 19 HASSI	SUNSI	BATES CR 44	MORN US 27	OAK S	WOLF SR 46	SEAG	CR 44	MARIC	CR 44	CR 42	CR 45	CR 45	CR 44	ORAN CR 45	ORAN	STEVE	US 44	CR 45	CR 48	CENTE CR 45
																																		IT DORA)																									
	DAD	OAD	VRSH ROAD	ARSH ROAD	191		1	DRIVE	OAD		30ULEVARD JULEVARD	NUE	QV G	2 2	AD RIVE	SOAD	NVE	(CLER)	RIVE (CLER)	RIVE (CLER)	VENUE	VENUE	LIO!	ARKWAY	ń	JAD	T .EESBURG)	LEESBURG)	LEESBURG)	LEESBURG)	'Y ROAD	TY ROAD	REET ACK ROAD	DRIVE (MOUN	2 2	(0A)	JAD	DRA ROAD	JE JE	/E	REET	S ROAD	S ROAD	OAD	ROAD	ES ROAD W ROAD										4 DRIVE)			SR 19
ROAD NAME	HANCOCK R	HANCOCK R	4RTWOOD MA	HARTWOOD MARSH ROAD HARTWOOD MARSH ROAD	IGHLAND STR	OOKS STREE	DOKS STREE	ALARMY ROAL	OHNS LAKE R	URT STREET JRT STREET	LADY LAKE I	AIRVIEW AVE	AKE ELLA RO.	WE ELLA RO	AKE ERIE RO, VKE EUSTIS D.	AKE LOUISA F	AKE MACK DF VKE STREET	AKE STREET	AKESHORE DI	AKESHORE DI.	' LAKEVIEW A	LAKEVIEW A	E STREET	EE STREET	MIT AVENUE	3G HOUSE RC	MAIN STREE AIN STREET (I	AIN STREET (	AIN STREET (	AIN STREET (	ARION COUNT	ASCOTTE EMI	CRO RACETR	ORNINGSIDE	T HOMER RO	LD 441 (CR 50	LD EUSTIS RC	LD MOUNT DO	RANGE AVEN.	SWALT ROAD	RESCOTT STE ADIO ROAD	ADIO ROAD	OLLING ACRE	OUND LAKE R	OYAL TRAILS	HIRLEY SHOR	419	R 19	R 19	R 19	R 19	R 19	R 19 (N)	R 19 (N)	R 19	R 19 (DUNCAI	R 19	R 19	R 19
SEGMENT LENGTH (MI)	1.50 N.		0.70 H.	2.47 H	1.01 H.	0.84 H	1.05 H	0.35	0.25 KA	0.50 K	0.45 W	0.56 F. 0.64 LA	0.50 LA	1.91	5.01 L.	2.57 L. 1.13 L/	1.10 L 0.20 L	0.31 L		0.75 LA			0.74 LE	0.50 L 0.35 W	0.99	0.87	0.74 E	1.03 N 0.45 M	0.39 M	0.62 M	0.32 N 2.52 M	3.23 M	0.42 N 1.74 MI	1.10 M.	0.68 M	0.23 O.	0.99	0.65 C	1.01 C 0.98 Ol	1.97 C 0.20 PA	0.38 P	0.95 R 0.78 Rt	0.50 R 2.00 Rt	1.00 R	4.15 R	3.14 S.	3.61	5.50 S 5.21 SF	0.90 S		2.22 SF		0.87 SF 0.82 SF				1.38 SF 0.90 SF		
SPEED SE		5 5 4	6 04	04 40	52	90 40	38 38	35 35	32 32	36	25	35	35	45	35	35	25	25	45	30	30	30	25	25	35	32	45	35	55 25	32	35	30	36	25	40 4	40	25	25	40	45	25	35	35	45	40	35 55	99	22	40	35	292	45	35	35	35	35	45	55 4n	36
DATA SOURCE 8	County	ADJACENT	County	VERAGE	County	County	County	County	County	County	County	County	County	County	County	County	County	County	County	County	County	ADJACENT	County	County	County	County	County	County	ADJACENT	County	County	ADJACENT	County	County	County	State	County	County	County	County	County	County	County	County	County	County	County	State	ADJACENT	State	State	State	State	State	State	State	State	State	State
FDOT DATA		AL		<		Ħ	, , , , , , ,	170711				N	AP	ž .								AL			117005		AE		A			IA ,			$\prod$	10505			115150 (				117011			17022		110365	115036 AL	115036	110008	110008 A <sub>0</sub>	115176 10208 AE	115176 AL	115013	115125 15125 AE	110049 AD	110494	110495 Al
COUNTY STATION SI	39	36	15	20	909	31	3 2 3	224	473	469	520	908	509	511	448	9	802	425	14	23	476	477	441	438	616	13	430	430	431	433	432 539	539	525	422	450	110505	446	459	623	11 220	488	453	526	613	635	265	807		115036 1		110008 1		115176 1				110049 1		
IENT ID S	070	2085		2104 AVG 2110	130	150	155	170	190	200	210	230	250	255	270	290	310	320	340	354	370	384	400	2410	430	2450	470	2480	500	520	540	550	570	200	010	630	650	920	280	700	720	740	760	780	800	820	840			-	Н								3080
SEGM	8 8	1016	2		2 2	4 2 6	2 2	4   2   5	2 2	2 2	2 2	2 2	2,2	2 2	W N	2 2	N N	2 2	2 2	2 2	1212	2 2	2	a á	2 2	2	× 10	2 2	25	2 2	2 2	2 2	2 2	2	1/4/5	4 (4)	10	~   ~	2 2	2.	2	2	2 2	2	2,5	2 2	2	2,5	2 28	2 2	2 2	N K	73	N N	2 2	٠ ١	٠ ١	36	8

Lake County CMP Database

# **APPENDIX C**

Intersection Counts/FDOT Seasonal Factors/Signal Timings

(Cars and Trucks)

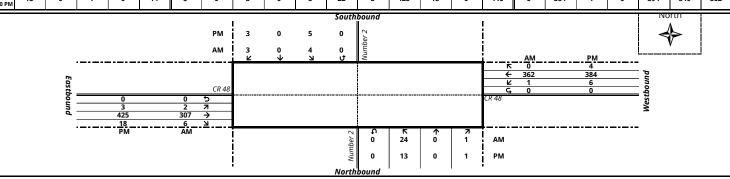
DATE: May 24, 2022 (Tuesday) CITY: Howie in the Hills LATITUDE: 0

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

NUMEYO Lake County LONGITUDE O

Item 3.

Number 2 **CR 48** Number 2 **CR 48** TIME NORTHBOUND SOUTHBOUND N/S EASTBOUND WESTBOUND E/W GRAND BEGIN TOTAL TOTAL TOTAL U-turn TOTAL U-turn TOTAL TOTAL TOTAL U-turn U-turn 07:00 AM 07:15 AM 07:30 AM 07:45 AM TOTAL 08:00 AM 08:15 AM 08:30 AM 08:45 AM TOTAL 09:00 AM 09:15 AM 09:30 AM 09:45 AM TOTAL 04:00 PM 04:15 PM 04:30 PM 04:45 PM TOTAL 05:00 PM 05:15 PM 05:30 PM 05:45 PM TOTAL Peak Hour Factor 0.888 7:00 AM to PM Peak Peak Hour Factor: 0.941 05:30 PI Southbound РМ ΑМ



(Trucks Only)

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

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

Number 2 **CR 48 CR 48** Number 2 TIME NORTHBOUND SOUTHBOUND N/S EASTBOUND WESTBOUND E/W GRAND BEGIN U-turn TOTAL U-turn TOTAL TOTAL U-turn TOTAL U-turn TOTAL TOTAL TOTAL 07:00 AM 07:15 AM 07:30 AM 07:45 AM TOTAL 08:00 AM 08:15 AM 08:30 AM 08:45 AM TOTAL 09:00 AM 09:15 AM 09:30 AM 09:45 AM TOTAL 04:00 PM 04:15 PM 04:30 PM 04:45 PM TOTAL 05:00 PM 05:15 PM Ω 05:30 PM 05:45 PM TOTAL 

Item 3.

(Cars and Trucks)

DATE: May 19, 2022 (Thursday)

CITY: Howie in the Hills LATITUDE: 0

Item 3.

LOCATION: Bloomfield Av & Number 2 Rd

COUNTY: Lake County

LOC	ATION	: Bloon	nfield A	√v & Nu	mber 2	Rd						. C	DUNTY:	Lake (	County		LONG	SITUDE:	0				
							Blo	omfie	ld Av				Nu	mber	2 Rd			Nu	mber	2 Rd			
TIME		NC	RTHBO	UND			SO	UTHBO			N/S		E/	ASTBOU	ND			W	ESTBOU	ND			GRAND
BEGIN	L	Т	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	Ιο	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 Hou	r Factor	1.268
07:00 AM to			1 .			1							l			1 1				1	1		T
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 Hou	r Factor:	0.967
04:00 PM to	2	1	0	0	3	1	0	6	0	7	10	3	18	1	0	22	0	20	6	0	26	48	58
05:00 PM	_		l ,	Ů				Ů							Ů		Ů		Ů				- 50
											South					1					INC	run	ļ
							PM	6	0	1	0	ield				:					4	<b>&gt;</b>	į
							AM	4	0	2	0	Bloomfield A				:					¦ '	V	ļ
							Alvi	¥	¥	<u> </u>	Ů	Blo				<u>!</u>	AM		PM		L		1
																<del>_</del>	6 29		6 20		70		
		Eas														Ľ	0		0		Westbound		
		Eastboun		0		0 0	nber 2 Rd									<b>८</b> Number 2	Rd		0		st pc		
		Š		3		9	7									, rumber 2					We		
		4		18 1		19 0	K 🛧																
				PM		0 AM						Ð	K	<b>↑</b>	7	•							
								i				0	2	0	0	AM							
								i				0	2	1	0	PM							
								i			North	bound	l	I	I	i							

(Trucks Only)

DATE: May 19, 2022 (Thursday) LOCATION: Bloomfield Av & Number 2 Rd CITY: Howie in the Hills

LATITUDE: 0 **COUNTY:** Lake County

LONGITUDE: 0

Item 3.

**Bloomfield Av** Number 2 Rd Number 2 Rd SOUTHBOUND TIME NORTHBOUND N/S EASTBOUND WESTBOUND E/W GRAND BEGIN U-turn TOTAL U-turn TOTAL TOTAL U-turn TOTAL U-turn TOTAL TOTAL TOTAL 07:00 AM 07:15 AM 07:30 AM 07:45 AM TOTAL 08:00 AM 08:15 AM 08:30 AM 08:45 AM TOTAL 04:00 PM 04:15 PM 04:30 PM 04:45 PM TOTAL 05:00 PM 05:15 PM 05:30 PM 05:45 PM TOTAL AM Peak 08:00 AM PM Peak 4:00 PM to 

(Cars and Trucks)

**DATE**: May 19, 2022 (Thursday) **CITY**: Ho

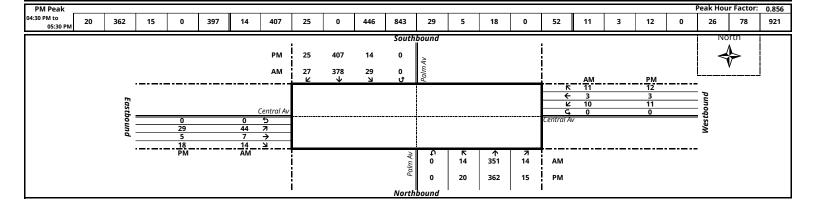
LOCATION: Palm Av & Central Av

07:00 AM to

CITY: Howie in the Hills LATITUDE: 0

**COUNTY:** Lake County **LONGITUDE:** 0

		I	Palm A	١v			F	Palm A	٩v				C	entral	Av			C	entral	Αv			
TIME		NO	RTHBO	UND			so	итнво	UND		N/S		E/	ASTBOU	ND			W	/ESTBOL	IND		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	1 0	86	6	93	9	0	108	194	5	1	2	Ι ο	8	l 1	1 1	4	1 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
																			<u> </u>				
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																					Peak Hou	r Factor:	0.871



Item 3.

# 15 MINUTE TURNING MOVEMENT COUNTS (Trucks Only)

CITY: Howie in the Hills **DATE:** May 19, 2022 (Thursday) LOCATION: Palm Av & Central Av **COUNTY:** Lake County

LATITUDE: 0

LONGITUDE: 0

Item 3.

			Palm A	١v			ı	Palm /	Av				C	entral	Av			C	entral	Av			
TIME			RTHBO	UND			so	итнво	UND		N/S		E/	ASTBOU	IND			W	ESTBOL	JND		E/W	GRAND
BEGIN	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	L	Т	R	U-turn	TOTAL	L	Т	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 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
		1 -				r .									1	1 - 1				1 .		_	
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	_ '	0	15	35			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					1 1					1													
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

(Cars and Trucks)

DATE: January 13, 2022 (Thursday)

CNGITUDE: 0

Item 3.

CITY: Howie in the Hills

				022 (111	ar sauy)		-								-	111113							
LOC	ATION:	SR 19	& CR 4	18								_ c	DUNTY:	Lake	County		LON	GITUDE:	: 0				
						ł		CD 40						CD 40			į		CD 40				
						<u>i</u>		SR 19			•			CR 48			! 		CR 48				
TIME		_	RTHBO		T			UTHBO			N/S			STBOU					ESTBOU			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	-
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 07:30 AM	70 53	0	0	0	70 53	83	0	49 44	0	132	202	78 59	17 16	0	0	95 75	0	15 25	110	1	126	221	423 399
07:30 AM 07:45 AM	48	0	0	0	48	94 62	0	55	0	138 117	191 165	59	18	0	0	75	0	19	108 87	0	133 106	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
																		1 07					
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 08:45 AM	66 50	0	0	0	66 50	54 56	0	54 66	0	108 122	174 172	71 56	15 17	0	0	86 73	0	24 16	84 63	0	109 79	195 152	369 324
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
																303				<u> </u>			
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 04:45 PM	0	0	0	0	0	91 101	0	61 64	0	152 165	152 165	76 70	22 19	0	0	98 89	0	19 24	84 99	0	103 123	201 212	353 377
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
		- 0	1 0	1 0		301	U		0				70	0	0	373		7.0	337		433		
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 05:45 PM	0	0	0	0	0	111 85	0	61 65	0	172 150	172 150	55 79	26 20	0	0	81 99	0	17 15	84 66	0	101 81	182 180	354 330
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
		Ŭ	0			400	Ŭ			077	0,,	203	<u> </u>	U	_ <u> </u>	303	U	1 70	332	1			
AM Peak		1	1		1	I	1		1	1	1	1	1	l	1	1	ı	1	1	1	Peak Hou	r 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						II.	1										<u> </u>				Peak Hou	r Factor:	0.968
04:45 PM to	0	0	0	0	0	416	0	276	0	692	692	274	81	0	0	355	0	79	365	0	444	799	1,491
05:45 PM	Ů	U	U	U	Ů	410	U	2/0	U	092	092	2/4	81	Ů	Ů	333	U	75	303	Ů	444	799	1,491
											South	bound				•					INC	rtn	İ
							PM	276	0	416	0					:					<	<b>&gt;</b>	ļ
							АМ	205	0	309	0	19				:					`	V	
							Alvi	205 K	¥	77 209	Ů	SR 19				! *	AM		PM		<u> </u>		_
																	397 75		365 79		•		
		Eas					CD 40									Ľ			0		Westbound		
		Eastbound		0		0	CR 48	<b> </b>				<b></b>				CR 48	1		00		stb		
		an.		274		240	7														We		
1		-		81		71	<b>→</b>																

0

0

Northbound

214

0

0

AM

РМ

(Trucks Only)

DATE: January 13, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

Item 3.

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

						<u> </u> 		SR 19	)					CR 48	3				CR 48	3			
TIME		NC	ORTHBO	UND			so	UTHBO	UND		N/S		E	ASTBOU	IND			W	ESTBOU	JND		E/W	GRAND
BEGIN	L	Т	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	1 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
		,	,				1		1					1						,			
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	0	0	0	0	0	15	0	6	0	21	21	5	0	0	0	5	0	2	7	0	9	14	35

(BANK2Only)

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

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

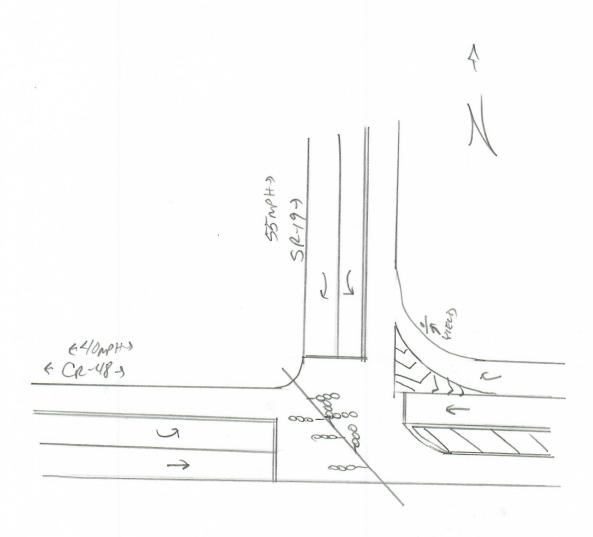
SR 19 **CR 48 CR 48** TIME NORTHBOUND SOUTHBOUND N/S EASTBOUND WESTBOUND E/W GRAND BEGIN U-turn TOTAL U-turn TOTAL TOTAL U-turn TOTAL U-turn TOTAL TOTAL TOTAL 07:00 AM 07:15 AM 07:30 AM 07:45 AM TOTAL 08:00 AM 08:15 AM 08:30 AM 08:45 AM TOTAL 04:00 PM 04:15 PM 04:30 PM 04:45 PM TOTAL 05:00 PM 05:15 PM 

05:30 PM

05:45 PM

TOTAL

Item 3.



2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1100 LAKE COUNTYWIDE

MOCF: 0.94 DATES SF PSCF \_\_\_\_\_\_ 01/01/2019 - 01/05/2019 1.01 1.07 01/06/2019 - 01/12/2019 1.01 1.07 01/13/2019 - 01/19/2019 1.01 1.07 01/20/2019 - 01/26/2019 0.99 1.05 01/27/2019 - 02/02/2019 0.97 1.03 02/03/2019 - 02/09/2019 0.96 1.02 02/10/2019 - 02/16/2019 0.94 1.00 3 \* 5 6 \* 7 \* 8 \* 9 0.93 02/24/2019 - 03/02/2019 0.99 \*10 03/03/2019 - 03/09/2019 0.93 0.99 0.92 0.93 0.93 \*11 03/10/2019 - 03/16/2019 0.98 \*12 03/17/2019 - 03/23/2019 0.99 \*13 03/24/2019 - 03/30/2019 0.99 03/31/2019 - 04/06/2019 0.94 \*14 1.00 \*15 04/07/2019 - 04/13/2019 0.94 1.00 0.95 0.96 0.98 04/14/2019 - 04/20/2019 1.01 \*16 \*17 04/21/2019 - 04/27/2019 1.02 04/28/2019 - 05/04/2019 18 1.04 0.99 05/05/2019 - 05/11/2019 19 1.05 20 1.06 1.07 21 22 1.10 23 1.11 24 1.12 25 26 1.13 27 1.13 28 1.14 07/14/2019 - 07/20/2019 1.07 29 1.14 07/14/2019 - 07/20/2019 1.07 07/21/2019 - 07/27/2019 1.06 07/28/2019 - 08/03/2019 1.05 08/04/2019 - 08/10/2019 1.04 08/11/2019 - 08/17/2019 1.03 08/18/2019 - 08/24/2019 1.03 08/25/2019 - 08/31/2019 1.04 09/01/2019 - 09/07/2019 1.05 09/08/2019 - 09/14/2019 1.06 09/15/2019 - 09/21/2019 1.07 09/22/2019 - 09/28/2019 1.05 30 1.13 1.12 31 1.11 33 1.10 34 1.10 35 36 1.12 37 1.13 38 1.14 09/22/2019 - 09/28/2019 1.05 09/29/2019 - 10/05/2019 1.04 10/06/2019 - 10/12/2019 1.02 10/13/2019 - 10/19/2019 1.00 10/20/2019 - 10/26/2019 1.00 10/27/2019 - 11/02/2019 1.00 11/03/2019 - 11/09/2019 1.00 11/10/2019 - 11/16/2019 1.00 11/17/2019 - 11/30/2019 1.00 11/24/2019 - 11/30/2019 1.00 12/01/2019 - 12/07/2019 1.00 12/08/2019 - 12/14/2019 1.01 12/15/2019 - 12/21/2019 1.01 12/22/2019 - 12/28/2019 1.01 12/29/2019 - 12/31/2019 1.01 09/22/2019 - 09/28/2019 39 1.05 1.12 40 41 1.09 42 1.06 43 1.06 1.06 1.06 45 1.06 46 47 1.06 48 1.06 49 1.06 50 1.07 1.07 51 52 1.07 53 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	<u> </u>	<u> </u>
INITIAL	8	15	<u> </u>	8	<u> </u>	15	<u> </u>	<u> </u>
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PASSAGE	3	3	<u> </u>	3		3	<u> </u> '	<del></del>
YELLOW	4.4	4.4	<u> </u>	4.8	<u></u>	4.4	<del>                                     </del>	<del></del>
1 ELLO 11		7.7	<u> </u>	7.0	,——	7.7	<del>                                     </del>	<del></del>
RED CLEAR	2.1	2.0		2.5	<del></del>	2.0	<del>                                     </del>	
	'							
MAX 1	25	45		30		45		
MAX 2	<u> </u>	<u> </u>	ļ	<u> </u>	!	<u> </u>	<u> </u>	<del></del>
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RECALL		+		SOFT	<del></del>		<del>                                     </del>	
				~ -	,			
DET. FUNC.	L	L		L		L		
				TEM TIMING				
	CYCLE	OFFSET		DINATED	BASE I			DAY 2
PATTERN	Sec.	Sec.	Phase	Sequence	Mon.	Fri.	Sat	Sun.
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		<u></u>	SPLIT AL	LOCATION	- Sec.			
PHASE	1	2	3	4	5	6	7	8
11111								
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							<del>                                     </del>	
		+		+		<del></del>		<del></del>

NOTES: Naztec 980

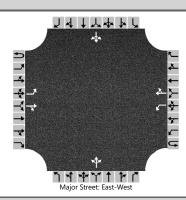
### **APPENDIX D**

**Existing Capacity Analysis Worksheets** 

HCS7 Two-Way Stop-Control Repo	ort
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					item 3.
<b>General Information</b>		S	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 AM		Peak Hour Factor	0.88	
Intersection Orientation	East-West		Analysis Time Period (hrs)	0.25	
Project Description	5659				

#### Lanes



Vehicle Volumes and Adju	stments
Approach	East

Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	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				Undi	vided											
Critical and Follow-up He	eadwa	ys														
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
Race Follow-Lin Headway (sec)		22				22				3.5	40	3 3		3.5	40	3.3

_ = === = =============================		.,,									0.0				
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	

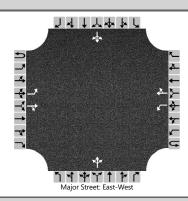
Flow Rate, v (veh/h)	2			1				28			8	
Capacity, c (veh/h)	113	8		1194				316			398	
v/c Ratio	0.0	0		0.00				0.09			0.02	
95% Queue Length, Q <sub>95</sub> (veh)	0.	)		0.0				0.3			0.1	
Control Delay (s/veh)	8.	2		8.0				17.5			14.2	
Level of Service (LOS)	Д			А				С			В	
Approach Delay (s/veh)		0.1		0	.0		17	.5		14	.2	
Approach LOS							(	:		Е	3	

HCS7 Two-Way Stop-Control Repo	ort
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Item 3.

				item 3.
<b>General Information</b>		Site Information	on	
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 Perioc	d (hrs) 0.25	
Project Description	5659			

#### Lanes



Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	oound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	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			
Right Turn Channelized																
Median Type   Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
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, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	T	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 <sub>95</sub> (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)		А	Ì			А					С				С	
	_			_	_											

0.1

Approach Delay (s/veh)

Approach LOS

0.1

16.2

C

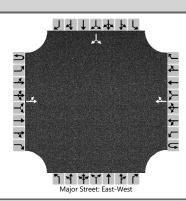
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HCS7 Two-Way Stop-Control Report
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					<u> </u>
<b>General Information</b>		Site Info	rmation		
Analyst	SS	Intersection	n	Number 2 Rd & Bloomfield	
Agency/Co.	TPD, Inc.	Jurisdiction	1	Lake County	
Date Performed	5/26/2022	East/West :	Street	Number 2 Rd	
Analysis Year	2022	North/Sou	th Street	Bloomfield Ave	
Time Analyzed	Existing AM	Peak Hour	Factor	0.92	
Intersection Orientation	East-West	Analysis Tiı	me Period (hrs)	0.25	
Project Description	5659				

#### Lanes



venicie	volumes	and Ac	ijustments
---------	---------	--------	------------

Approach		Eastb	ound			Westl	oound			North	bound		Southbound			
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	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 (%)														(	)	
Right Turn Channelized																
Median Type   Storage				Undi	vided											
Critical and Follow-up He	adwa	vs														

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 <sub>95</sub> (veh)	0.0								0.0	
Control Delay (s/veh)	7.4								8.6	
Level of Service (LOS)	Α								А	
Approach Delay (s/veh)	2	.4						8.	.6	

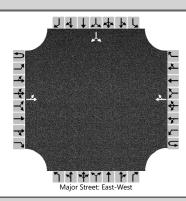
Approach LOS

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HCS7 Two-Way Stop-Control Repo	ort
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				■ Item 3.
General Information		Site Information		
Analyst	SS	Intersection	Number 2 Rd & Bloomfield	
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County	
Date Performed	5/26/2022	East/West Street	Number 2 Rd	
Analysis Year	2022	North/South Street	Bloomfield Ave	
Time Analyzed	Existing PM	Peak Hour Factor	0.97	
Intersection Orientation	East-West	Analysis Time Period (hrs	) 0.25	
Project Description	5659			

#### Lanes



Vernere	voidines	and Auj	ustillelits
Approach			Fa

Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	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 (%)														(	)	
Right Turn Channelized																
Median Type   Storage				Undi	vided											
Critical and Follow-up He	adwa	vs														

base Critical Headway (Sec)		4.1							7.1		0.2
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	Leve	of Se	ervice								
Flow Rate, v (veh/h)		3								7	

Flow Rate, v (veh/h)	3								7	i
Capacity, c (veh/h)	1408								1035	
v/c Ratio	0.00								0.01	
95% Queue Length, Q <sub>95</sub> (veh)	0.0								0.0	
Control Delay (s/veh)	7.6								8.5	
Level of Service (LOS)	Α								А	
Approach Delay (s/veh)	1	.1						8	.5	

Approach LOS

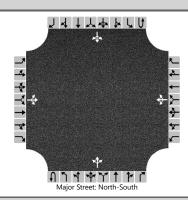
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# HCS7 Two-Way Stop-Control Report

Item 3.

				<i>Item 3.</i>
<b>General Information</b>		Site Information		
Analyst	SS	Intersection	Palm Ave and Central Ave	
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County	
Date Performed	5/26/2022	East/West Street	Number 2 Rd/W Central Ave	
Analysis Year	2022	North/South Street	Palm Ave/SR 19	
Time Analyzed	Existing AM	Peak Hour Factor	0.87	
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25	
Project Description	5659			

### Lanes



Vehicle Volumes and Adju	ıstme	nts		
Approach		Eastb	ound	
Movement	U	L	Т	Γ

Movement	U	1														
			Т	R	U	L	Т	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 (%)		C	)			(	)									
Right Turn Channelized																
Median Type   Storage				Undi	vided											

# Critical and Follow-up Headways

Circulation Circulation Circulation		, -									
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	Leve	l of Se	ervice								
Flow Rate, v (veh/h)			76			28		16		33	
Capacity, c (veh/h)			247			304		999		1109	

Capacity, c (veh/h)		247			304		999			1109		
v/c Ratio		0.31			0.09		0.02			0.03		
95% Queue Length, Q <sub>95</sub> (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			С		А			А		
Approach Delay (s/veh)	25	5.9		18	3.0		0	.5		0	.9	

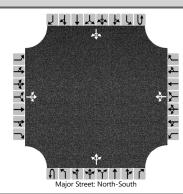
Approach LOS

HCS7 Two-Wa	Stop-Control	ol Report
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Item 3.

<b>General Information</b>		Site Information		nom 5
Analyst	SS	Intersection	Palm Ave and Central Ave	
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County	
Date Performed	5/26/2022	East/West Street	Number 2 Rd/W Central Ave	
Analysis Year	2022	North/South Street	Palm Ave/SR 19	
Time Analyzed	Existing PM	Peak Hour Factor	0.86	
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25	
Project Description	5659			

#### Lanes



Vehicle Volumes and Adju	ustme	nts																	
Approach		Eastk	oound			Westl	oound			North	bound			South	bound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	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				Undi	vided														
Critical and Follow-up He	adwa	ys																	
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	Leve	l of S	ervice																
Flow Rate, v (veh/h)	П		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 <sub>95</sub> (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)			С				С			А				А					
Approach Delay (s/veh)		2	3.2			18	3.9			0	.7			0	.4				
Approach LOS			С			(	С												

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													<b>T</b>		Item 3.		
General Inform	nation	Y								Intersection Information					_	4 74	1 42 4
Agency		TPD, Inc.									ration,		0.250				- L
Analyst		SS				$\rightarrow$	5/26/20				еа Туре	:	Othe	<u> </u>	<u>→</u>	й	<u>*</u>
Jurisdiction		Lake County		Time F			Existin	g AM		PH			0.89		_₹→	w‡ s	€ ←
Urban Street		CR 48		Analys		$\rightarrow$	2022				alysis F		1> 7:	15	<b>→</b>		हें -
Intersection		SR 19		File Na	ame		5659 -	CR 48	and S	SR 1	19 - Exi	sting A	M.xus				
Project Descrip	tion	5659					_	_			_	_	_		ነ	4 1 4	7 4 7
Demand Inform	nation				EE	3		T	W	В			NB			SI	3
Approach Move	ment			L	Т		R	L	Т	•	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			240	71				76	6	397				309		205
Ciamal Informa	41 - 1-				1				<u> </u>		_	+					
Signal Informa	_	D-f Dh		-	B		<u></u> 3 ≥	45.7						7	<b>←</b>		人
Cycle, s	71.2	Reference Phase	2		$\vdash$		$\rightarrow$							1	2		3 4
Offset, s	0	Reference Point	End	Green			23.6	17.6	0.0		0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow Red		_	4.4	4.8	0.0		0.0	0.0	_	_	4		
Force Mode	Mode Fixed Simult. Gap N/S On				2.1		2.0	2.5	0.0	)	0.0	0.0		5	6		7 8
Timer Results						E	ВТ	WBI	L	W	ВТ	NBL		NBT	SBL	Т	SBT
Assigned Phase							6		$\neg$	2	2					$\neg$	4
Case Number					$\rightarrow$	4	.0		$\neg$	7.	.3						9.0
Phase Duration, s					3	46	6.3		$\neg$	30	_					$\neg$	24.9
Change Period, ( Y+R c ), s							5.4			6.	.4						7.3
Max Allow Headway ( <i>MAH</i> ), s					$\neg$		.2		$\neg$	4.	-					$\neg$	4.2
Max Allow Headway ( $MAH$ ), s  Queue Clearance Time ( $g_s$ ), s							3.5		$\rightarrow$	21	$\overline{}$						15.5
Queue Clearance Time ( $g_s$ ), s Green Extension Time ( $g_e$ ), s							2.6		$\neg$	2.	-					_	2.0
Phase Call Probability							.00		$\rightarrow$	1.0	$\rightarrow$						1.00
Max Out Probability					,		.00		$\neg$	0.0	_		$\neg$			$\neg$	0.03
Max Out 1 Tobability				"													
Movement Gro		sults			EB	3			WE	3	_		NB			SE	
Approach Move				L	Т	4	R	L	Т	4	R	L	T	R	<u> </u>	Т	R
Assigned Move				1	6	4	_		2	4	12				7		14
Adjusted Flow F		,		270	80	_	_		85	_	446		_	<u> </u>	347		230
		ow Rate ( s ), veh/h/l	n	1654	173	_	_		1856	_	_			<u> </u>	1725		1510
Queue Service		· ,		7.0	1.5	$\rightarrow$	_		2.3	_	_			<u> </u>	13.5		9.7
Cycle Queue C		e Time ( <i>g c</i> ), s		7.0	1.5	_			2.3	_	_				13.5		9.7
Green Ratio ( g				0.50	0.56	$\rightarrow$	_		0.33	_	_			<u> </u>	0.25		0.25
Capacity ( c ), v				696	974	_			616	_	_				427	_	373
Volume-to-Capa				0.387	0.08	_	_		0.13	_	_			_	0.814		0.617
	• ,	In (95 th percentile)		107.1	22.4	_	-		41.6	_	-			-	248.1		161.6
		eh/ln (95 th percent		3.9	0.8	$\rightarrow$			1.6	_	-				9.5		6.1
Uniform Delay (		RQ) (95 th percent	uie)	0.00	7.2	-	-		0.00 16.7	_	-				0.00 25.3		23.8
Incremental De	`			0.4	0.0	$\rightarrow$			0.1	_	-				3.8		1.7
Initial Queue De		,.		0.4	0.0	_			0.1	_	-				0.0		0.0
Control Delay (				11.3	7.3	$\rightarrow$			16.8	$\rightarrow$	0.0				29.1		25.5
Level of Service				B	7.3 A	+			16.c	+	A				29.1 C		25.5 C
Approach Delay				10.4			В	2.7			<u> </u>	0.0			27.7		C
Intersection Del				10.5			14.				$\vdash$	0.0			B		
											أري						
Multimodal Re					EB	3			WE				NB			3	
Pedestrian LOS				0.68	$\rightarrow$		A	1.91	_		3	1.95		В	1.95		В
Bicycle LOS Sc	ore / LC	OS		1.06	6		Α	1.36	6	F	4						<u></u>

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General Inform	nation	Y								Intersection Information					_	1 4 W#	+ +
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Intersection		SR 19		File Na	ame		5659 -	CR 48	and S	SR 1	9 - Exi	sting P	M.xus		_ 1		
Project Descrip	tion	5659	-	-	-		-	-	-	-	-	-	-	-		4 1 4	ן אן ייך
Demand Inform	nation				EE	3			W	В			NB		Т	SE	3
Approach Move	ment			L	Т		R	L	T	- T	R	L	Т	R	L	Т	R
Demand ( v ), v	eh/h			274	81	1			79	9	365				416		276
Signal Informa	_	Γ	г.				_3 ≥	457						Я	<b>←</b>		
Cycle, s	71.4	Reference Phase	2		ightharpoons		<u>~</u>							1	2		3 4
Offset, s	0	Reference Point	End	Green		2	20.2	20.8	0.0	)	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow			4.4	4.8	0.0		0.0	0.0			4		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.1		2.0	2.5	0.0	)	0.0	0.0		5	6	_	7 8
Timer Results						F	ВТ	WBI		WE	RT	NBL	T	NBT	SBL	7	SBT
Assigned Phase					-		6	775		2	$\rightarrow$	INDL		1101	- CDL	-	4
Case Number							1.0			7.							9.0
Case Number Phase Duration, s					,		3.3		_	26	-					_	28.1
							6.4			6.	_						7.3
Change Period, (Y+Rc), s					_		1.2		_	4.:	$\rightarrow$					_	4.2
Max Allow Headway ( <i>MAH</i> ), s  Queue Clearance Time ( <i>g</i> <sub>s</sub> ), s							3.6			18	-						18.4
Queue Clearance Time ( $g_s$ ), s Green Extension Time ( $g_e$ ), s					_		2.2		_	2.	-					_	2.3
Phase Call Probability							.00		$\rightarrow$	1.0	$\rightarrow$					$\rightarrow$	1.00
Max Out Probability							.00			0.0	_					$\neg$	0.14
Max Out Flobability																	
Movement Gro		sults			EB	3	_		WE	3	_		NB			SE	
Approach Move				L	T	4	R	L	Т	$\perp$	R	L	T	R	<u> </u>	Т	R
Assigned Move				1	6	4	_		2	_	12				7		14
Adjusted Flow F		,		282	84	$\rightarrow$			81	_	376				429		285
		ow Rate ( s ), veh/h/l	n	1781	190	_			1850	_				-	1753		1585
Queue Service		· ,		7.4	1.6	$\rightarrow$	_		2.4	_	_			-	16.4		11.1
Cycle Queue C		e Time ( $g c$ ), s		7.4	1.6	_	_		2.4	_	-			-	16.4		11.1
Green Ratio ( g				0.45	0.52	_	_		0.28	_	-				0.29		0.29
Capacity ( c ), v				687	982	$\rightarrow$			525	-	-				512		463
Volume-to-Capa			\	0.411	0.08 25	_	_		0.15 43.8	_	-				0.838		0.615 181.4
	• •	/In(95 th percentile) eh/In(95 th percenti		118.2 4.7	1.0	-	-		1.7	_	-				11.4		7.1
		RQ) (95 th percent		0.00	0.00	$\rightarrow$			0.00	_	-				0.00		0.00
Uniform Delay (			uio)	12.8	8.7	-			19.2	_	_				23.8		21.9
Incremental De	`			0.4	0.0	_			0.1	_					5.9		1.3
Initial Queue De		,.		0.0	0.0	_			0.0	_	_				0.0		0.0
Control Delay (		•		13.2	8.8	$\rightarrow$			19.4	_	0.0				29.6		23.2
Level of Service				В	Α				В		Α				С		С
Approach Delay				12.2	2		В	3.4		Α	<b>1</b>	0.0			27.1		С
Intersection De	lay, s/ve	eh / LOS					16	.5							В		
BB 102 =									1.6.5								
Multimodal Re		/1.00		0.00	EB		_	4 0 4	WE		$\rightarrow$	4.05	NB		4.05	SE	
Pedestrian LOS Bicycle LOS Sc				0.68	$\rightarrow$		A A	1.91	-	В	_	1.95		В	1.95		B F
Bicycle LOS Sc	ole / LC	70		1.08	7		Α	1.24			١						

# **APPENDIX E**

Approved Project Trips

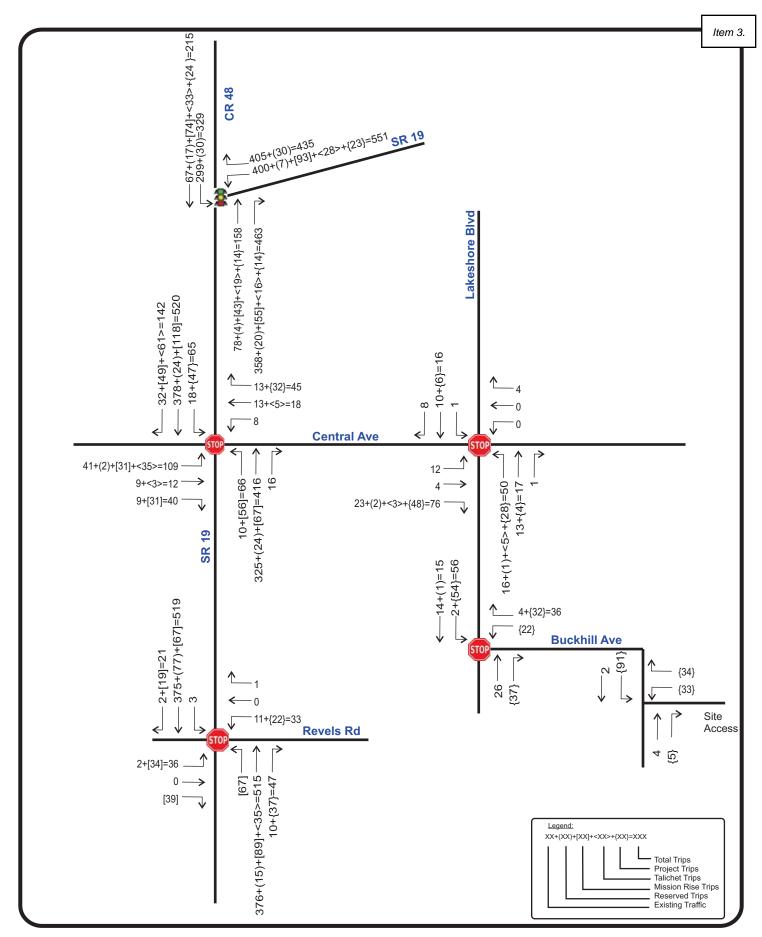




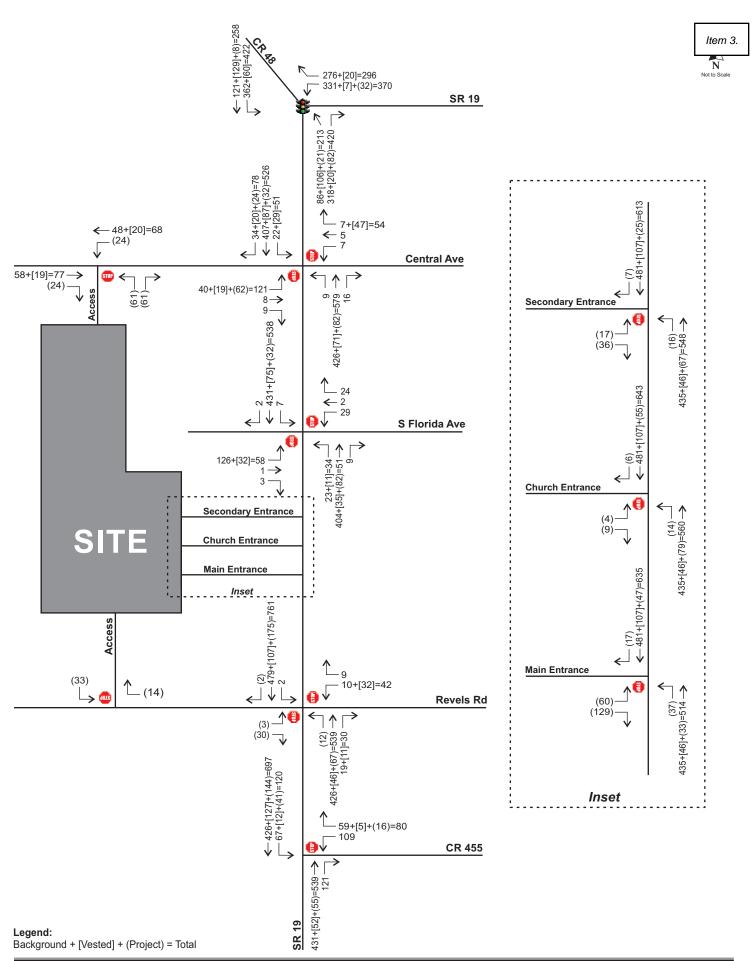
Table 4 Projected P.M. Peak Hour Roadway Analysis

		a(O) L	בופת ב	LOS	Our Roadw	Ojected F.M. Feak Hour Roadway Alialysis 	S dour/F	eak [	Direct	uo			
Roadway Segment	to ;	F/Class			;		R	Reserved*	*D			ָב מילי	
	Lns		Std	Capacity	Direction	Existing	1	7	က	Project**	Total	Katio	LOS
SR 19													
CR 561 to Lake Harris N. End	2	ART. 1	Q	1,190	NB	262	50	63	14	14	992	0.64	С
Lake Harris N. End to CR 48	2	ART. 1	0	850	NB	295	50	63	14	14	992	0.90	С
CR 48 to Central Ave	2	ART. 1	0	710	NB	362	24	167	32	28	613	0.86	С
Central Ave to CR 455	2	ART. 1	0	850	SB	446	77	171	29	37	260	0.89	С
CR 455 to US 27	2	ART. 1	3	850	SB	446	77	130	11	10	674	0.79	С
CR 48													
US 27 to Lime Ave	2	Maj. Coll.	Q	792	WB	929	65	63	12	14	092	0.96	C
Lime Ave to SR 19	2	Maj. Coll.	Q	792	WB	390	20	74	16	14	244	69.0	O
CR 561 to Ranch Rd	2	Maj. Coll.	Q	792	WB	307	23	22	3	6	364	0.46	С
Ranch Rd to CR 448A	2	Coll.	Э	029	WB	258	28	19	3	6	317	0.47	С
CR 561													
CR 448 to CR 48	2	Maj. Coll.	Q	792	SB	449	52	2	2	1	609	0.64	С
CR 48 to S. Astatula City Limits	2	Maj. Coll.	Q	720	SB	449	52	2	7	1	514	0.71	D
S. Astatula City Limits to CR 455	2	Maj. Coll.	Ω	720	SB	534	57	22	9	11	630	0.88	D
CR 455 to Howey Cross Rd	7	Maj. Coll.	۵	720	NB	357	26	0	က	7	397	0.55	Ω
Howey Cross Rd to Turnpike Rd/CR 561A	2	Maj. Coll.	Q	720	SB	542	153	2	1	11	714	0.99	Е
CR 455													
SR 19 to CR 561	2	Maj. Coll.	Ω	1,200	EB	165	28	33	80	14	248	0.21	В
CR 561 to CR 561A	2	Maj. Coll.	Q	1,200	WB	66	12	19	2	1	133	0.11	В
* 1 – MPO Database	2 - Micc	todoilet - 8 paig agissipt - 6	<b>†</b>										

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

\*\* Highest trips on the segment







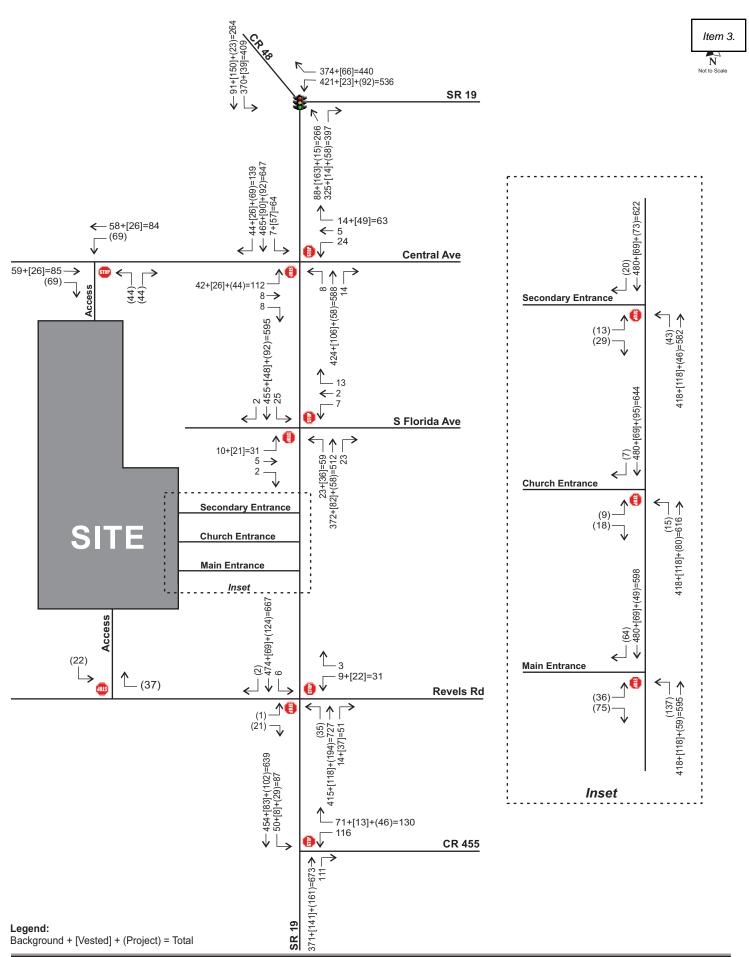




Table 5
Projected Roadway Segment Capacity Analysis

	No	LOS	PH Dir		Exist	Growth	2028	Vested	Trip	Project	Total	
Roadway Segment	Lns	Std	Capacity	Dir	Vol	Rate	Backg'd	Trips	Distr	Volume	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	CC
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	O O
CR 455												
SR 19 to NF 552	2	С	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	С
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	O O
CR 455 to US 27/ SR 25	2	С	850	NB/EB SB/WB	419 453	2.00%	478 516	141 83	35%	161 102	780 701	СС
US 27/ SR 25 to CR 478	2	С	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





#### **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**

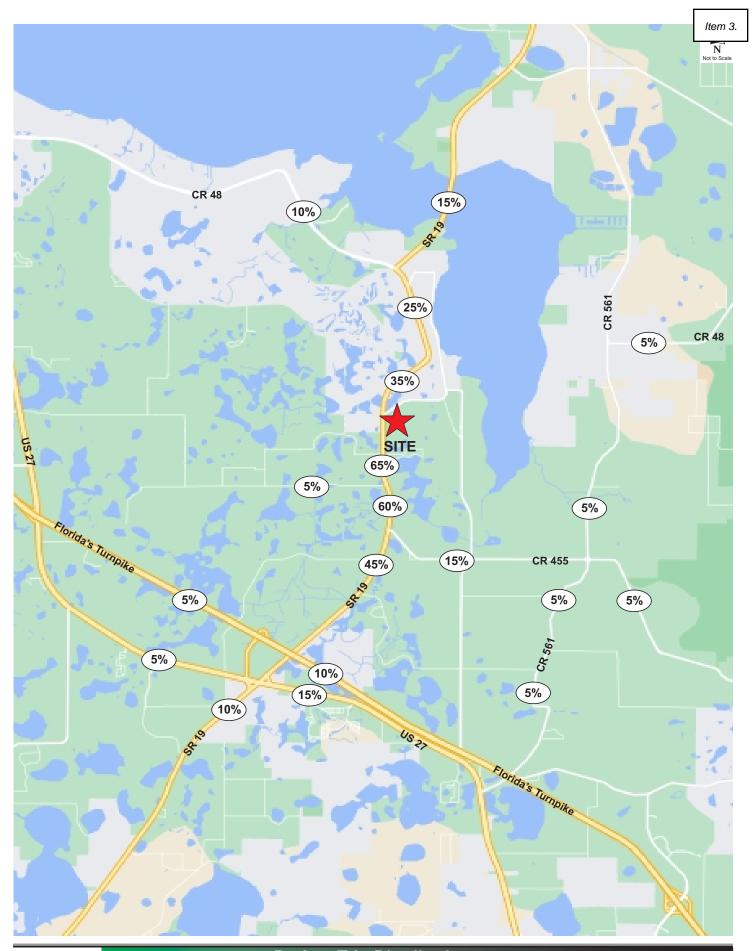
A trip generation analysis was performed for the development using the trip generation information from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition.* The ITE information sheets are included in the **Attachments**. The trip generation for the proposed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

Table 1
Trip Generation Calculations

		٠	000		<b>-</b> uu							
ITE			Da	aily	A	M Pea	ık Houi	٦	F	PM Pea	ık Houi	r
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.





Simpson Howey-In-The-Hills Traffic Impact Analysis Methodology Project № 22105 May 16, 2022 Page 5 of 7

Table 2
Study Area Significance Analysis

		l l	#	A	Los	LOS		Project Tri	ps	Within	%		ln
Road Name	From	То	" LNS	Т	Std	Сар	% Dist	NB/EB	SB/WB	1.0 miles?	Сар	Signif?	Study?
CR 455	SR 19	CR 561	2	R	С	740	% Dist	14	24	NO	3.2%	NO	NO
CR 455	CR 561	CR 561A	2	R	С	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	С	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	С	470	5%	8	5	NO	1.7%	NO	NO
CR 561	Howey Cross Rd	Turnpike Rd/CR 561A	2	R	С	640	5%	8	5	NO	1.3%	NO	NO
Revels Rd*	SR 19	6th Ave	2	R	С	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	С	1,200	65%	103	61	YES	8.6%	YES	YES
SR 19	CR 455	US 27/SR 25	2	R	С	450	45%	72	41	NO	16.0%	YES	YES
SR 19	US 27/SR 25	CR 478	2	R	С	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	В	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	С	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

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

- Revels Road
  - o SR 19 to 6<sup>th</sup> Ave
- SR 19
  - CR 48 to Central Avenue
  - Central Avenue to CR 455
  - o 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)

<sup>\*</sup> LOS Capacity Estimated Using FDOT 2020 QLOS Handbook Table 9

Table 4
Projected Roadway Capacity Analysis

Seg	Roadway	Segment	Lanes	LOS Stnd	PH Dir Capacity	Dir	Backg'd Vol	Trip Dist	Project Vol	% Sig.	Total Vol	Projected LOS
2030	00 40	CR 561 to LAKE HARRIS	c	٥	1 100	NB/EB	1,189	700 00	17	1.43%	1,206	Е
0000		NORTH END	7	ב	1,190	SB/WB	1,136	20.070	28	2.35%	1,164	D
0700		LAKE HARRIS NORTH END to	c	C	050	NB/EB	479	/00 00	17	7:00%	496	C
2040	8 YC	CR 48	7	ر	000	SB/WB	528	20.0%	28	3.29%	556	С
2050	07 03	JINDAY IVELINES 487 GS	c	C	740	NB/EB	349	700 33	38	%98.3	387	C
2020		ON 40 IU CEINTRAL AVEINUE	7	)	7.10	SB/WB	304	03.070	66	%08.6	370	C
0906	07 03	337 GO CH DINEAN IN THE	c	Ċ	050	NB/EB	349	700 36	35	4.12%	384	В
2000		CENTRAL AVENUE IO OR 453	7	ر	650	SB/WB	304	33.0%	21	%2.47%	325	В
0200		30 d3 / 20 311 °4 337 d3	c	C	050	NB/EB	331	22.0%	22	7:59%	353	В
3070	81 YO	CN 433 t0 03 Z1 / 3N Z3	7	)	030	SB/WB	376		13	1.53%	389	В
1250		OF AS SHINE AND	C	٥	202	NB/EB	395	700 68	32	4.04%	427	C
0671	.r. 6 4		7	ב	192	SB/WB	337	32.070	19	2.40%	356	O

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





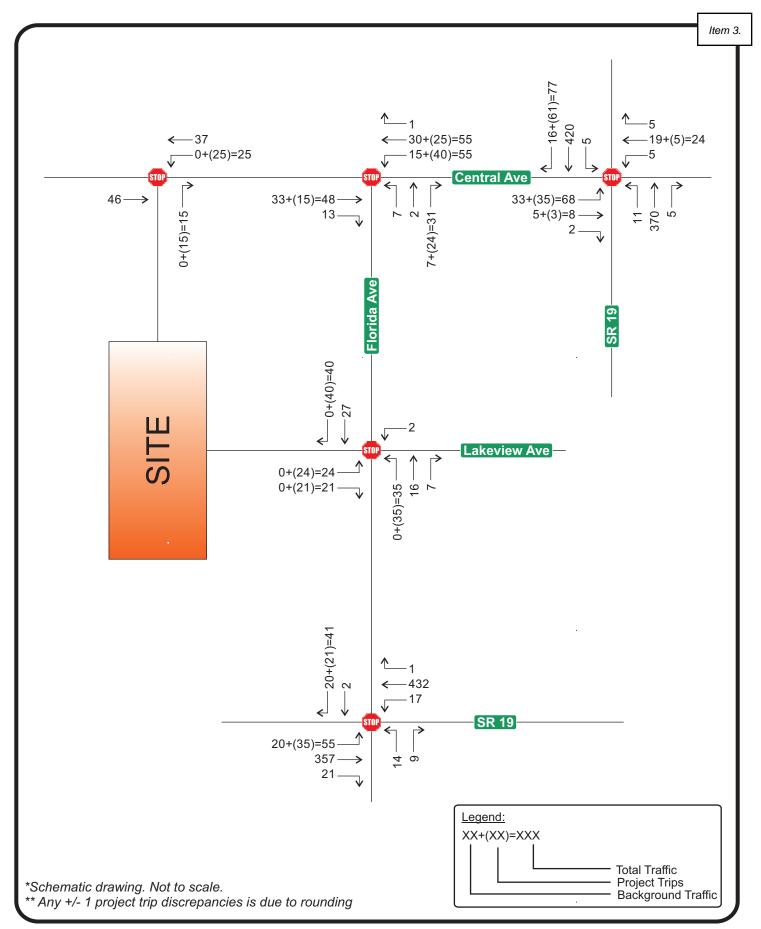




Table 5 **Projected Roadway Segment Capacity Analysis** 

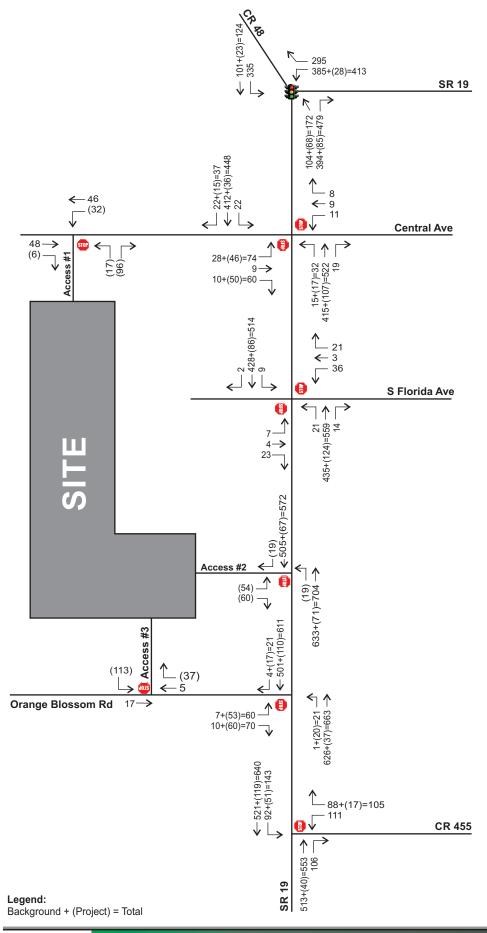
	Seg	No	LOS	PH Dir		Exist	Growt	2024	Trip	Proj	Project	Total	
Roadway Segment	ID	Lns	Std	Capacity	Dir	Vol	h Rate	Backg'd	Distr	Dir	Volume	Volume	LOS
SR 19													
CR 561 to Lake Harris North End	NA	4	D	1,190	NB SB	657 805	4.24%	796 976	25%	OUT IN	55 93	851 1.069	D D
Lake Harris North End to CR 48	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%	E02	45%	OUT	99 167	602 675	C
Central Ave to Taylor Memorial Cemetery	NA	2	D	800	NB SB	432 436	3.29%	503 508	45%	OUT	99 167	602 675	C
Taylor Memorial Cemetery to CR 455 (1)	NA	2	С	900	NB SB	508 503	8.65%	720	46%	OUT IN	101 171	829 892	СС
CR 455 to US 27/SR 25 (1)	NA	2	С	900	NB SB	526 541	8.65%	753 775	35%	IN OUT	130 77	883 852	СС
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	СС
Lime Ave to SR 19	16	2	D	792	EB WB	366 483	5.62%	469 619	20%	IN OUT	74 44	543 663	СС
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	С
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	СС
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	СС
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

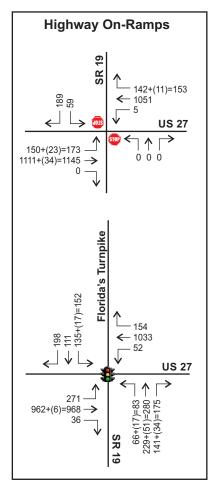


Source: 2018 Lake County Annual Traffic Counts (1) FDOT QLOS HIGHPLAN Analysis for these segments of SR 19

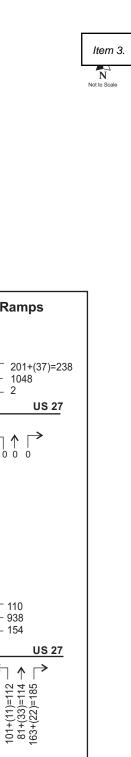
<sup>(2)</sup> Volumes Obtained from PM Peak Turning Movement Counts

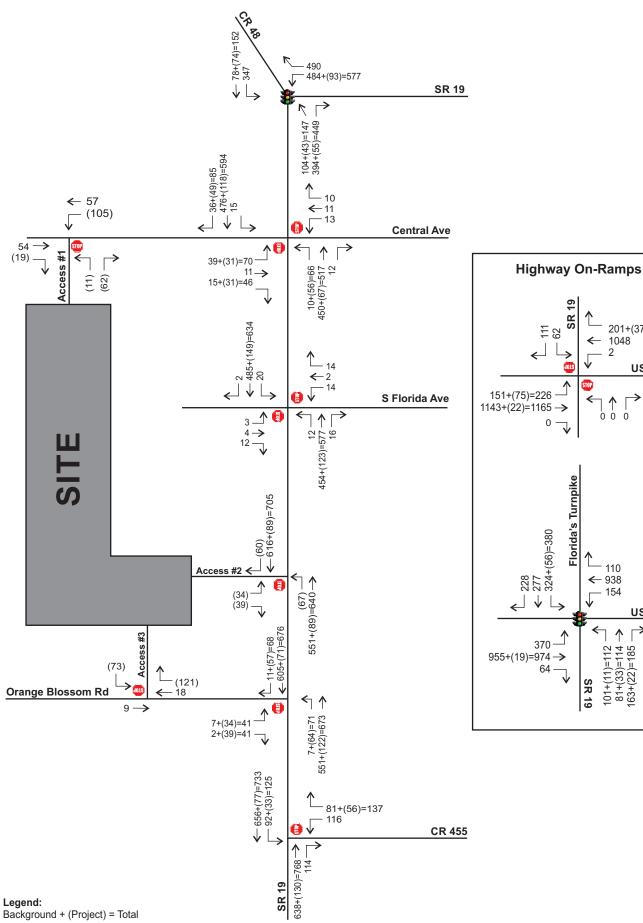










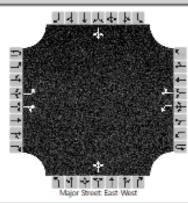




#### **APPENDIX F**

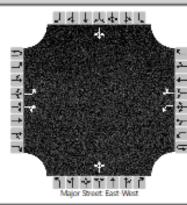
Projected Capacity Analysis Worksheets

	HCS Two-Way Stop	-Control Report		
General Information		Site Information		Item 3.
Analyst	SS	Intersection	CR 48 and Number 2 Rd	
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County	
Date Performed	12/22/2022	East/West Street	CR 48	
Analysis Year	2028	North/South Street	Number 2 Rd	
Time Analyzed	Projected AM	Peak Hour Factor	0.88	
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25	
Project Description	5659			



			<u>በ</u> ስቁቀፕተኮሮ			t West	ያ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ								
stme	nts														
	Eastb	ound			West	oound			North	bound			South	bound	
U	L	T	R	U	L	Т	R	U	L	T	R	U	L	Т	R
10	1	2	3	4U	4	5	6		7	8	9		10	11	12
0	1	1	0	0	1	1	0		0	1	0		0	1	0
	L		TR		L		TR			LTR				LTR	
	2	310	15		2	366	0		52	0	3		4	0	3
	3				3				3	3	3		3	3	3
									(	0			(	0	
			Undi	vided											
adwa	ys														
	4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
	4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
	2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
	2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33
Leve	of Se	rvice													
	2				2					63				8	
	1138				1184					315				397	
	0.00				0.00					0.20				0.02	
	0.0				0.0					0.7				0.1	
	8.2				8.0					19.2				14.3	
	Α				Α					С				В	
	0.	.0			0	.0			19	9.2			14		
	I	4			-	A			(	2				B 369	
	0 10 0	U L 1U 1 0 1 L 2 3 3 A 4.1 4.13 2.2 2.23 Level of Se 1138 0.00 0.0 8.2 A 0.00	Eastbound  U L T  1U 1 2  0 1 1  L 2 310  3 3  Adways  4.1  4.13  2.2  2.23  Level of Service  2 1138  0.00  0.0  8.2	Eastbound  U L T R  1U 1 2 3  O 1 1 0  L TR  2 310 15  3 10 15  3 10 15  4.1 4.13  2.2 2  2.23  Level of Service  2 1138  0.00  0.0  8.2  A 0.0	Eastbound   U	Eastbound   Westing   We	Eastbound   Westbound	Stments   Stme	Color   Colo	Stments   Eastbound   Westbound   North	Eastbound   Westbound   Northbound	Stments   Stme	Stments   Eastbound   Westbound   Northbound	Stments   Stments   Seastbound   Westbound   Northbound   South	Stments   Southbound   Southbound   Southbound   Southbound   U

	ncs two-way stop	-control keport	
General Information		Site Information	Item 3.
Analyst	SS	Intersection	CR 48 and Number 2 Rd
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County
Date Performed	12/22/2022	East/West Street	CR 48
Analysis Year	2028	North/South Street	Number 2 Rd
Time Analyzed	Projected PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5659		



				7		† or Street, Eas		€								
Vehicle Volumes and Adj	ustme	nts														
Approach	$\overline{}$	East	bound		$\Box$	Westh	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	T	R
Priority	10	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				Undi	ivided											
Critical and Follow-up He	eadwa	adways														
Base Critical Headway (sec)	$\overline{}$	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	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	$\overline{}$	3				9					36				9	
Capacity, c (veh/h)		1137				1050					250				331	
v/c Ratio	$\top$	0.00				0.01					0.14				0.03	
95% Queue Length, Q <sub>25</sub> (veh)		0.0				0.0					0.5				0.1	
Control Delay (s/veh)	$\vdash$	8.2				8.5					21.8				16.2	
Level of Service (LOS)		Α				Α					С				С	
Approach Delay (s/veh)		C	0.1			0	).2			21	1.8			10	6.1	
Approach LOS			Α			1	A			(	С			(	370	
Copyright © 2022 University of Florida	a. All Righ	nts Reser	ved.		HCS	STIME TWS	C Version	n 2022				Ge	nerated:	12/22/2	022 10:2	5:31 Al

HCS Two-Way Stop	-Control Report			
	Site Information		Item 3.	
SS	Intersection	Number 2 Rd & Bloomfield		
TPD, Inc.	Jurisdiction	Lake County		
12/22/2022	East/West Street	Number 2 Rd		
2028	North/South Street	Bloomfield Ave		
Projected AM	Peak Hour Factor	0.92		

Analysis Time Period (hrs)

0.25

371

#### Lanes

Analyst

Agency/Co. Date Performed

Analysis Year Time Analyzed

Intersection Orientation

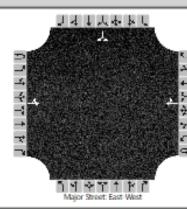
Project Description

Approach LOS

East-West

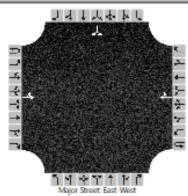
5659

General Information



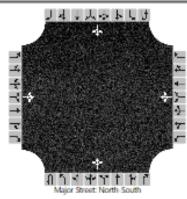
				1 + T 1 + T		<b>₩</b> ₩		7. ₩ ₩ ₩ ₽ ₽ ₽								
					Maj	or Street: Ea	st West									
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	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				Undi	vided											
Critical and Follow-up He	eadwa	ys														
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	l Leve	l of Se	ervice													
Flow Rate, v (veh/h)		10													11	
Capacity, c (veh/h)		1359													796	
v/c Ratio		0.01													0.01	
95% Queue Length, Q <sub>55</sub> (veh)		0.0													0.0	
Control Delay (s/veh)		7.7	0.1												9.6	
Level of Service (LOS)		Α	Α												Α	
Approach Delay (s/veh)		1	.1											9	.6	
	-															

	HCS Two-Way Stop	-Control Report		
General Information		Site Information		Item 3.
Analyst	SS	Intersection	Number 2 Rd & Bloomfield	
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County	
Date Performed	12/22/2022	East/West Street	Number 2 Rd	
Analysis Year	2028	North/South Street	Bloomfield Ave	
Time Analyzed	Projected PM	Peak Hour Factor	0.97	
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25	
Project Description	5659			



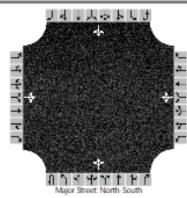
				7		or Street: Ea		€ 								
Vehicle Volumes and Adju	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							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 He	adwa															
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	Leve	of Se	ervice													
Flow Rate, v (veh/h)		3													15	
Capacity, c (veh/h)		1306													806	
v/c Ratio		0.00													0.02	
95% Queue Length, Q <sub>33</sub> (veh)		0.0													0.1	
Control Delay (s/veh)		7.8	0.0												9.6	
Level of Service (LOS)	A A .								Α							
Approach Delay (s/veh)		0	.2											9	.6	$\overline{}$
Approach LOS		,	A											ı	372	<u> </u>
Copyright © 2022 University of Florida	. All Righ	ts Resen	ved.		HCS	TWS TWS	C Versio	n 2022				Ge	nerated:	12/22/2	022 10:2	6:37 AN

	HCS Two-Way Stop	o-Control Report		
General Information		Site Information		Item 3.
Analyst	SS	Intersection	Palm Ave and Central Ave	
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County	
Date Performed	12/22/2022	East/West Street	Number 2 Rd/W Central Ave	
Analysis Year	2028	North/South Street	Palm Ave/SR 19	
Time Analyzed	Bkgd AM	Peak Hour Factor	0.87	
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25	
Project Description	5659			



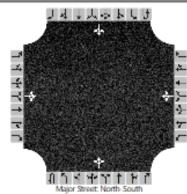
						d NP Y																		
Vehicle Volumes and Adju	ıstme	nts																						
Approach		Eastb	ound			Westk	bound			North	bound			South	bound									
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	R								
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6								
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0								
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																								
Median Type   Storage																								
Critical and Follow-up He	adwa	ys																						
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	Leve	of Se	ervice																					
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 <sub>55</sub> (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				Е			Α	Α	Α		Α	Α	Α								
Approach Delay (s/veh)		64	3.4		$\Box$	39	9.2			1	.1		0 0 0 1 0 LTR 14 29 532 73 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1											
Approach LOS		Ī	F			F	E			,	A			- /	373									

	HCS Two-Way Stop	-Control Report	
General Information		Site Information	Item 3.
Analyst	SS	Intersection	Palm Ave and Central Ave
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County
Date Performed	12/22/2022	East/West Street	Number 2 Rd/W Central Ave
Analysis Year	2028	North/South Street	Palm Ave/SR 19
Time Analyzed	Bkgd PM	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5659		



						Street No										
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	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				Undi	vided											
Critical and Follow-up Ho	eadwa	ys														
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, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	Т		237				73			88				71		$\Box$
Capacity, c (veh/h)			29				83			606				875		
v/c Ratio			8.06				0.88			0.15				0.08		
95% Queue Length, Q <sub>55</sub> (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			В	Α	Α		Α	Α	Α
Approach Delay (s/veh)		343	0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0													
Approach LOS			F				F			-	Ą			- /	374	4

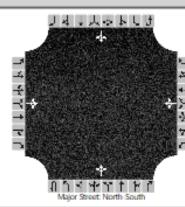
	HCS Two-Way Stop	-Control Report	
General Information		Site Information	Item 3.
Analyst	SS	Intersection	Palm Ave and Central Ave
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County
Date Performed	12/22/2022	East/West Street	Number 2 Rd/W Central Ave
Analysis Year	2028	North/South Street	Palm Ave/SR 19
Time Analyzed	Projected AM	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5659		



					major	SUMME. INC.	III-SOUIII													
Vehicle Volumes and Adj	ustme	nts																		
Approach		Eastb	ound			West	bound			North	bound			South	bound					
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R				
Priority		10	11	12		7	8	9	10	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				Undi	vided															
Critical and Follow-up H	eadwa	ys																		
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, an	d Leve	l of S	ervice																	
Flow Rate, v (veh/h)	Т		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 <sub>55</sub> (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			Α	Α	Α		Α	Α	Α				
Approach Delay (s/veh)		93	5.5			45	5.8			1	.5			4.1 4.17 2.2 2.26 33 894 0.04 0.1 9.2 0.6 (						
Approach LOS			F				E			-	A				A 37	5				
Convright © 2022 University of Florida	a All Righ	ts Resen	ved		HCS	TWI TWI	C Versio	n 2022				Ge	nerated:	12/22/2	022 10-2	7-17 AN				

### HCS Two-Way Stop-Control Report

General Information		Site Information		Item 3.
Analyst	22	Intersection	Palm Ave and Central Ave	
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County	
Date Performed	12/22/2022	East/West Street	Number 2 Rd/W Central Ave	
Analysis Year	2028	North/South Street	Palm Ave/SR 19	
Time Analyzed	Projected PM	Peak Hour Factor	0.86	
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25	
Project Description	5659			
Lanes				



					A h	√ ¼ Y r Street: Nort	th South	<u> </u>								
Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	oound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	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	)							4U 4 5 6 0 0 1 0 LTR 61 677 24		
Right Turn Channelized																
Madies Toss I Sterens				Harata.												

Priority		10	11	12		7	8	9	10	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				Undi	vided											
Critical and Follow-up He	adwa	ys														
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		

Volume (ven/m)		107	۰	,,,		- "	L °		1112	300	- 12	V1	0//	243
Percent Heavy Vehicles (%)		3	3	14		3	3	3	21			7		
Proportion Time Blocked														
Percent Grade (%)		(	)			(	0							
Right Turn Channelized														
Median Type   Storage				Undi	vided									
Critical and Follow-up He	adwa	ys												
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	Leve	of Se	rvice											
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			80.0		
95% Queue Length, Q <sub>25</sub> (veh)			36.1				6.5		0.8			0.3		

		нс	S Sigr	alize	d Int	ersect	ion R	esu	lts S	Sumi	mary					1
General Inform	nation								Into	reacti	on Info	rmatio	n	Į.	4 44	Item 3.
Agency	iation	TPD, Inc.								ation, h		0.250	11		يا ل	
Analyst		SS		Analys	ic Dat	e Dec 2	2 2022			a Type		Other				E.
Jurisdiction		Lake County		Time F			cted AM		PHF			0.89		,,	w∱E	<b>₹_</b>
Urban Street		CR 48		-			cled Aivi				oriod	1> 7:1	5	_ ₹		<b>←</b>
		<u> </u>				r 2028	2 01	2.40		ilysis P			<b>5</b>			Ē
Intersection	4:	SR 19		File Na	ame	CR 4	3 and SI	K 19 -	- Proj	jectea <i>i</i>	AW.XUS			- F	ব ↑ <del>ক</del> ে*	of the co
Project Descrip	tion	5659													7 1 7	r
Demand Inform	nation				EB			W	/B			NB			SB	
Approach Move	ement			L	Т	R	L	1	Г	R	L	Т	R	L	Т	R
Demand ( v ), v	eh/h			240	108			18	32	608				384		205
Signal Informa	tion				Т			7	1		1			K		
Cycle, s	105.5	Reference Phase	2	1	K		7						7	<b>←</b>		人
Offset, s	0	Reference Point	End	ł	-	$\Box$							1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W		Green		45.0	28.4	0.0		0.0	0.0					
	_		On	Yellow		4.4	4.8	0.0		0.0	0.0	_		4	_	
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.1	2.0	2.5	0.0	J	0.0	0.0		5	6	7	8
Timer Results				EBL		EBT	WB	L	WE	ВТ	NBL	1	NBT	SBL	Т	SBT
Assigned Phase	e			1	$\neg$	6		$\neg$	2	_					$\neg$	4
Case Number				1.0		4.0			7.3	3						9.0
Phase Duration	i, S			18.3	3	69.7			51.	.4						35.7
Change Period,	, ( Y+R	c ), S		6.5		6.4			6.4	4						7.3
Max Allow Head	dway ( /	<i>MAH</i> ), s		4.1		4.2			4.2	2						4.2
Queue Clearan	ce Time	e ( g s ), s		11.1		5.2			47.	.0						27.7
Green Extensio				0.8	$\neg$	4.8		$\neg$	0.0	0					$\neg$	0.7
Phase Call Prol	bability	· - /		1.00		1.00			1.0	00						1.00
Max Out Proba	bility			0.00	)	0.00			1.0	00						1.00
Mayamant Cra	un Dos	vulte.			EB			WE	,	-		ND			SB	
Movement Gro		Suits			_	T D		_		D	, ,	NB T	D	<b>.</b>	T	
Approach Move				L		R	L	T 2	$\rightarrow$	R 12		1	R	L	ı	R
Assigned Move		· \		1	_	+	-	_	_	·-				7		14
Adjusted Flow F		,·	-	270	121	+	-	204	_	683				431		230
Queue Service		ow Rate ( s ), veh/h/l	n	1654	1737 3.2			185 7.5	$\overline{}$	-	-			1725 25.7		1510
		- ,-		9.1	3.2	+	-		_	$\rightarrow$				-		
Cycle Queue C Green Ratio ( g		$e^{-11111e} (g_c), s$		9.1 0.56	0.60	+	-	7.5 0.43	$\rightarrow$	-	-			25.7 0.27		13.9
Capacity ( c ), v				643	1043	+		792	-	-				465		407
Volume-to-Capa		atio ( V )			_			0.25	$\rightarrow$	-	-			0.928		0.566
<u> </u>		t/ln(95 th percentile	.)	0.420	0.110			0.25	00	-				0.926		0.500
		eh/In ( 95 th percent	-	5.7	2.0			5.6		-	-			19.6		8.9
		RQ) (95 th percen		0.00	0.00			0.00	$\rightarrow$					0.00		0.00
Uniform Delay (		, ,	,	12.9	9.0			19.5	-					37.5		33.2
Incremental De				0.4	0.0			0.2	$\rightarrow$					23.5	_	1.6
Initial Queue De		,		0.0	0.0			0.0	_					0.0		0.0
Control Delay (	- '			13.3	9.1			19.7	$\rightarrow$	0.0				61.1		34.8
Level of Service				В	Α			В		A				E		С
Approach Delay				12.0		В	4.5		A	-	0.0			51.9		D
Intersection De						2	2.2							С		
Multimodal Re					EB			WE				NB	_		SB	
Pedestrian LOS				0.69	-	Α	1.9	-	В	-	1.96		В	1.96	+	В
Bicycle LOS Sc	ore / LC	)S		1.13	5	Α	1.9	)	В	3						F

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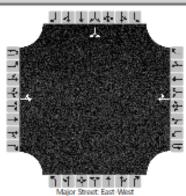
		нс	S Sigr	alize	d Int	ersec	tion R	esul	ts Sur	nmary					1, 0
General Inform	notion								Intersec	tion Inf	ormotic	\n	T	4 사사	Item 3.
	Ialion	TPD, Inc.						_	Duration		0.250			يا ل	
Agency Analyst		SS		Analys	ic Do	te Dec 2	2 2022		Area Typ		Other		_3 _5		E.
Jurisdiction		Lake County		Time F		_	cted PM	$\rightarrow$	PHF	) <del>e</del>	0.97		— → -> ->	wÎ≡	<b>~_</b> <u>}-</u>
Urban Street		CR 48				ar 2028	cled Fivi	_	Analysis	Doriod	1> 16	·15	<del>`</del> →		<b>←</b> <del>←</del>
Intersection		SR 19					0 and CI		Projecte			.40			-
	tion	5659		File Na	ame	CR 4	8 and Si	<del>19 -</del>	Projecte	а Рім.хи	S		- 5	4 1 4°	r to r
Project Descrip	uon	2029													P
Demand Inform	nation				EB	<u> </u>	7	WI	В	7	NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand ( v ), v	eh/h			274	22	П		16	2 522			1	675		276
Signal Informa	tion				2	9 (	귀신					_	<b>~</b>		
Cycle, s	98.3	Reference Phase	2		Ħ	3							2	3	
Offset, s	0	Reference Point	End	Green	11.9	36.2	30.0	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		4.4	4.8	0.0		0.0			Z		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.1	2.0	2.5	0.0	0.0	0.0		5	6	7	8
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	-	NBT	SBL	-	SBT
Assigned Phase	e			1	_	6	_	$\rightarrow$	2		_			+	4
Case Number				1.0	_	4.0		_	7.3					_	9.0
Phase Duration	·			18.4	-	61.0		_	42.6		_			_	37.3
Change Period		·		6.5	_	6.4	_	_	6.4					_	7.3
Max Allow Head				4.1	_	4.2		_	4.2					_	4.2
Queue Clearan		, = ,		11.1		8.0			33.9					_	32.0
Green Extension		( g e ), s		0.8	_	4.0			2.3						0.0
Phase Call Pro				1.00	_	1.00			1.00						1.00
Max Out Proba	bility			0.00		0.00			0.24						1.00
Movement Gro	un Boo	nulto.			EB			WB			NB			SB	
Approach Move		SuitS		_	T	R		T	R	L	Т	R		T	R
Assigned Move				1	6		-	2	12		I	K	7	- 1	14
Adjusted Flow F		( ) vob/b		282	228	+	-	167					696		285
		ow Rate ( s ), veh/h/l	ln.	1781	1900		-	1856					1753		1585
Queue Service		· , , , , , , , , , , , , , , , , , , ,	Iri .	9.1	6.0	<u>'                                    </u>	-	6.1	)				30.0		15.0
		e Time ( <i>g c</i> ), s		9.1	6.0		-	6.1					30.0		15.0
Green Ratio ( g		e Time ( <i>g c )</i> , s		0.51	0.56			0.1	+				0.31		0.31
Capacity ( c ), v				662	1056	_	-	684	_				535		484
Volume-to-Capa		atio ( V )		0.427			-	0.244					1.301		0.588
		t/In ( 95 th percentile	, )	0.427	0.21	3	_	0.244	+				1.301		0.566
	` '	eh/ln ( 95 th percent	,	6.2	4.2	+	_	4.6	+				51.0		9.7
		RQ) (95 th percent	-	0.00	0.00	_	_	0.00					0.00		0.00
Uniform Delay (			uic)	14.5	11.0			21.5	_				34.2		28.9
Incremental De	` '			0.4	0.1	+	-	0.2					148.8		1.9
Initial Queue De				0.0	0.0	+	_	0.2	+				0.0		0.0
Control Delay (				14.9	11.1			21.7	0.0				182.9		30.8
Level of Service				14.9 B	B			21.7 C	A				102.9 F		C 30.6
Approach Delay				13.2		В	5.1		A	0.0			138.8	2	F
Intersection De				13.2	-		6.7		Α	0.0			E 130.0	,	1
intersection De	iay, 5/VE					0	0.1								
Multimodal Re	sulte				EB			WB			NB			SB	
Pedestrian LOS		/I OS		0.69		A	1.92		В	1.95		В	1.95		В
Bicycle LOS So				1.33	_	A	1.65	_	В	1.30			1.90	+	F
Dioyolo LOG 30	,510 / LC			1.00		^	1.00		U						

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		нс	S Sigr	nalize	d Int	ersec	tic	on Re	esu	lts	Sum	mary					1. 5
General Inform	ation									Int	ersecti	on Info	rmatio	n	T D	4 사하	Item 3.
Agency	iation	TPD, Inc.								_	ration, I		0.250	'II		يا لړ	
Analyst		SS		Analys	sic Dat	te Dec	22	2022			ea Type		Other				€ &
Jurisdiction		Lake County		Time F		$\rightarrow$		ed AM		PH			0.89			w} w}∈	<b>~</b> _ <u>}</u>
Urban Street		CR 48				ar 2028		eu Aivi		_	alysis F	oriod	1> 7:1	<u> </u>	_ ₹		<b>←</b>
Intersection		SR 19		File Na				and CD	10		ojected.						
Project Descrip	tion	5659 - Optimized S	ignal Tir		ame	UR 4	+0 č	and Sr	19 -	PIC	ojected .	Аій Ор	umizea	Sign		ব ↑ <del>ক</del> '	7 7 7
i reject Becomp		обоб бранидой б	igriai iii	9													
Demand Inform	nation				EB				W	B_			NB			SB	
Approach Move	ment			L	Т	R		L	1		R	L	T	R	L	Т	R
Demand ( v ), v	eh/h			240	108	3			18	32	608				384		205
Signal Informa	tion				T		R	ПП	T		T				K		
Cycle, s	63.4	Reference Phase	2	1	$\bowtie$	3	=	60						<b>7</b>	<b>←</b>		
Offset, s	0	Reference Point	End	<u> </u>					$\perp$			$\perp$		1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W	On	Green		15.0	)	19.2	0.0		0.0	0.0			_		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	2.1	4.4 2.0		4.8 2.5	0.0		0.0	0.0		5	4 [	7	8
1 Orce Wode	TIACU	Oliffalt: Gap 14/0	OII	itteu	2.1	2.0		2.0	10.0		10.0	10.0					
Timer Results				EBI	- T	EBT	Т	WBL	$\top$	W	/BT	NBL		NBT	SBL	.	SBT
Assigned Phase	Э			1		6	T			:	2						4
Case Number				1.0		4.0	Τ			7	7.3						9.0
Phase Duration	, s		15.5	5	36.9	Т			21	1.4						26.5	
Change Period,	( Y+R	c ), S		6.5		6.4	Т			6	6.4						7.3
Max Allow Head	dway ( /	<i>MAH</i> ), s		4.1		4.2	T			4	.2						4.2
Queue Clearan	ce Time	e ( g s ), s		9.3		4.5	T			17	7.0						16.7
Green Extensio	n Time	( g e ), s		0.0		3.4	T			0	0.0						2.5
Phase Call Prol	pability	· - /		0.99	)	1.00	T			1.	.00						1.00
Max Out Proba	bility			1.00	)	0.33	1			1.	.00						0.02
Movement Gro	un Pos	eulte			EB		Ŧ		WE	) )			NB			SB	
Approach Move		Juito		L	T	R	٠	L	T	, T	R	1 [	T	R	L	T	R
Assigned Move				1	6	1	+		2	+	12			11	7		14
Adjusted Flow F		) veh/h		270	121	+	+		204	+	683				431		230
		ow Rate ( s ), veh/h/l	n	1654	1737	,	+		185	_	000				1725		1510
Queue Service		· · · · · · · · · · · · · · · · · · ·		7.3	2.5	+	╫		6.0	_	_				14.7		8.0
Cycle Queue C		- ,-		7.3	2.5		+		6.0	$\rightarrow$	_				14.7		8.0
Green Ratio ( g		c mic ( <b>g</b> t ), 3		0.41	0.48		+		0.24	_	_				0.30		0.30
Capacity ( c ), v				503	835	_	+		439	_	_				523		457
Volume-to-Capa		atio (X)		0.536			٠		0.46	_	_				0.826		0.504
<u> </u>		t/In ( 95 th percentile	<u>:)</u>	0.000	0.11	-	+		0.10	+	_				0.020		0.001
		eh/ln ( 95 th percent	-	4.4	1.4		T		4.4		_				9.7		4.7
		RQ) (95 th percen		0.00	0.00		t		0.00	$\rightarrow$	$\overline{}$				0.00		0.00
Uniform Delay (		, ,	,	13.9	9.2	$\top$	Т		20.8	3					20.5		18.2
Incremental De				1.1	0.1		Ť		0.8						3.4	=	0.9
Initial Queue De	- '	,		0.0	0.0		1		0.0	_					0.0		0.0
Control Delay (				15.0	9.3		1		21.5	5	0.0				23.9		19.0
Level of Service				В	A		1		С		А				С		В
Approach Delay				13.2	2	В	†	5.0		-	A	0.0			22.2		С
Intersection De							12.	5							В		
Multimodal Re		// 00		0.00	EB		1	4.0.	WE			4.5.	NB	_	4.5.	SB	
Pedestrian LOS				0.69	-	A	+	1.91	-		В	1.94		В	1.94		В
Bicycle LOS Sc	ore / LC	JS		1.13	5	Α		1.95			В						F

		нс	S Sigr	alize	d Int	ersec	tic	on Re	esul	lts	Sumi	mary					4. 0
General Inform	nation									Inte	oreacti	on Info	rmatio	n	Ţ	4 사수	Item 3.
Agency	iation	TPD, Inc.							-		ration, h		0.250	11		يا ل	
Analyst		SS		Analys	ic Da	te Dec	22	2022			ea Type		Other				t. At
Jurisdiction		Lake County		Time F				ed PM	-	PH			0.97		} >	w}e	<b>~_</b> }
Urban Street		CR 48				ar 2028		eu Pivi	-		г alysis P	oriod	1> 16:	15	<b>→</b>		<b>←</b> ‡
Intersection		SR 19		File Na				and CD	10								
Project Descrip	tion	5659 - Optimized S	ignal Tir		ame	UR 2	48 8	and SR	( 19 -	Pro	ojected	Рій Ор	umizea	Sign	*1	ব <b>া</b> ক্'	"ז יל "ז
r reject Beccrip		обоб бранидой б	igiiai iii	9				_									
Demand Inforr	nation				EB				W	В			NB			SB	
Approach Move	ement			L	Т	R		L	Т		R	L	T	R	L	Т	R
Demand ( v ), v	eh/h			274	221				16	32	522				675		276
Signal Informa	tion				1	_	R		1		Т	T T			K		
Cycle, s	76.6	Reference Phase	2	1	$\bowtie$	3	=	20						7	<b>←</b>		
Offset, s	0	Reference Point	End						$\perp$					1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W	On	Green		15.0	)	32.4	0.0		0.0	0.0	_		_		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	2.1	2.0		4.8 2.5	0.0		0.0	0.0	-	5	4	7	8
1 Orce Wode	1 IXCU	Oliffalt. Cap 14/0	OII	IXCU	<u> </u>	2.0		2.0	10.0		10.0	10.0					
Timer Results				EBL	- T	EBT	Т	WBL		W	ВТ	NBL	.   1	NBT	SBL	Т	SBT
Assigned Phase	е			1		6	1			2	2						4
Case Number				1.0		4.0	Τ			7.	.3						9.0
Phase Duration	i, S			15.5	5	36.9	Т		$\neg$	21	1.4					$\Box$	39.7
Change Period	, ( Y+R	c ), S		6.5		6.4	Т			6.	.4						7.3
Max Allow Head	dway ( /	<i>MAH</i> ), s		4.1		4.2			$\neg$	4.	.2					$\neg$	4.2
Queue Clearan	ce Time	e ( g s ), s		11.0		8.3	T			17	7.0						31.1
Green Extension	n Time	( g e ), s		0.0		2.3	7			0.	.0						1.3
Phase Call Pro	bability	· - /		1.00	)	1.00	T			1.0	00						1.00
Max Out Proba	bility			1.00	)	0.60	1			1.0	00						1.00
Movement Gro	un Pos	eulte			EB		Ŧ		WE	<b>.</b>	-		NB			SB	
Approach Move		Juito		L	T	R	٠	L	T	, T	R	1 [	T	R	L	T	R
Assigned Move				1	6	'\	٠		2	+	12		-	-1\	7	<u>'</u>	14
Adjusted Flow I		) veh/h		282	228	+	٠		167	+	538				696		285
		ow Rate ( s ), veh/h/l	n	1781	1900	_	٠		1850	$\rightarrow$	330				1753		1585
Queue Service		· · · · · ·		9.0	6.3	+	+		6.1	-	-				29.1		9.7
Cycle Queue C		- ,		9.0	6.3		+		6.1	-	$\neg$				29.1		9.7
Green Ratio ( g		C Time ( <b>g</b> ε ), 3		0.34	0.40		+		0.20	$\rightarrow$	-				0.42		0.42
Capacity ( c ), v				445	756		+		363	-	-				742		671
Volume-to-Capa		atio (X)		0.635			۳		0.46	_	_				0.938		0.424
<u>.</u>		t/ln ( 95 th percentile	:)	0.000	0.00	<u> </u>	t		0.10						0.000		0.121
		eh/ln ( 95 th percenti	-	7.1	4.5		T		4.7	+					20.6		5.9
		RQ) (95 th percent		0.00	0.00		Ť		0.00						0.00		0.00
Uniform Delay (		, , ,	,	20.8	15.8		Т		27.2	2	$\neg$				21.1		15.5
Incremental De				3.0	0.2		Ť		0.9	$\top$					18.5	=	0.4
Initial Queue De		,		0.0	0.0		1		0.0	_					0.0		0.0
Control Delay (	- '			23.8	16.0		T		28.1	1	0.0				39.6		16.0
Level of Service				С	В		1		С		Α				D		В
Approach Delay				20.3	3	С	1	6.7		-	_	0.0			32.7		С
Intersection De							21.	5							С		
													,				
Multimodal Re		// 00		^=	EB		-	4.50	WE		$\rightarrow$	4.5.	NB		4.5.	SB	
Pedestrian LOS				0.71	_	A	+	1.93	-		-	1.94		В	1.94		В
Bicycle LOS Sc	ore / LC	J3		1.33	5	Α		1.65		E	<b>5</b>						F

	HCS Two-Way Stop	-Control Report		
General Information		Site Information		Item 3.
Analyst	SS	Intersection	Number 2 Rd Site Access	
Agency/Co.	TPD, Inc.	Jurisdiction	Lake County	
Date Performed	12/22/2022	East/West Street	Number 2 Rd	
Analysis Year	2028	North/South Street	Site Access	
Time Analyzed	Projected AM	Peak Hour Factor	0.92	
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25	
Project Description	5659			



				7		ক মু or Street Ea		=								
Vehicle Volumes and Adju	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority	10	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				Undi	vided											
Critical and Follow-up He	adwa	ys														
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	Leve	l of Se	ervice													
Flow Rate, v (veh/h)		12													103	$\Box$
Capacity, c (veh/h)		1421													801	
v/c Ratio		0.01													0.13	
95% Queue Length, Q <sub>33</sub> (veh)		0.0													0.4	
Control Delay (s/veh)		7.6	0.1												10.2	
Level of Service (LOS)		Α	Α												В	
Approach Delay (s/veh)		1	.4											10	0.2	$\neg \neg$
Approach LOS			A											-	B 38	
Copyright © 2022 University of Florida	. All Righ	ts Resen	ved.		HCS	1001 TWS	C Versio	n 2022				Ge	nerated:	12/22/2	022 10:3	0:05 AM

HCS Two-Way Stop	-Control Report		
	Site Information		Item 3.
SS	Intersection	Number 2 Rd Site Access	
TPD, Inc.	Jurisdiction	Lake County	
12/22/2022	East/West Street	Number 2 Rd	
2028	North/South Street	Site Access	
Projected PM	Peak Hour Factor	0.92	
East-West	Analysis Time Period (hrs)	0.25	

Northbound

#### Lanes

Analyst Agency/Co. Date Performed

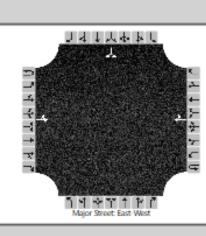
Analysis Year

Time Analyzed

Intersection Orientation

Project Description

General Information



#### Vehicle Volumes and Adjustments Approach Eastbound

5659

Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	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				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (see)		4.12												6.42		6.22

Westbound

Flow Rate, v (veh/h)		41								70	
Delay, Queue Length, and	Leve	l of Se	ervice								
Follow-Up Headway (sec)		2.23							3.53		3.33
Base Follow-Up Headway (sec)		2.2							3.5		3.3
Critical Headway (sec)		4.13							6.43		6.23

•		1									
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	Leve	of Se	ervice								
Flow Rate, v (veh/h)		41								70	
Capacity, c (veh/h)		1400								704	
v/c Ratio		0.03								0.10	
95% Queue Length, Q <sub>99</sub> (veh)		0.1								0.3	
Control Delay (s/veh)		7.6	0.2							10.7	
Level of Service (LOS)		Α	Α							В	
Approach Delay (s/veh)		2	.0						10	).7	

Α

Approach LOS

В

Southbound

#### **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

	008	100 <b>  00</b>	009 (0	?∕∧)	000
Value	45	%41	64	141	
Variable	85 <sup>th</sup> percentile speed, mph:	Percent of left-turns in advancing volume $(V_A)$ , %:	Advancing volume ( $V_A$ ), veh/h:	Opposing volume (V <sub>O</sub> ), veh/h:	

OLITPLIT

Variable	Value
Limiting advancing volume $(V_A)$ , veh/h:	366
Guidance for determining the need for a major-road left-turn bay:	ay:
Letusment TON treatment rule 1	

Left-turn treatment warranted. 900 Advancing Volume (VA), veh/h 200 400 300 200 Left-turn treatment not warranted. 100 200 400 300 100 0 omuloV gnisoqqO

700

CALIBRATION CONSTANTS

werage time for making left-turn, s:  itical headway, s:  verage time for left-turn vehicle to clear the advancing lane, s:  1.9	Variable	Value
	erage time for making left-turn, s:	3.0
erage time for left-turn vehicle to clear the advancing lane, s: 1.9	tical headway, s:	2.0
	srage 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

Site Access @ Number 2 Rd - PM 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

	008	<b>190</b>	009 40	?`^\
Value	45	24%	158	157
Variable	85 <sup>th</sup> percentile speed, mph:	Percent of left-turns in advancing volume $(V_A)$ , %:	Advancing volume (V <sub>A</sub> ), veh/h:	Opposing volume (V <sub>O</sub> ), veh/h:

OUTPUT

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

Left-turn treatment warranted. 900 Advancing Volume (VA), veh/h 200 400 300 200 Left-turn treatment not warranted. 100 200 200 400 300 100 0 opposing Volume €

700

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	2.0
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

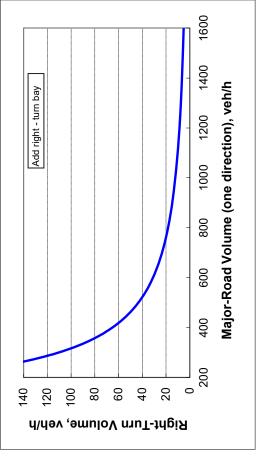
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

片
롣

Roadway geometry:	2-lane roadw ay	dw ay
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-furn bay	



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

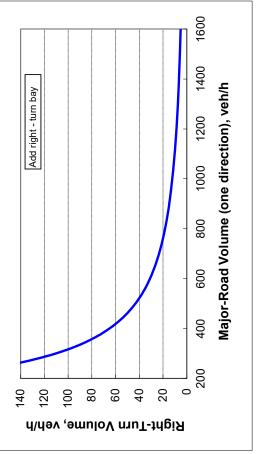
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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Roadway geometry:	2-lane roadw ay	dw ay
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 bav.	



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.

 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



#### **ORDINANCE 2023-008**

AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO TOWN BOUNDARIES; ANNEXING INTO THE TOWN PURSUANT TO (i) CHAPTER 171, FLORIDA STATUTES, AND (ii) THE 2013 INTERLOCAL SERVICE BOUNDARY AGREEMENT AMONG THE TOWN, LAKE COUNTY, AND CERTAIN OTHER MUNICIPALITIES, AS AMENDED, FOUR PARCELS OF LAND TOTALING APPROXIMATELY 160 ACRES LOCATED GENERALLY NORTH OF NUMBER TWO ROAD AND EAST OF BLOOMFIELD AVENUE; PROVIDING FOR RECORDING AND FOR NOTICE TO THE BOARD OF COUNTY COMMISSIONERS OF LAKE COUNTY; PROVIDING EFFECTIVE DATES AND A POTENTIAL SUNSET DATE.

WHEREAS, a petition was received in 2022 from Tim Loucks and Blue Sky Capital, LLC, as agent for then-owner Daryl M Carter, Trustee, to annex the approximately 161 acres of land described in Exhibit A to this ordinance ("Property") and located generally north of Number Two Road and east of Bloomfield Avenue into the corporate limits of the Town of Howey-in-the-Hills pursuant to (i) Chapter 171 of Florida Statutes and (ii) the 2013 Interlocal Service Boundary Agreement (ISBA) among the Town, Lake County, and certain other central Lake County municipalities; and

WHEREAS, the annexation petition bears the signatures of all required parties; and

**WHEREAS**, the agent, Blue Sky Capital, LLC, has since closed its purchase of the Property and has asked the Town to proceed with the requested annexation; and

**WHEREAS,** the Town Council finds that the Property is not contiguous to the Town boundaries, but is within the Town's "Designated Municipal Area" under the ISBA and is reasonably compact; and

**WHEREAS**, under the ISBA the Town may legally annex the Property if (i) the Lake County Board of County Commissioners consents to the annexation and (ii) the Town complies with both the prerequisites of Section 171.204 of Florida Statutes and the consent requirements of Section 171.205 of Florida Statutes; and

WHEREAS, simultaneously with the first reading of and hearing on this proposed Ordinance No. 2023-008 the Town Council will also hold a public hearing on the comprehensive-plan amendment and the rezoning proposed by the property owner for the Property, should the Town Council approve its annexation; and

**WHEREAS,** the required notice for the first reading of the comprehensive-plan amendment ordinance has been properly published, and the required notices for the annexation and rezoning ordinances will be properly and timely published.

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

Section 1. The Property, consisting of the four parcels of land totaling approximately 161 acres, as described in Exhibit A to this ordinance and located generally north of Number Two Road and east of Bloomfield Avenue, are hereby annexed into the corporate limits of the Town of Howey-in-the-Hills.

<u>Section 2.</u> The Town Clerk shall forward a certified copy of this ordinance to the Clerk of Court of Lake County for recording in the Public Records of Lake County, Florida, upon or promptly after sections 1, 2, and 3 take effect.

Section 3. The Town Clerk shall mail a certified copy of this ordinance both to the Lake County Board of County Commissioners and to the Secretary of State of the State of Florida within seven days after sections 1, 2, and 3 take effect.

#### Section 4.

- (a) This section 4 of the ordinance shall take effect upon enactment of the ordinance by the Town Council.
  - (b) Sections 1, 2, and 3 shall take effect on the later of the following:
    - i. The date on which this Ordinance 2023-008 takes effect; or
    - ii. The date on which an amendment to the town's comprehensive plan to designate the future land use for the Property as a mix of "Medium Density Residential," "Conservation," and "Public Utility" takes effect; or
  - iii. The date on which an ordinance rezoning the Property to Medium Density Residential 2 (MDR-2) takes effect, or
  - iv. The date on which the Lake County Board of County Commissioners consents to this annexation ordinance under subsection 3.c.iv of the ISBA.
- (c) If sections 1, 2, and 3 of this ordinance have not taken effect as of December 1, 2023, this entire ordinance shall stand repealed and of no further effect.

**ORDAINED** and **ENACTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2023, by the Town Council of the Town of Howey-in-the-Hills, Florida.

[ Signatures on the following page ]

## TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

	By: its Town Council
	By: Hon. Martha MacFarlane, Mayor
ATTEST:	
John Brock, Town Clerk	
Planning and Zoning hearing held 5/26/20/2 Approved First Reading Approved Second Reading Advertised	22
Approved as to form and legality: (for the use and reliance of the Town only)	
Thomas J. Wilkes, Town Attorney	

#### 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 \$48'23'43"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-OFWAY 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.

Item 4.

#47606457 v5



#### **MEMO**

To: Town Council

CC:

From: John Brock, Town Clerk

RE: March 2023 Month-End Town Hall Report

Date: 04/04/2023

#### **Town Hall:**

The Town will be implementing a new online payment portal which will allow for an improved experience for residents processing utility payments, which includes accessing payment histories and copies of bills, even if they do not pay online. A credit card reader will be available at the Town Hall in May 2023 for residents and contractors use paying bills and permit fees. The Town will also start utilizing a cloud-based meter reading platform that will provide a more efficient process for meter-reading and providing reports to the Public Works team for assisting residents with water usage questions.

#### **Utility Billing:**

Top Utility Bill Bad Debt for March 2023

	last_	last_			
	payment_	payment_		current_	past_due_
service_address	amount	date	Comments	charges	amount
			Builder debt. Data log provided to prove water was used, refuses		
400 E CROTON WAY-IRRIGATION	52.72	08/02/2022	to pay for the usage	0	2291.31
			Liened. Account is locked. Owner doesn't live in Howey, family is		
607 N LAKESHORE BLVD	100	03/31/2023	trying to pay the bill	54.52	779.65
126 E CYPRESS AVE	300	03/20/2023	Related to a water leak, on a payment plan	73.37	636.61
606 S FLORIDA AVE	97.54	03/16/2023	Payment plan	84.41	361.84
107 E LAKEVIEW AVE	60	02/27/2023	Payment plan, related to water leak	79.64	199.16
113 E PINE ST	152.89	02/22/2023	Dispute, working with resident to resolve	80.14	185.57
118 E MAGNOLIA AVE	92.56	02/16/2023	NSF Check returned, paying in full 4/7/23	109.64	182.38
100 VENEZIA BLVD-POTABLE	197.32	10/03/2022	Unpaid debt, debtor non responsive	0	167.76
325 TERRACOTTA TER - POTABLI	150	03/06/2023	Payment plan	119.37	158.19
464 AVILA PL - POTABLE	246.48	02/23/2023	Working with resident to get account current	127.11	134.84
552 BELLISSIMO PL - POTABLE	249.62	02/22/2023	Working with resident to get account current	127.11	134.84
214 MESSINA PL - POTABLE	127.36	02/22/2023	Working with resident to get account current	135.64	129.87
326 TERRACOTTA TER - POTABLI	119.37	02/10/2023	Working with resident to get account current	127.11	119.37
324 TERRACOTTA TER - POTABLI	119.37	02/16/2023	Working with resident to get account current	127.11	119.37
231 MESSINA PL - POTABLE	127.04	02/07/2023	Working with resident to get account current	127.11	119.37

### **Building Permits:**

PERMITS	Jan-23	Feb-23	Mar-23	Q2 Totals	Q1 Totals
Talichet - SFR	0	1	5	6	17
Independent - SFR	1	0	1	2	2
Bldg Commercial (Sign)	0	0	0	0	1
Building	2	1	1	4	7
Doors	2	2	0	4	0
Electrical	2	1	1	4	8
Fence	3	2	4	9	7
Gas	1	0	1	2	2
HVAC / Mechanical	2	2	0	4	4
Plumbing	0	1	1	2	1
Pool/Decks	0	1	1	2	3
Re-Roof	4	2	9	15	6
Screen Enclosure	0	0	3	3	2
Sheds	0	0	0	0	0
Solar	1	2	3	6	9
Windows	2	0	3	5	5
Monthly Totals	20	15	33	68	74
Monthly Permit Amount	\$	\$	\$	\$	\$
\$	18,541.28	21,823.88	133,713.91	174,079.07	378,007.28
Talichet CO's	0	0	0	0	3
Independent CO's	0	0	0	0	0

## **Activity Log Event Summary (Cumulative Totals)**

Howey-in-the-Hills PD (03/01/2023 - 03/31/2023)

Abandoned 911	6
Animal Complaint	4
Arrest	12
Assist other Agency- Alarms	5
Assist other Agency- In Progress calls	8
Assist other Agency- Other	7
Be on the look-out- BOLO	1
Citizen Assist	3
Code Enforcement	3
Disabled Vehicle (DAV)	2
Found / Lost Property	3
Golf Cart Registration	2
Juvenile Complaint	3
Patrol-Busines	5
Property Check-Boat Ramp	37
Property Check-Residence	37
Property Check-Town Property	137
Reckless Driver	7
Security Check Request	1
Suspicious Incident	4
Suspicious Vehicle	7
Traffic Crash	2
Traffic Stop-Criminal Citation	3
Traffic Watch	74
VIN Verification	1

Alarm Activation	4
Anti-Social Behavior	87
Assault & Battery	5
Assist other Agency- Back-up	11
Assist other Agency- Medical Call	1
Assist other Agency- Traffic	6
Boat Ramp Violation	1
Civil Complaint-Legal Advice	7
Disabled Vehicle - Business	1
Fire Investigation	1
Funeral Escort	1
Harassing/Obscene Phone Calls - Business	1
Patrol	178
Patrol-School	199
Property Check-Business	75
Property Check-Schools/Govt. Bldg.	65
Public Relations	9
Road Hazard	2
Sick/Injured Person	1
Suspicious Incident - Business	1
Traffic Control	3
Traffic Stop-Civil Citation	90
Traffic Stop-warning	99
Training-	5
Warrant	1

Total Number Of Events: 1,228

Item 8.

## **Code Summary Report Violation Name**

### Violation Date03/01/2023 TO 03/31/2023

Totals:	0	0	9	0	0	0	0	0	0	0	0	0	9
Water Restriction Sec. 171-123(c)(2)	0	0	3	0	0	0	0	0	0	0	0	0	3
Water Restriction Sec. 171-123(c)(1)	0	0	3	0	0	0	0	0	0	0	0	0	3
Parking-Boats and RVs (C) Article I, Sec. 166-3	0	0	1	0	0	0	0	0	0	0	0	0	1
Florida Building Code 105.1	0	0	1	0	0	0	0	0	0	0	0	0	1
Adoption by reference of State standards. Chapter 61, Sec. 61-1	0	0	1	0	0	0	0	0	0	0	0	0	1

## **Code Summary Report Activity Type**

## Activity Date03/01/2023 TO 03/31/2023

Jan	Feb	Mar	Apr	Mav	Jun	Jul	Aua	Sep	Oct	Nov	Dec	Row	Total

Totals:	0	0	22	0	0	0	0	0	0	0	0	0	22
Research	0	0	3	0	0	0	0	0	0	0	0	0	3
Prepare documents	0	0	3	0	0	0	0	0	0	0	0	0	3
Posting	0	0	5	0	0	0	0	0	0	0	0	0	5
Phone call	0	0	4	0	0	0	0	0	0	0	0	0	4
Meeting	0	0	2	0	0	0	0	0	0	0	0	0	2
Initial Inspection	0	0	3	0	0	0	0	0	0	0	0	0	3
Email	0	0	1	0	0	0	0	0	0	0	0	0	1
Certified mail	0	0	1	0	0	0	0	0	0	0	0	0	1



### **Public Works**

## March 2023 - Monthly Report

Activity	Location/ Address	Notes
Road Maintenance / Potholes		
Street Signs	E. Croton Way @ N. Hamlin Ave.	Replaced Stop Sign
Stormwater/Drainage		
Sidewalk Maintenance	Town Hall Plaza/Central Park	Replaced sections of sidewalk throughout Central Park
Building Maintenance	Town Hall	Install new light fixture in Council Chambers AC Contractor installed new ducts.
Grounds Maintenance	Taylor Memorial Cemetery	Installed new concrete power meter pole
Tree Trimming/Tree Removal/Stump Removal	N. Lakeshore Blvd S. Lakeshore Blvd Cemetery N. Florida Ave S. Lakeshore Blvd	Trimmed trees along lakeshore.  Tree Contractor trimmed trees near power line in Cemetery.  Tree Contractor removed dead tree in ROW.  Tree Contractor trimmed trees near School – complaint from School Board
Mowing/Weed Eating	Main Water Plant Well # 3 Lakeshore Blvd Cemetery	Monthly Maintenance mowing, weed eating and edging. Monthly Mowing of Town Right of Way 9 Acre – Town Owned Parcel
Boardwalk Repairs	Sara Maude Mason Nature Preserve	Sara Maude Boardwalk still closed due to storm damage (see update below)
Landscape/Irrigation/Lot Grading Inspections/Sidewalk Inspections	Talichet – Pool Talichet	2 – Pre-Grade Inspection - Pools 1 – Final Lot Grading Inspection 1 – Final Landscape Inspection 1 – Sidewalk Inspection
Lot Grading Plan Reviews	Venezia Townhomes Talichet Phase 2	24 – Lot Grading Plan Reviews 5 – Lot Grading Plan Reviews

#### **Additional Notes:**

- Sara Maude Mason Nature Preserve nature trail is open to the public:
  - The boardwalk will stay closed. (Unsafe for pedestrian traffic)
  - Town Staff is working with FEMA of reimbursement on the cost for repairs to the boardwalk.



# Public Utilities March 2023– Monthly Report

Activity	Location/ Address	Notes
Service orders	Trough out town	37 SOs for repairs leaks and rereads
Data Logs	Trough out town	3 data logs, Customer request and Code action.
Locates	Though out town	44 locates for Utility tickets



## Library Director's Report Marianne Beck Memorial Library For the Month of March 2023

#### **Statistics for March 2023**

E-books: 93, Audiobooks: 68, KOHA: 1953 **Total:** 2,114. 23 new patrons were added in March. Item holdings 12,975. Items borrowed from other libraries: 414, items loaned to our library: 344. There were 93 computer sessions in March and 60.7 bandwidth used. 673 patrons attended programs in March.

#### **Funds collected for March:**

Copies/Fax: \$228.75 Fines: \$109.00 Total: \$339.75

#### Activities during the month of March:

Public Works installed new door counters and did repairs in the restroom of the main library.

The County has sent a DRAFT of recommended Appropriations for each member library. Howey's for the 23/24 Fiscal year is \$47,556. This figure is not official until it is approved and adopted in September 2023. The County has also purchased the Operating System Deep Freeze. It will allow IT to perform updates remotely on software and software related issues at each library. It must be physically installed on each machine. Each library will be notify when IT will visit to install.

The library hosted several programs in March including Chef Warren and an introduction class to 3D printers and drones. We have hosted three Medicare workshops and have six planned for April.

Respectively Submitted, Tara Hall, Library Director

## HOWEY-IN-THE-HILLS FINANCIAL REPORT March 2023

<u>REVENUES</u>	<u>FYE</u>	<b>RECEIVED</b>			RECEIVED	<b>ESTIMATED</b>			<b>REVENUE</b>	<b>PERCENT</b>	<b>DIFFERENCE</b>
	09/30/2022	SII	NCE LAST REP.	,	YEAR-TO-DATE	<u>REVENUE</u>			O BE RECEIVED	<b>RECEIVED</b>	ROM LAST REP.
GENERAL	\$ 2,285,856.49	\$	12,625.79	\$	1,498,812.26	\$	2,479,898.00	\$	981,085.74	60%	1%
POLICE ADV TRAINING	\$ 3,091.26	\$	242.15	\$	1,268.88	\$	3,000.00	\$	1,731.12	42%	8%
POLICE IMPACT FEES*	\$ 32,556.73	\$	7,476.91	\$	47,446.70	\$	50,000.00	\$	2,553.30	95%	15%
PARK IMPACT FEES*	\$ 28,472.62	\$	7,019.14	\$	44,541.80	\$	192,600.00	\$	148,058.20	23%	4%
WATER IMPACT FEES*	\$ 53,563.94	\$	12,603.28	\$	78,770.50	\$	384,000.00	\$	305,229.50	21%	3%
INFRASTRUCTURE FUND	\$ 257,003.41	\$	981.26	\$	112,729.15	\$	233,227.00	\$	120,497.85	48%	0%
BUILDING FUND	\$ 184,426.29	\$	47,732.16	\$	286,888.45	\$	219,615.00	\$	(67,273.45)	131%	22%
WATER/SANITATION FUND	\$ 1,637,327.13	\$	125,141.18	\$	740,552.51	\$	1,463,696.00	\$	723,143.49	51%	9%
POLICE RETIREMENT	\$ (155,881.48)	\$	-	\$	229,455.60	\$	95,653.00	\$	(133,802.60)	240%	0%
TOTALS	\$ 4,326,416.39	\$	213,821.87	\$	3,040,465.85	\$	5,121,689.00	\$	2,081,223.15	59%	4%

\*Subtotal for Impact Fees Revenues \$ 27,099.33 \$ 170,759.00 \$ 626,600.00 \$ 455,841.00

<b>EXPENDITURES</b>	<u>FYE</u>	<u>COMMITTED</u>			COMMITTED	<u>CURRENT</u>			<b>AVAILABLE</b>	<b>PERCENT</b>	DIFFERENCE
	09/30/2022	SI	NCE LAST REP.		YEAR-TO-DATE	<b>APPROPRIATION</b>			PPROPRIATION	COMMITTED	ROM LAST REP.
GENERAL	\$ 2,142,789.32	\$	165,147.00	\$	1,374,808.12	\$	2,479,898.00	\$	1,105,089.88	55%	7%
POLICE ADV TRAINING	\$ -	\$	-	\$	10,769.48	\$	3,000.00	\$	(7,769.48)	359%	0%
POLICE IMPACT FEES*	\$ 184,250.14	\$	-	\$	32,114.34	\$	34,600.00	\$	2,485.66	93%	0%
PARK IMPACT FEES*	\$ 41,625.23	\$	-	\$	13,679.00	\$	208,000.00	\$	194,321.00	7%	0%
WATER IMPACT FEES*	\$ 17,263.23	\$	-	\$	110,744.50	\$	384,000.00	\$	273,255.50	29%	0%
INFRASTRUCTURE FUND	\$ 190,672.05	\$	-	\$	11,743.00	\$	233,227.00	\$	221,484.00	5%	0%
BUILDING FUND	\$ 147,129.78	\$	7,001.50	\$	177,684.38	\$	219,615.00	\$	41,930.62	81%	3%
WATER/SANITATION FUND	\$ 1,333,388.64	\$	88,926.47	\$	648,204.33	\$	1,463,696.00	\$	815,491.67	44%	6%
POLICE RETIREMENT	\$ 80,793.86	\$	-	\$	35,946.09	\$	95,653.00	\$	59,706.91	38%	0%
TOTALS	\$ 4,137,912.25	\$	261,074.97	\$	2,415,693.24	\$	5,121,689.00	\$	2,705,995.76	47%	5%

\$ - \$ 156,537.84 \$ 626,600.00 \$ 470,062.16 \*Subtotal for Impact Fees Expenditures

### HOWEY IN THE HILLS FINANCIAL REPORT March 2023

ACCOUNTS LOANS

	7100001110			
151200				
Florida Prime Account	t			
STATE BOARD ADMIN	IISTRATION BALANCE (usual	ly come	es in 2nd week of month)	
	SBA FUND A	\$	19,576.91	
INTERES	ST RECEIVED (APY 0.364%)	\$	71.33	
	TOTAL	\$	19,648.24	
101076				
SEACOAST MONEY MA	ARKET ACCOUNT			
(RESERVES)	<b>BEGINNING BALANCE</b>	\$	658,753.68	
	TRANSFERS IN (OUT)			FDEP SRF LOAN (2.71%/2.12% interest)*
INTERES	ST RECEIVED (APY 0.347%)		2,284.70	<b>BEGINNING BALANCE</b> \$ 1,267,494.39
	ENDING BALANCE	\$	661,038.38	TRANSFERS IN (OUT) \$0.00
101080				ALLOCATED TO PRINCIPAL \$0.00
SEACOAST #2 MONEY	MARKET ACCOUNT			ALLOCATED TO INTEREST \$0.00
(BISHOPS GATE)	<b>BEGINNING BALANCE</b>	\$	2,926.21	<b>ENDING BALANCE</b> \$ 1,267,494.39
Sinking Fund	TRANSFERS IN (OUT)			
INTERE	EST RECEIVED (APY 0.01%)		0.03	*payments of \$72,314.68 are made in April and Oct. and
	<b>ENDING BALANCE</b>	\$	2,926.24	will continue until 2032
101005				
SEACOAST CHECKING	ACCOUNT (Operating)			
Operating Checking	<b>BEGINNING BALANCE</b>	\$	2,799,241.17	
	REVENUES DEPOSITED		360,905.12	
	TRANSFERS IN (OUT)			
	<b>EXPENDITURES CLEARED</b>		(358,654.71)	
	ENDING BALANCE	\$	2,801,491.58	
101160				
SEASIDE MONEY MAR	RKET ACCOUNT			
	BEGINNING BALANCE	\$	343,471.74	
	TRANSFERS IN (OUT)		-	
	DORMANT CHARGE		15.00	
INTERES	ST RECEIVED (APY 0.292%)		1,003.53	
	ENDING BALANCE	\$	344,490.27	
101110				
SEASIDE CHECKING AC	CCOUNT (Pays to Loan)			
	BEGINNING BALANCE	\$	18,083.56	
	TRANSFERS IN (OUT)			
	DEPOSITED		-	
	ENDING BALANCE	\$	18,083.56	
101120				
SEASIDE SRF LOAN SW				
	BEGINNING BALANCE	\$	2,490.97	
	TRANSFERS IN (OUT)			
	EXPENDITURES CLEARED			
	ENDING BALANCE	\$	2,490.97	

United Community Bank (renamed from Seaside)

**TOTAL** 

3,850,169.24

TOTAL \$ 1,267,494.39

## HOWEY-IN-THE-HILLS FINANCIAL REPORT (Previous Month) Feb 2023

(revenues and expenditures updated one month after initial report completion)

REVENUES	<u>FYE</u>			RECEIVED		RECEIVED	<b>ESTIMATED</b>		<u>REVENUE</u>	<b>PERCENT</b>
		09/30/2022	CL	JRRENT MON.	,	YEAR-TO-DATE	<u>REVENUE</u>	<u>T</u>	O BE RECEIVED	<b>RECEIVED</b>
GENERAL	\$	2,266,504.09	\$	268,720.22	\$	1,486,186.47	\$ 2,479,898.00	\$	993,711.53	60%
POLICE ADV TRAINING	\$	3,091.26	\$	270.36	\$	1,026.73	\$ 3,000.00	\$	1,973.27	34%
POLICE IMPACT FEES*	\$	32,556.73	\$	1,871.80	\$	39,969.79	\$ 50,000.00	\$	10,030.21	80%
PARK IMPACT FEES*	\$	28,472.62	\$	1,757.20	\$	37,522.66	\$ 192,600.00	\$	155,077.34	19%
WATER IMPACT FEES*	\$	53,563.94	\$	3,150.82	\$	66,167.22	\$ 384,000.00	\$	317,832.78	17%
INFRASTRUCTURE FUND	\$	258,235.28	\$	31,327.42	\$	111,747.89	\$ 233,227.00	\$	121,479.11	48%
BUILDING FUND	\$	184,426.29	\$	14,034.16	\$	239,156.29	\$ 219,615.00	\$	(19,541.29)	109%
WATER/SANITATION FUND	\$	1,306,770.71	\$	119,226.91	\$	615,411.33	\$ 1,463,696.00	\$	848,284.67	42%
POLICE RETIREMENT	\$	(176,320.93)	\$	(53,916.87)	\$	229,455.60	\$ 95,653.00	\$	(133,802.60)	240%
TOTALS	\$	3,957,299.99	\$	386,442.02	\$	2,826,643.98	\$ 5,121,689.00	\$	2,295,045.02	55%

\*Subtotal for Impact Fees Revenues \$ 6,779.82 \$ 143,659.67 \$ 626,600.00 \$ 482,940.33

<b>EXPENDITURES</b>	<u>FYE</u>	<u>(</u>	COMMITTED		COMMITTED		<b>CURRENT</b>		<u>AVAILABLE</u>	<b>PERCENT</b>
	09/30/2022	CL	JRRENT MON.	)	YEAR-TO-DATE	<u>A</u>	PPROPRIATION	Α	PPROPRIATION	COMM.
GENERAL	\$ 2,142,789.32	\$	147,027.64	\$	1,209,661.12	\$	2,479,898.00	\$	1,270,236.88	49%
POLICE ADV TRAINING	\$ -	\$	-	\$	10,769.48	\$	3,000.00	\$	(7,769.48)	359%
POLICE IMPACT FEES*	\$ 184,250.14	\$	-	\$	32,114.34	\$	34,600.00	\$	2,485.66	93%
PARK IMPACT FEES*	\$ 41,625.23	\$	-	\$	13,679.00	\$	208,000.00	\$	194,321.00	7%
WATER IMPACT FEES*	\$ 17,263.23	\$	-	\$	110,744.50	\$	384,000.00	\$	273,255.50	29%
INFRASTRUCTURE FUND	\$ 190,672.05	\$	-	\$	11,743.00	\$	233,227.00	\$	221,484.00	5%
BUILDING FUND	\$ 147,129.78	\$	16,243.32	\$	170,682.88	\$	219,615.00	\$	48,932.12	78%
WATER/SANITATION FUND	\$ 1,255,368.18	\$	87,434.93	\$	559,277.86	\$	1,463,696.00	\$	904,418.14	38%
POLICE RETIREMENT	\$ 80,793.86	\$	10,092.49	\$	35,946.09	\$	95,653.00	\$	59,706.91	38%
TOTALS	\$ 4,059,891.79	\$	260,798.38	\$	2,154,618.27	\$	5,121,689.00	\$	2,967,070.73	42%

\*Subtotal for Impact Fees Expenditures \$ - \$ 156,537.84 \$ 626,600.00 \$ 470,062.16

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1 GENERAL FUND

Account	Received Current Month	Received YTD	Estimated Revenue	Revenue To Be Received	% Received
310000 TAXES 311100 Ad Valorem Taxes 314100 U.S.T Electricity 314400 U.S.T Gas 314800 U.S.T Propane 315100 CST - Communications Services Tax Account Group Total:	0.00 21.18 0.00 205.60 0.00	999, 435.85 63, 720.59 7.01 1, 151.64 23, 816.35 1,088,131.44	1,104,499.00 139,000.00 0.00 1,000.00 50,000.00	105,063.15 75,279.41 -7.01 -151.64 26,183.65	* 11
320000 LICENSES AND PERMITS 321100 Town Business Tax Receipt 32200 ARPA Funds, Federal 32201 Developer Fees Pd to Town 32202 Variance Fees 32208 Howey Self Storage Developer Fees 323100 Franchise Fee - Electric 323202 Franchise Fee - Sprint Tower Lease 323400 Franchise Fee - Gas 323400 Inspection Fees Collected Due Contractor 329500 Cemetery Fees-Permits Account Group Total:	60.00 0.00 0.00 1,470.00 0.00 3,191.62 352.82 660.00	2,035.00 9,650.00 1,470.00 0.00 51,638.43 19,149.72 1,624.62 1,624.62 835.00	375,754.00 0.00 0.00 3,000.00 1,500.00 40,000.00 5,000.00 4,000.00 6,000.00	-2,035.00 375,754.00 -9,650.00 -1,470.00 3,000.00 1,500.00 58,361.57 20,850.28 3,375.38 3,165.00 -25.00	* * * * * * * * * * * * * * * * * * *
330000 INTERGOVERNMENTAL REVENUE 331750 Marianne Beck Library, E-Rate 332700 ARPA Funds, Federal, Library 335125 State Revenue Sharing Proceeds 335150 SRS - Alcoholic Beverage License 335180 SRS - Local Govt. 1/2 Cent Sales Tax 337710 Library Interlocal Agreement 337720 Library Expansion - Impact Fees Funds 338200 Lake County Business Tax Receipt Account Group Total:	0.00 0.00 0.00 0.00 3,345.42 0.00 3,345.42	8,100.00 710.49 23,152.91 1,419.38 51,228.28 23,517.94 7,171.78 7,171.78	16,200.00 0.00 56,809.00 2,800.00 104,666.00 40,144.00 0.00 1,000.00	8,100.00 -710.49 33,656.09 1,380.62 53,437.72 16,626.06 -7,171.78 950.00	* * 4. 72 4. 72 * * * * * * * * * * * * * * * * * *
340000 Charges for Services 341901 Public Record Requests 341903 Smoker Rental - non refundable 341920 Lien Search Charges 342960 Outside Security Services 343920 Boat Ramp Decals 343920 Golf Cart Permits 343998 Reimbursement - Park/Smoker Deposit 343999 Miscellaneous Sales 344990 State Reimbursement, Street Lighting 347101 Library copies/Faxes 347400 Service Charge - Special Events	0.00 460.00 0.00 0.00 1.25.00 1,430.55	-264.40 350.00 350.00 173,942.25 10,662.50 2,625.00 3,188.17 30.00 668.78 175.00	3,000.00 231,923.00 4,000.00 1,000.00 1,000.00 5,768.00 1,800.00 1,800.00	264.40 -350.00 650.00 57,980.75 -10,662.50 1,375.00 -3,188.17 -30.00 5,768.00 331.22 1,625.00 <b>54,013.70</b>	* * * * * * * * * * * * * * * * * * *
350000 FINES AND FORFEITS 351100 Court Fines & Forfeits 52100 Library - Fines	1,825.75	10,667.18 317.03	16,000.00	5,332.82 -317.03	% % % %

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1 GENERAL FUND

	Account	Received Current Month	Received YTD	Estimated Revenue	Revenue To Be Received	% Received
	Account Group Total:	1,888.60	10,984.21	16,000.00	5,015.79	8 69
360000						
361100	Interest Earnings	00.00	467.48	00.00	-467.48	o/o *
363400	Pd Vest Grant	00.0	00.0	2,250.00	2,250.00	0/0
363404	2009 Byrne Grant - Tactical Equipment &	00.00	00.0	4,000.00	4,000.00	%
363407		00.00	00.0		2,540.00	%
366920		00.00	1,544.75		1,455.25	51 %
369300	SETILEMENTS	00.00	1,343.53	500.00	-843.53	269 %
369900	Miscellaneous Revenue	00.0	20.00	147,745.00	147,725.00	0/0
369910		0.00	65.00	00.00	-65.00	o/o *
	Account Group Total:	00.00	3,440.76	160,035.00	156,594.24	%
	Fund Total:	12,625.79	1,498,812.26	2,479,898.00	981,085.74	* 09

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120 POLICE ADVANCED TRAINING FUND

Account	Received Current Month	Received YTD	Estimated Revenue	Revenue To Be Received	% Received
350000 FINES AND FORFEITS					
351130 Local Law Enforcement Education	242.15	1,268.88	3,000.00	1,731.12	42 %
Account Group Total:	242.15	1,268.88	3,000.00	1,731.12	42 %
Fund Total:	242.15	1,268.88	3,000.00	1,731.12	42 %

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04/03/23	TOWN OF HOWEY-IN-THE-HILLS	Page
11:14:03	Statement of Revenue Budget vs Actuals For the Accounting Period: $3 \ / \ 23$	Report II
140 IMPACT FEES		

Account	Received Current Month	Received YTD	Estimated Revenue	Revenue To Be Received	% Received
320000 LICENSES AND PERMITS 322302 Impact Fees-Police	7,476.91	47,446.70		2,553.30	о С
322303 Impact Fees -Parks 322306 Water Impact Fees	7,019.14 12,603.28	44,541.80 78,770.50	40,000.00	-4,541.80 11,229.50	118 88 1 % %
Account Group Total:	27,099.33	170,759.00	180,000.00	9,241.00	95 %
380000 OTHER SOURCES 381000 INTERFUND TRANSFERS	00.0	0.00	446,600.00	446,600.00	0/0
Account Group Total:	00.00	0.00	446,600.00	446,600.00	%
Fund Total:	27,099.33	170,759.00	626,600.00	455,841.00	27 %

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150 INFRASTRUCTURE FUND

Account	Received Current Month	Received YTD	Estimated Revenue	Revenue To Be Received	% Received
310000 TAXES					
312300 County Ninth-Cent Gas Tax	981.26	5,741.46	10,000.00	4,258.54	57 %
312410 L.F.T First (1 to 6 Cents)	00.0	18,285.78	42,933.00	24,647.22	43 %
312630 Discretionary Sales Surtax - Infrastructure	00.0	88,701.91	180,294.00	91,592.09	49 %
Account Group Total:	981.26	112,729.15	233,227.00	120,497.85	48 %
Fund Total:	981.26	112,729.15	233,227.00	120,497.85	8 %

Page: 6 of 8 Report ID: B110

155 BUILDING SERVICES FUND

Account	Received Current Month	Received YTD	Estimated Revenue	Revenue To Be Received	% Received
320000 LICENSES AND PERMITS					
322100 Zoning Permit Application Fees	288.75	1,486.31	3,000.00	1,513.69	20 %
322101 Plan Review (Ron-100%)	3,612.06	17,432.88	8,500.00	-8,932.88	205 %
322102 Admin Fee (Town - 100%)	69.15	444.12	300.00	-144.12	148 %
322304 Inspection Fees Collected Due Contr	31,523.37	196,875.09	134,750.00	-62,125.09	146 %
322305 Permits Town %	11,376.21	65,400.68	69,865.00	4,464.32	94 %
322307 Fees Income - DCA/DBPR	862.62	5,249.37	3,200.00	-2,049.37	164 %
Account Group Total:	47,732.16	286,888.45	219,615.00	-67,273.45	131 %
Fund Total:	47,732.16	286,888.45	219,615.00	-67,273.45	131 %

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401 WATER/SANITATION FUND

Account	Received Current Month	Received YTD	Estimated Revenue	Revenue To Be Received	% Received
314300 U.S.T Water Account Group Total:	5,590.32	33,322.68 <b>33,322.68</b>	42,000.00 <b>42,000.00</b>	8,677.32 <b>8,677.32</b>	% 6 <b>7</b>
340000 Charges for Services 343310 Water Sales	57,551.77	344,241.63	00.965,596.00	351,354.37	Q 0, %
343350 FEES- NEW CON	6,977.44	42,365.57	104,920.00	62,554.43	0 K
	11,967.42	70,879.33	ч«	43,120.67	
	00.0	00.00		3,000.00	
	7,663.46	45, 687.87 45, 687.87		34,312.13	0 00 0 0 7 0 0 % %
	118,830.86	701,620.99	1,41	1,000.00 714,575.01	
350000 FINES AND FORFEITS 353100 Utility/Meter Fines Account Group Total:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00.0	1,000.00	1,000.00	o/∘ o/• ○ <b>O</b>
360000 361100 Interest Earnings 369900 Miscellaneous Revenue Account Group Total:	0.00 720.00 <b>720.00</b>	142.06 5,466.78 <b>5,608.84</b>	1,500.00 3,000.00 4,500.00	1,357.94 -2,466.78 -1,108.84	1 82 9 5 % % %
Fund Total:	125,141.18	740,552.51	1,463,696.00	723,143.49	51 %

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651 POLICE RETIREMENT FUND

Account	Received Current Month	Received YTD	Estimated Revenue	Revenue To Be Received	% Received
310000 TAXES 312520 State Pension Contribution Account Group Total:	<b>00.0</b>	00.0	14,153.00 14,153.00	14,153.00 14,153.00	00 00
360000 361300 Investment Earnings	00.0	174,785.26	00.0	-174,785.26	o\º * *
	00.0	11,207.84		5,792.16	% 99
368200 Employer Contribution	00.0	43,462.50	64,500.00	21,037.50	67 %
Account Group Total:	00.00	229,455.60		-147,955.60	282 %
Fund Total:	00.0	229,455.60	95,653.00	-133,802.60	240 %
Grand Total:	213,821.87	3,040,465.85	5,121,689.00	2,081,223.15	50 90

Item 13.

1 GENERAL FUND

Account Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commit
511000 Legislative						
511000 Legislative						
110 Executive Salaries	1,150.00	7,000.00	35,400.00	35,400.00	28,400.00	20 %
210 Fica	71.30	434.00	2,194.00	2,194.00	1,760.00	20 %
211 Medicare	16.68	101.53	513.00	513.00	411.47	20 %
342 Software & Annual Maintenance	0.00	173.97	0.00	0.00	-173.97	용
400 Travel & Per Diem	40.00	140.00	500.00	500.00	360.00	28 %
410 Telephone & Communications	172.00	767.37	750.00	750.00	-17.37	102 %
415 Website	0.00	0.00	4,450.00	4,450.00	4,450.00	용
470 Printing - General	0.00	124.94	100.00	100.00	-24.94	125 %
493 Employee Appreciation	0.00	1,982.36	1,800.00	1,800.00	-182.36	110 %
497 Compassion Flowers	0.00	0.00	100.00	100.00	100.00	용
510 Office Supplies	0.00	0.00	200.00	200.00	200.00	용
520 Operating Supplies	0.00	0.00	5,750.00	5,750.00	5,750.00	용
540 Dues and Subscriptions	0.00	832.96	1,300.00	1,300.00	467.04	64 %
550 Training/Education/Tuition	0.00	0.00	1,500.00	1,500.00	1,500.00	용
820 Contributions/Donations	0.00	0.00	2,000.00	2,000.00	2,000.00	용
Account Total:	1,449.98	11,557.13	56,557.00	56,557.00	44,999.87	20 %
Account Group Total: 513000 Financial And Administrative	1,449.98	11,557.13	56,557.00	56,557.00	44,999.87	20 %
513000 Financial And Administrative						
110 Executive Salaries	7,403.65	47,906.31	96,852.00	96,852.00	48,945.69	49 %
120 Salaries	6,758.30	44,229.31	89,254.00	89,254.00	45,024.69	50 %
140 Overtime Wages	0.00	0.00	521.00	521.00	521.00	응
210 Fica	844.70	5,512.22	11,539.00	11,539.00	6,026.78	48 %
211 Medicare	197.53	1,289.10	2,699.00	2,699.00	1,409.90	48 %
225 ICMA Retirement Contribution	1,201.89	7,793.14	18,611.00	18,611.00	10,817.86	42 %
230 Life & Health Ins.	1,594.42	9,566.94	19,225.00	19,225.00	9,658.06	50 %
240 Workers' Compensation	1,012.77	3,038.31	4,051.00	4,051.00	1,012.69	75 %
250 Unemployment Expense	0.00	275.00	0.00	0.00	-275.00	용
320 Accounting & Auditing	0.00	7,647.50	34,000.00	34,000.00		22 %
321 Bank Fees	0.00	285.06	600.00	600.00	314.94	
340 Other Contractual Services	0.00	1,670.70	4,500.00	4,500.00	2,829.30	
342 Software & Annual Maintenance	0.00	7,438.65	6,400.00	6,400.00	-1,038.65	
350 Pre Employment Screening	0.00	348.00	1,400.00	1,400.00	1,052.00	
400 Travel & Per Diem	0.00	581.16	2,500.00	2,500.00	1,918.84	
410 Telephone & Communications	587.51	4,972.14	12,400.00	12,400.00	7,427.86	
420 Freight/Postage/Shipping	0.00	798.73	800.00	800.00	1.27	
430 Utility Services	123.47	2,557.16	5,000.00	5,000.00	2,442.84	
440 Rentals & Leases	169.00	1,289.94	2,700.00	2,700.00	1,410.06	48 %
460 R & M - Equipment	0.00	0.00	1,200.00	1,200.00	1,200.00	용
461 R & M - Computer Maint	0.00	511.99	4,000.00	4,000.00	**	13 %
470 Printing - General	0.00	177.50	250.00	250.00	72.50	71 %
490 Miscellaneous Expenses	0.00	0.00	100.00	100.00	100.00	8
510 Office Supplies	0.00	350.07	2,000.00	2,000.00		18 %
520 Operating Supplies	25.00	1,863.64	4,800.00	4,800.00	•	39 %
540 Dues and Subscriptions	0.00	490.00	4,100.00	4,100.00		12 %
550 Training/Education/Tuition	0.00	0.00	3,750.00	3,750.00	3,750.00	%
Account Total:	19,918.24	150,592.57	333,252.00	333,252.00	182,659.43	

1 GENERAL FUND

Account	Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commi
	Account Group Total:	19,918.24	150,592.57	333,252.00	333,252.00	182,659.43	45 %
519000 Other	General Government	·	•	·	·	·	
519000 Other	r General Government						
310 Lega		13,689.41	57,884.41	75,000.00	75,000.00	17,115.59	77 %
316 Town	n Planning/Engineering	0.00	57,748.75	95,000.00	95,000.00	37,251.25	61 %
	ounting & Auditing	0.00	0.00	21,000.00	21,000.00	21,000.00	용
	er Contractual Services	0.00	2,988.00	40,000.00	40,000.00	37,012.00	7 %
	ification	0.00	2,056.36	5,000.00	5,000.00	2,943.64	41 %
415 Webs	site	0.00	950.00	0.00	0.00	-950.00	용
451 Insu		26,285.50	83,242.50	105,142.00	105,142.00	21,899.50	
	nting - General	0.00	0.00	200.00	200.00	200.00	8
492 Adve		0.00	2,898.71	6,000.00	6,000.00	3,101.29	
	singency funds	0.00	0.00	1,000.00	1,000.00	1,000.00	20 0 8
130 00110	Account Total:	39,974.91	207,768.73	348,342.00	348,342.00	140,573.27	
	Account Group Total:	39,974.91	207,768.73	348,342.00	348,342.00	140,573.27	60 %
521000 Police	<b>=</b>						
521000 Polic	ce						
110 Exec	cutive Salaries	10,710.94	70,690.81	139,242.00	139,242.00	68,551.19	51 %
120 Sala	aries	27,248.88	175,022.11	363,639.00	343,014.00	167,991.89	51 %
130 Poli	ice - Reserve Salaries	90.00	7,452.28	35,445.00	30,445.00	22,992.72	24 %
131 Even	nts Payroll	2,500.00	2,500.00	0.00	0.00	-2,500.00	용
140 Over	rtime Wages	2,334.37	16,735.94	31,572.00	31,572.00	14,836.06	53 %
150 Poli	ice - Incentive Pay	510.00	3,120.00	4,160.00	4,160.00	1,040.00	75 %
210 Fica	_ a	2,563.04	16,249.46	33,376.00	31,787.00	15,537.54	51 %
211 Medi	icare	599.49	3,800.38	7,806.00	7,733.00	3,932.62	49 %
220 Poli	ice Retirement Contribution	7,439.20	50,901.70	72,951.00	72,951.00	22,049.30	70 %
230 Life	e & Health Ins.	8,971.30	53,657.80	123,600.00	123,301.00	69,643.20	44 %
240 Work	kers' Compensation	2,929.52	8,788.56	11,718.00	11,152.00	2,363.44	79 %
	er Contractual Services	0.00	1,385.00	12,617.00	4,335.35	2,950.35	32 %
342 Soft	tware & Annual Maintenance	0.00	8,281.65	0.00	8,281.65	0.00	100 %
	cial Events	0.00	2,348.35	5,000.00	5,000.00	2,651.65	
-	Employment Screening	0.00	1,117.44	1,200.00	1,200.00	82.56	
	vel & Per Diem	0.00	1,339.47	3,500.00	3,500.00	2,160.53	38 %
	ephone & Communications	883.46	8,565.16	15,000.00	15,000.00	6,434.84	
	ight/Postage/Shipping	0.00	128.59	300.00	300.00	171.41	
	lity Services	123.48	2,557.20	3,700.00	3,700.00	1,142.80	69 %
	tals & Leases	0.00	16,776.48	18,000.00	18,000.00	1,223.52	
451 Insu		1,717.80	5,153.40	0.00	0.00	-5,153.40	8
460 R &	M - Equipment	0.00	1,202.00	4,400.00	4,400.00	3,198.00	27 %
	M - Computer Maint	0.00	2,080.00	26,000.00	26,000.00	23,920.00	
	M - Building	0.00	774.62	1,500.00	1,500.00	725.38	
	M - Vehicles	312.30	19,725.03	30,000.00	30,000.00	10,274.97	
	cellaneous Expenses	0.00	276.98	350.00	350.00	73.02	
	ice Supplies	0.00	178.35	4,000.00	4,000.00	3,821.65	4 %
	rating Supplies	9,711.00	15,506.44	28,000.00	25,031.00	9,524.56	
520 Gpc1		0.00	17,294.36	40,000.00	40,000.00	22,705.64	
523 Unif		0.00	2,988.56	4,000.00	4,000.00	1,011.44	75 %
525 Weap		0.00	3,857.65	5,000.00	5,000.00	1,142.35	
-	s and Subscriptions	0.00	961.99	1,000.00	1,000.00	38.01	
	ining/Education/Tuition	0.00	587.66	4,000.00	4,000.00	3,412.34	

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#### TOWN OF HOWEY-IN-THE-HILLS Statement of Expenditure - Budget vs. Actual Report Report ID: B100 For the Accounting Period: 3 / 23

1 GENERAL FUND

Account Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commit
640 Cap Outlay - Equipment	0.00	23,260.32	22,000.00	23,259.00	-1.32	 100 %
650 Cap Outlay - Vehicles	0.00	115,237.98	13,744.00	67,106.00	-48,131.98	172 %
804 PD Vest Grant - 09/10	0.00	6,572.90	3,500.00	3,500.00	-3,072.90	188 %
Account Total:	78,644.78	667,076.62	1,070,320.00	1,093,820.00	426,743.38	61 %
Account Group Total:	78,644.78	667,076.62	1,070,320.00	1,093,820.00	426,743.38	61 %
524000 Code Enforcement						
524000 Code Enforcement						
120 Salaries	3,203.21	20,943.65	41,642.00	41,642.00	20,698.35	50 %
140 Overtime Wages	0.00	1,889.17	1,500.00	1,500.00	-389.17	126 %
210 Fica	194.18	1,389.13	2,582.00	2,582.00	1,192.87	54 %
211 Medicare	45.42	324.90	604.00	604.00	279.10	54 %
225 ICMA Retirement Contribution	320.32	2,272.45	4,164.00	4,164.00	1,891.55	55 %
230 Life & Health Ins.	769.50	4,617.00	9,234.00	9,234.00	4,617.00	50 %
240 Workers' Compensation	226.61	679.83	906.00	906.00	226.17	75 %
310 Legal Fees	192.50	4,185.88	2,500.00	2,500.00	-1,685.88	167 %
342 Software & Annual Maintenance	0.00	173.97	2,500.00	2,500.00	2,326.03	7 %
400 Travel & Per Diem	0.00	0.00	500.00	200.00	200.00	용
410 Telephone & Communications	18.50	487.90	700.00	1,000.00	512.10	
420 Freight/Postage/Shipping	0.00	39.25	250.00	250.00	210.75	16 %
470 Printing - General	0.00	0.00	300.00	0.00	0.00	
490 Miscellaneous Expenses	0.00	0.00	100.00	100.00	100.00	
520 Operating Supplies	0.00	971.80	0.00	1,151.00	179.20	
540 Dues and Subscriptions	25.00	25.00	320.00	245.00	220.00	
550 Training/Education/Tuition	0.00	0.00	1,250.00	474.00	474.00	
Account Total:	4,995.24	37,999.93	69,052.00	69,052.00	31,052.07	
Account Group Total:	4,995.24	37,999.93	69,052.00	69,052.00	31,052.07	55 %
538000 Stormwater Maintenance						
538000 Stormwater Maintenance						
340 Other Contractual Services	0.00	3,600.00	10,000.00	10,000.00	6,400.00	36 %
Account Total:	0.00	3,600.00	10,000.00	10,000.00	6,400.00	36 %
Account Group Total: 539000 Public Services	0.00	3,600.00	10,000.00	10,000.00	6,400.00	36 %
539000 Public Services	550.00	2 560 02	7 150 00	7 150 00	2 500 17	F 0 0
110 Executive Salaries	550.00	3,560.83	7,150.00	7,150.00	3,589.17	
120 Salaries	2,620.88	14,588.80	40,745.00	40,745.00	26,156.20	
140 Overtime Wages	31.38	562.19	1,200.00	1,200.00	637.81	
210 Fica	197.19	1,154.32	2,969.00	2,969.00	1,814.68	
211 Medicare	46.13	270.01	604.00	604.00	333.99	
225 ICMA Retirement Contribution	60.30	354.29	4,789.00	4,789.00	4,434.71	
230 Life & Health Ins.	681.41	3,252.64	9,234.00	9,234.00	5,981.36	
240 Workers' Compensation 340 Other Contractual Services	260.64 825.00	781.92 27,330.00	1,043.00 90,000.00	1,043.00 90,000.00	261.08 62,670.00	
350 Pre Employment Screening	0.00	0.00	100.00	100.00	100.00	
400 Travel & Per Diem	0.00	0.00	500.00	500.00	500.00	용
410 Telephone & Communications	18.00	495.35	2,500.00	2,500.00	2,004.65	
430 Utility Services	87.36	686.32	1,000.00	1,000.00	313.68	
440 Rentals & Leases	0.00	174.59	500.00	500.00	325.41	
460 R & M - Equipment	0.00					

Item 13.

## TOWN OF HOWEY-IN-THE-HILLS Statement of Expenditure - Budget vs. Actual Report For the Accounting Period: 3 / 23

1 GENERAL FUND

Account Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commi
461 R & M - Computer Maint	0.00	0.00	650.00	650.00	650.00	%
462 R & M - Building	1,350.42	1,541.83	12,000.00	12,000.00	10,458.17	13 %
463 R & M - Vehicles	0.00	0.00	1,000.00	1,000.00	1,000.00	용
510 Office Supplies	0.00	0.00	1,500.00	1,500.00	1,500.00	용
520 Operating Supplies	0.00	4,226.03	6,000.00	6,000.00	1,773.97	70 %
522 Gas & Oil	0.00	2,810.57	5,500.00	5,500.00	2,689.43	51 %
523 Uniforms	0.00	452.25	800.00	800.00	347.75	57 %
524 Safety Equipment	0.00	707.90	1,000.00	1,000.00	292.10	71 %
540 Dues and Subscriptions	0.00	0.00	300.00	300.00	300.00	용
550 Training/Education/Tuition	0.00	0.00	650.00	650.00	650.00	8
650 Cap Outlay - Vehicles	0.00	0.00	2,000.00	2,000.00	2,000.00	용
Account Total:	6,728.71	64,076.89	198,734.00	198,734.00	134,657.11	32 %
Account Group Total: 541000 Transportation	6,728.71	64,076.89	198,734.00	198,734.00	134,657.11	32 %
541000 Transportation						
110 Executive Salaries	550.00	3,560.83	7,150.00	7,150.00	3,589.17	50 %
120 Salaries	2,463.30	13,438.93	38,852.00	38,852.00	25,413.07	35 %
140 Overtime Wages	0.00	290.45	0.00	0.00	-290.45	ę
210 Fica	185.56	1,066.94	2,852.00	2,852.00	1,785.06	37 %
211 Medicare	43.41	249.50	667.00	667.00	417.50	
225 ICMA Retirement Contribution	55.00	315.02	4,600.00	4,600.00	4,284.98	7 %
230 Life & Health Ins.	650.63	3,048.75	8,865.00	8,865.00	5,816.25	
240 Workers' Compensation	250.34	751.02	1,001.00	1,001.00	249.98	
316 Town Planning/Engineering	0.00	0.00	1,000.00	1,000.00	1,000.00	9
340 Other Contractual Services	0.00	0.00	16,000.00	16,000.00	16,000.00	ş
431 Street Lighting	0.00	12,628.87	28,000.00	28,000.00	15,371.13	45 %
520 Operating Supplies	0.00	0.00	1,500.00	1,500.00	1,500.00	9
524 Safety Equipment	0.00	0.00	250.00	250.00	250.00	ę ę
530 Road Materials & Supplies	0.00	0.00	1,000.00	1,000.00	1,000.00	ę
Account Total:	4,198.24	35,350.31	111,737.00	111,737.00	76,386.69	
Account Group Total:	4,198.24	35,350.31	111,737.00	111,737.00	76,386.69	32 %
42000 Cemetery 542000 Cemetery						
340 Other Contractual Services	0.00	0.00	15,000.00	15,000.00	15,000.00	용
430 Utility Services	34.21	102.89	0.00	0.00	-102.89	8
460 R & M - Equipment	0.00	0.00	2,000.00	2,000.00	2,000.00	e e
Account Total:	34.21	102.89	17,000.00	17,000.00	16,897.11	1 %
Account Group Total:	34.21	102.89	17,000.00	17,000.00	16,897.11	1 %
71000 Library 571000 Library						
110 Executive Salaries	3,723.08	24,139.07	48,400.00	48,400.00	24,260.93	
120 Salaries	1,392.60	9,914.68	17,160.00	17,160.00	7,245.32	
210 Fica	312.76	2,084.86	4,065.00	4,065.00	1,980.14	
211 Medicare	73.16	487.63	951.00	951.00	463.37	
225 ICMA Retirement Contribution	186.16	1,201.58	4,840.00	4,840.00	3,638.42	
230 Life & Health Ins.	769.50	4,617.00	9,234.00	9,234.00	4,617.00	50 %
240 Workers' Compensation	356.77	1,070.31	1,427.00	1,427.00	356.69	
340 Other Contractual Services	0.00	1,700.00	4,500.00	4,500.00	2,800.00	38 %

1 GENERAL FUND

Account Group Total:

Account Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available % Appropriation Commi
350 Pre Employment Screening	0.00	0.00	150.00	150.00	150.00
400 Travel & Per Diem	0.00	72.18	500.00	500.00	427.82 14 %
410 Telephone & Communications	1,524.00	9,122.22	20,000.00	20,000.00	10,877.78 46 %
420 Freight/Postage/Shipping	0.00	0.00	110.00	110.00	110.00
430 Utility Services	384.27	4,153.82	6,750.00	6,750.00	2,596.18 62 %
461 R & M - Computer Maint	0.00	143.64	0.00	0.00	-143.64
480 Promotional Activities	415.16	1,725.40	1,500.00	1,500.00	-225.40 115 %
490 Miscellaneous Expenses	0.00	0.00	500.00	500.00	500.00
493 Employee Appreciation	0.00	0.00	500.00	500.00	500.00
510 Office Supplies	0.00	1,134.23	1,500.00	1,500.00	365.77 76 %
520 Operating Supplies	0.00	2,011.11	4,000.00	4,000.00	1,988.89 50 %
540 Dues and Subscriptions	0.00	0.00	350.00	350.00	350.00
550 Training/Education/Tuition	0.00	0.00	400.00	400.00	400.00
640 Cap Outlay - Equipment	0.00	7,171.78	0.00	0.00	-7,171.78
660 Cap Outlay - Books &	0.00	4,405.91	7,000.00	7,000.00	2,594.09 63 %
Account Total:	9,137.46	75,155.42	133,837.00	133,837.00	58,681.58 56 9
Account Group Total:	9,137.46	75,155.42	133,837.00	133,837.00	58,681.58 56 %
572000 Parks & Recreation					
572000 Parks & Recreation					
340 Other Contractual Services	0.00	12,000.00	10,000.00	10,000.00	-2,000.00 120 %
343 Special Events	0.00	139.21	5,250.00	5,250.00	5,110.79 3 %
410 Telephone & Communications	0.00	36.00	0.00	0.00	-36.00
430 Utility Services	65.23	1,955.32	850.00	850.00	-1,105.32 230 %
460 R & M - Equipment	0.00	0.00	10,000.00	9,500.00	9,500.00
467 R & M - Nature Trail	0.00	0.00	10,000.00	10,000.00	10,000.00
468 R & M - Recreation Equip	0.00	250.00	0.00	500.00	250.00 50 %
520 Operating Supplies	0.00	330.99	2,500.00	2,500.00	2,169.01 13 %
620 Cap Outlay - Buildings	0.00	92,820.71	0.00	0.00	-92,820.71
Account Total:	65.23	107,532.23	38,600.00	38,600.00	-68,932.23 279 %
Account Group Total: 573000 Historical Preservation 573000 Historical Preservation	65.23	107,532.23	38,600.00	38,600.00	-68,932.23 279 9
410 Telephone & Communications	0.00	0.00	60.00	60.00	60.00
490 Miscellaneous Expenses	0.00	577.50	5,000.00	5,000.00	4,422.50 12 %
510 Office Supplies	0.00	0.00	1,000.00	1,000.00	1,000.00
Account Total:	0.00	577.50	6,060.00	6,060.00	5,482.50 10 %
Account Group Total:	0.00	577.50	6,060.00	6,060.00	5,482.50 10 %
574000 Special Events 574000 Special Events					
340 Other Contractual Services	0.00	10,447.84	80,507.00	57,007.00	46,559.16 18 %
343 Special Events	0.00	1,677.17	2,000.00	2,000.00	322.83 84 %
440 Rentals & Leases	0.00	1,292.89	2,000.00	2,000.00	707.11 65 %
470 Printing - General	0.00	0.00	250.00	250.00	250.00
480 Promotional Activities	0.00	0.00	1,300.00	1,300.00	1,300.00
492 Advertising	0.00	0.00	350.00	350.00	350.00
Account Total:	0.00	13,417.90	86,407.00	62,907.00	49,489.10 21 8

13,417.90

86,407.00

62,907.00

49,489.10 21 %

0.00

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Item 13.

1 GENERAL FUND

Account	Object		Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available % Appropriation Commit
		Fund Total:	165,147.00	1,374,808.12	2,479,898.00	2,479,898.00	1,105,089.88 55 %

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120 POLICE ADVANCED TRAINING FUND

Account Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available % Appropriation Commit
521000 Police					
521000 Police					
400 Travel & Per Diem	0.00	519.48	1,000.00	1,000.00	480.52 52 %
550 Training/Education/Tuition	0.00	2,250.00	1,000.00	1,000.00	-1,250.00 225 %
640 Cap Outlay - Equipment	0.00	8,000.00	1,000.00	1,000.00	-7,000.00 800 %
Account Total:	0.00	10,769.48	3,000.00	3,000.00	-7,769.48 359 %
Account Group Total:	0.00	10,769.48	3,000.00	3,000.00	-7,769.48 359 %
Fund Total:	0.00	10,769.48	3,000.00	3,000.00	-7,769.48 359 %

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140 IMPACT FEES

Account	Object		Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commit
521000 Polic								
521000 Poli								
-	_	Equipment	0.00	26,831.34	34,600.00	34,600.00	7,768.66	78 %
650 Cap	o Outlay -	Vehicles	0.00	5,283.00	0.00	0.00	-5,283.00	용
		Account Total:	0.00	32,114.34	34,600.00	34,600.00	2,485.66	93 %
	Accou	nt Group Total:	0.00	32,114.34	34,600.00	34,600.00	2,485.66	93 %
533000 Water	Utility	Services		·	·	•	·	
533000 Wate	er Utilitv	Services						
	gal Fees		0.00	2,465.50	0.00	0.00	-2,465.50	용
-	o Outlay -	Water	0.00	95,000.00	40,000.00	40,000.00	-55,000.00	238 %
-	_	Equipment	0.00	13,279.00	344,000.00	344,000.00	330,721.00	4 %
-	<u> </u>	Account Total:	0.00	110,744.50	384,000.00	384,000.00	273,255.50	29 %
	Accou	nt Group Total:	0.00	110,744.50	384,000.00	384,000.00	273,255.50	29 %
572000 Parks	& Recrea	tion						
572000 Park	s & Recre	ation						
615 Par	ks Expans	ion	0.00	0.00	163,000.00	163,000.00	163,000.00	용
640 Cap	o Outlay -	Equipment	0.00	13,679.00	45,000.00	45,000.00	31,321.00	30 %
-	<u> </u>	Account Total:	0.00	13,679.00	208,000.00	208,000.00	194,321.00	7 %
	Accou	nt Group Total:	0.00	13,679.00	208,000.00	208,000.00	194,321.00	7 %
		Fund Total:	0.00	156,537.84	626,600.00	626,600.00	470,062.16	25 %

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150 INFRASTRUCTURE FUND

Account Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commit
521000 Police						
521000 Police						
440 Rentals & Leases	0.00	0.00	12,000.00	0.00	0.00	용
640 Cap Outlay - Equipment	0.00	11,743.00	0.00	12,000.00	257.00	98 %
Account Total:	0.00	11,743.00	12,000.00	12,000.00	257.00	98 %
Account Group Total:	0.00	11,743.00	12,000.00	12,000.00	257.00	98 %
541000 Transportation						
541000 Transportation						
630 Cap Outlay - Improvements	0.00	0.00	215,151.00	177,640.26	177,640.26	용
650 Cap Outlay - Vehicles	0.00	0.00	6,076.00	43,586.74	43,586.74	용
Account Total:	0.00	0.00	221,227.00	221,227.00	221,227.00	%
Account Group Total:	0.00	0.00	221,227.00	221,227.00	221,227.00	&
Fund Total:	0.00	11,743.00	233,227.00	233,227.00	221,484.00	5 %

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155 BUILDING SERVICES FUND

Account Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available % Appropriation Commit
513000 Financial And Administrative					
513000 Financial And Administrative					
110 Executive Salaries	1,353.75	8,764.93	13,969.00	13,969.00	5,204.07 63 %
120 Salaries	3,949.16	25,234.79	51,230.00	51,230.00	25,995.21 49 %
140 Overtime Wages	0.00	241.62	100.00	100.00	-141.62 242 %
210 Fica	324.77	2,099.04	4,042.00	4,042.00	1,942.96 52 %
211 Medicare	75.98	490.97	945.00	945.00	454.03 52 %
225 ICMA Retirement Contribution	464.84	2,984.04	6,520.00	6,520.00	3,535.96 46 %
230 Life & Health Ins.	450.20	2,701.34	4,849.00	4,849.00	2,147.66 56 %
240 Workers' Compensation	354.80	1,064.40	0.00	0.00	-1,064.40 %
340 Other Contractual Services	0.00	0.00	1,419.00	1,419.00	1,419.00 %
342 Software & Annual Maintenance	e 0.00	173.97	0.00	0.00	-173.97 %
350 Pre Employment Screening	0.00	0.00	200.00	200.00	200.00 %
410 Telephone & Communications	28.00	83.50	0.00	0.00	-83.50 %
520 Operating Supplies	0.00	0.00	591.00	591.00	591.00 %
Account Total:	7,001.50	43,838.60	83,865.00	83,865.00	40,026.40 52 %
Account Group Total:	7,001.50	43,838.60	83,865.00	83,865.00	40,026.40 52 %
519000 Other General Government					
519000 Other General Government					
341 Contractor - (Ron -	0.00	133,845.78	134,750.00	134,750.00	904.22 99 %
520 Operating Supplies	0.00	0.00	1,000.00	1,000.00	1,000.00 %
Account Total:	0.00	133,845.78	135,750.00	135,750.00	1,904.22 99 %
Account Group Total: Fund Total:	0.00 7,001.50	133,845.78 177,684.38	135,750.00 219,615.00	135,750.00 219,615.00	1,904.22 99 % 41,930.62 81 %

#### TOWN OF HOWEY-IN-THE-HILLS Page: 11 of 13 Statement of Expenditure - Budget vs. Actual Report Report ID: B100 For the Accounting Period: 3 / 23

401 WATER/SANITATION FUND

Account Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commi
3000 Water Utility Services						
33000 Water Utility Services						
110 Executive Salaries	8,757.58	56,683.17	116,873.00	116,873.00	60,189.83	48 %
120 Salaries	10,338.92	65,492.51	169,295.00	169,295.00	103,802.49	39 %
140 Overtime Wages	753.34	5,914.99	9,000.00	9,000.00	3,085.01	66 %
210 Fica	1,199.88	7,758.39	17,742.00	17,742.00	9,983.61	44 %
211 Medicare	280.64	1,814.63	4,149.00	4,149.00	2,334.37	44 %
225 ICMA Retirement Contribution	1,388.91	8,621.54	28,617.00	28,617.00	19,995.46	30 %
230 Life & Health Ins.	3,688.99	21,515.73	56,264.00	56,264.00	34,748.27	
240 Workers' Compensation	1,557.30	4,671.90	6,229.00	6,229.00	1,557.10	
310 Legal Fees	3,135.00	10,011.98	30,000.00	30,000.00	19,988.02	
316 Town Planning/Engineering	0.00	0.00	20,000.00	20,000.00	20,000.00	e e
320 Accounting & Auditing	0.00	0.00	14,250.00	14,250.00	14,250.00	ę
340 Other Contractual Services	19,602.00	182,627.13	175,000.00	175,000.00	-7,627.13	
342 Software & Annual Maintenance	0.00	2,577.82	9,000.00	9,000.00	6,422.18	
400 Travel & Per Diem	0.00	0.00	500.00	500.00	500.00	2 9
410 Telephone & Communications	94.00	2,028.49	5,000.00	5,000.00	2,971.51	
420 Freight/Postage/Shipping	0.00	101.20	0.00	0.00	-101.20	41 (
430 Utility Services	0.00	18,717.58	40,000.00	40,000.00	21,282.42	,
440 Rentals & Leases	0.00	139.70	1,500.00	1,500.00	1,360.30	9 %
451 Insurance	5,519.95	16,559.85	28,951.00	28,951.00	12,391.15	
460 R & M - Equipment	432.00	9,987.70	5,000.00	45,000.00	35,012.30	
460 R & M - Equipment 461 R & M - Computer Maint	0.00	0.00	500.00	500.00	500.00	22. 3
<u> </u>	0.00	0.00				9
462 R & M - Building			5,000.00	5,000.00	5,000.00	
463 R & M - Vehicles	0.00	0.00	500.00	500.00	500.00	9
466 R & M - Water	0.00	2,771.00	40,000.00	0.00	-2,771.00	9
470 Printing - General	0.00	0.00	100.00	100.00	100.00	9
490 Miscellaneous Expenses	0.00	0.00	100.00	100.00	100.00	ę
492 Advertising	0.00	0.00	300.00	300.00	300.00	e -
510 Office Supplies	0.00	0.00	1,000.00	1,000.00	1,000.00	8
520 Operating Supplies	4,005.00	35,036.63	5,231.00	100,231.00	65,194.37	
523 Uniforms	0.00	0.00	150.00	150.00	150.00	ę
524 Safety Equipment	0.00	0.00	400.00	400.00	400.00	ę
540 Dues and Subscriptions	0.00	254.10	800.00	800.00	545.90	
550 Training/Education/Tuition	0.00	190.00	500.00	500.00	310.00	
613 Cap Outlay - Wetland	0.00	0.00	8,050.00	8,050.00	8,050.00	ę
630 Cap Outlay - Improvements	0.00	0.00	10,000.00	10,000.00	10,000.00	8
633 Cap Outlay - Water	0.00	0.00	10,000.00	10,000.00	10,000.00	9
640 Cap Outlay - Equipment	0.00	0.00	95,000.00	0.00	0.00	Ş
650 Cap Outlay - Vehicles	0.00	0.00	6,076.00	6,076.00	6,076.00	ę
710 Debt Principal/loan	0.00	0.00	77,000.00	77,000.00	77,000.00	ş
720 Debt Interest/loan	0.00	17,071.19	38,000.00	38,000.00	20,928.81	45 %
Account Total:	60,753.51	470,547.23	1,036,077.00	1,036,077.00	565,529.77	45 %
Account Group Total:	60,753.51	470,547.23	1,036,077.00	1,036,077.00	565,529.77	45.0

534000 Sanitation Department

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401 WATER/SANITATION FUND

Account Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation C	% Commit
534000 Sanitation Department						
317 Governmental Consultant	0.00	1,750.00	1,750.00	1,750.00	0.00 1	L00 %
325 Commissions, Finance Chq, Late	0.00	0.00	19,961.00	19,961.00	19,961.00	용
340 Other Contractual Services	21,259.36	133,790.30	255,908.00	255,908.00	122,117.70	52 %
Account Total:	21,259.36	135,540.30	277,619.00	277,619.00	142,078.70	49 %
Account Group Total:	21,259.36	135,540.30	277,619.00	277,619.00	142,078.70	49 %
535000 Sewer, Wastewater Services						
535000 Sewer, Wastewater Services						
430 Utility Services	6,913.60	42,116.80	80,000.00	80,000.00	37,883.20	53 %
466 R & M - Water	0.00	0.00	70,000.00	70,000.00	70,000.00	용
Account Total:	6,913.60	42,116.80	150,000.00	150,000.00	107,883.20	28 %
Account Group Total:	6,913.60	42,116.80	150,000.00	150,000.00	107,883.20	28 %
Fund Total:	88,926.47	648,204.33	1,463,696.00	1,463,696.00	815,491.67	

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Item 13.

651 POLICE RETIREMENT FUND

Account	Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commit
521000 Polic	 ce						
521000 Pol:	ice						
310 Le	gal Fees	0.00	1,827.50	0.00	0.00	-1,827.50	용
340 Ot1	ner Contractual Services	0.00	8,031.14	0.00	0.00	-8,031.14	용
490 Mi:	scellaneous Expenses	0.00	0.00	95,653.00	95,653.00	95,653.00	용
494 Bei	nefit Payments	0.00	26,087.45	0.00	0.00	-26,087.45	용
	Account Total:	0.00	35,946.09	95,653.00	95,653.00	59,706.91	38 %
	Account Group Total:	0.00	35,946.09	95,653.00	95,653.00	59,706.91	38 %
	Fund Total:	0.00	35,946.09	95,653.00	95,653.00	59,706.91	38 %
		0.64 0.74 0.7					
	Grand Total:	261,074.97	0.00 2,415,693.24	5,121,689.00	5,121,689.00	2,705,995.76	47 %