



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 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.

- 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: <https://us06web.zoom.us/j/81202932215>

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

5. 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**

Mayor Martha MacFarlane

ATTEST:

John Brock, Town Clerk



CEDAR CREEK

A Blue Sky Capital Development



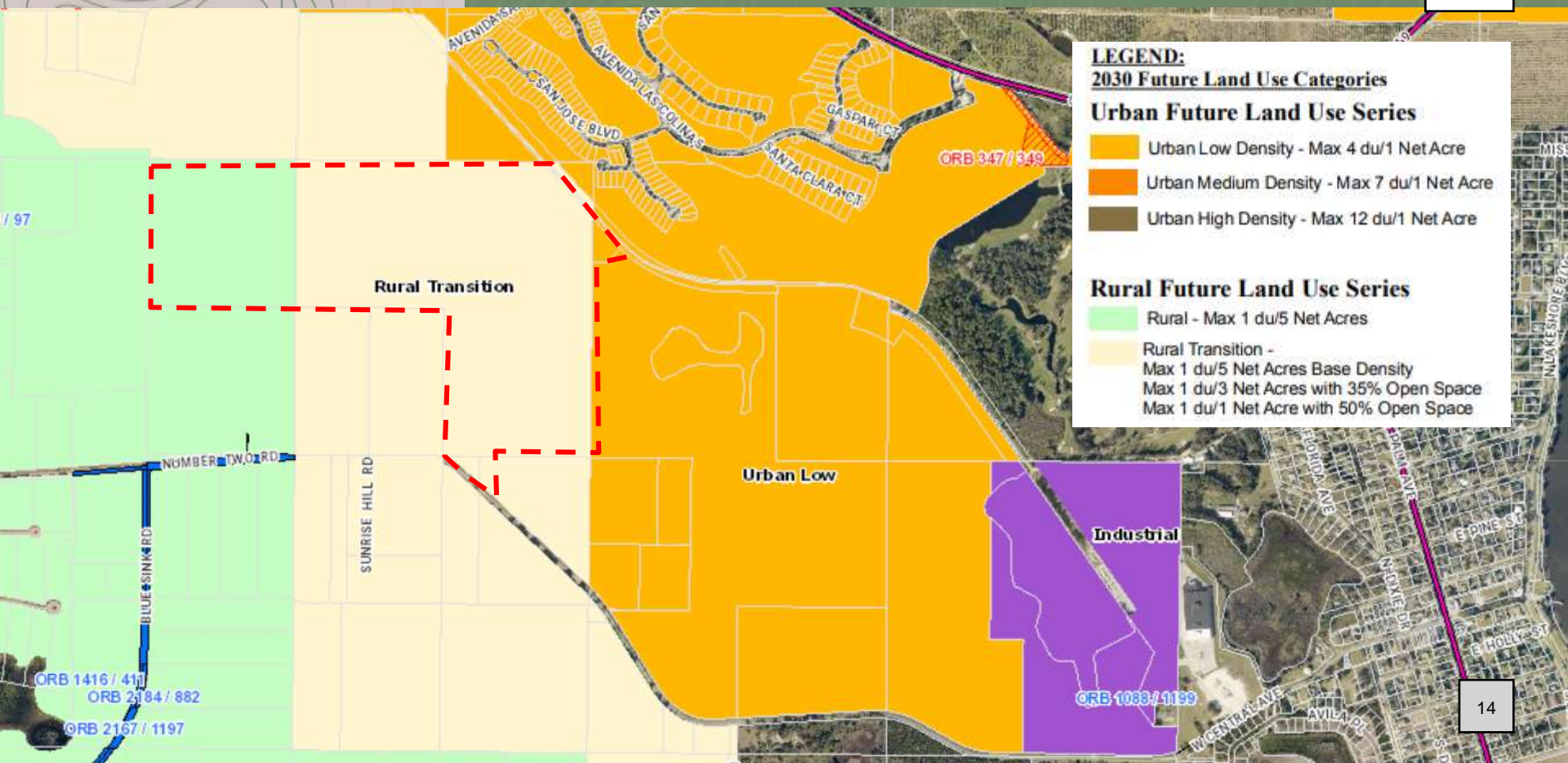
STRINGFELLOW
PLANNING & DESIGN

CONTEXT

Item 2.

CEDAR CREEK





HISTORY

Item 2.



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 Use

Item 2.



Larger Premium Lots

CEDAR CREEK

16



STRINGFELLOW
PLANNING & DESIGN



Typical Streetscape

CEDAR CREEK





Community Amenities

CEDAR CREEK





Amenity & Plaza

CEDAR CREEK



STRINGFELLOW
PLANNING & DESIGN



Item 2.

Amenity & Plaza

CEDAR CREEK



STRINGFELLOW
PLANNING & DESIGN



Open Space Enhancements

CEDAR CREEK





Natural Landscapes

CEDAR CREEK



STRINGFELLOW
PLANNING & DESIGN

APPROVED DEVELOPMENTS

Item 2.

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.

Traffic Distribution

Item 2.

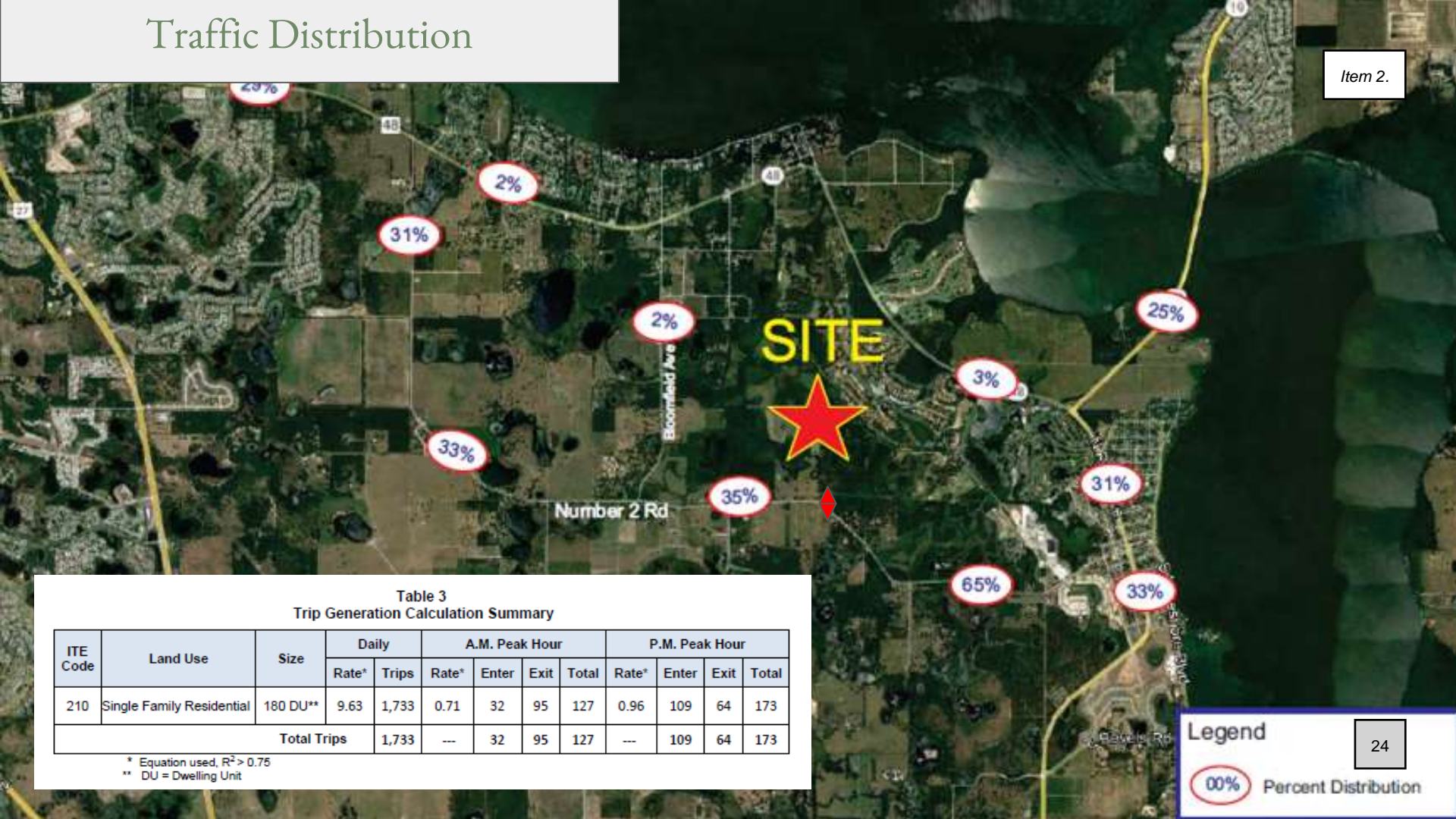


Table 3
Trip Generation Calculation Summary

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

* Equation used, $R^2 > 0.75$

** DU = Dwelling Unit

Legend

00%

Percent Distribution

Future Connectivity

Item 2.



Legend

00%

Percent Distribution

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)





Entrance Roundabout

CEDAR CREEK





Monument Sign

CEDAR CREEK



STRINGFELLOW
PLANNING & DESIGN

CONTEXT

Item 2.

CEDAR CREEK



Item 2.



No. 2 Rd



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



Legend

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

ACREAGE & DENSITY

Gross Acreage: ± 161.04 Acres

Net Acreage: ± 101.1 Acres

Proposed Units: 171 (1.69 du/ac)

0'

100'

200'

400'

800'

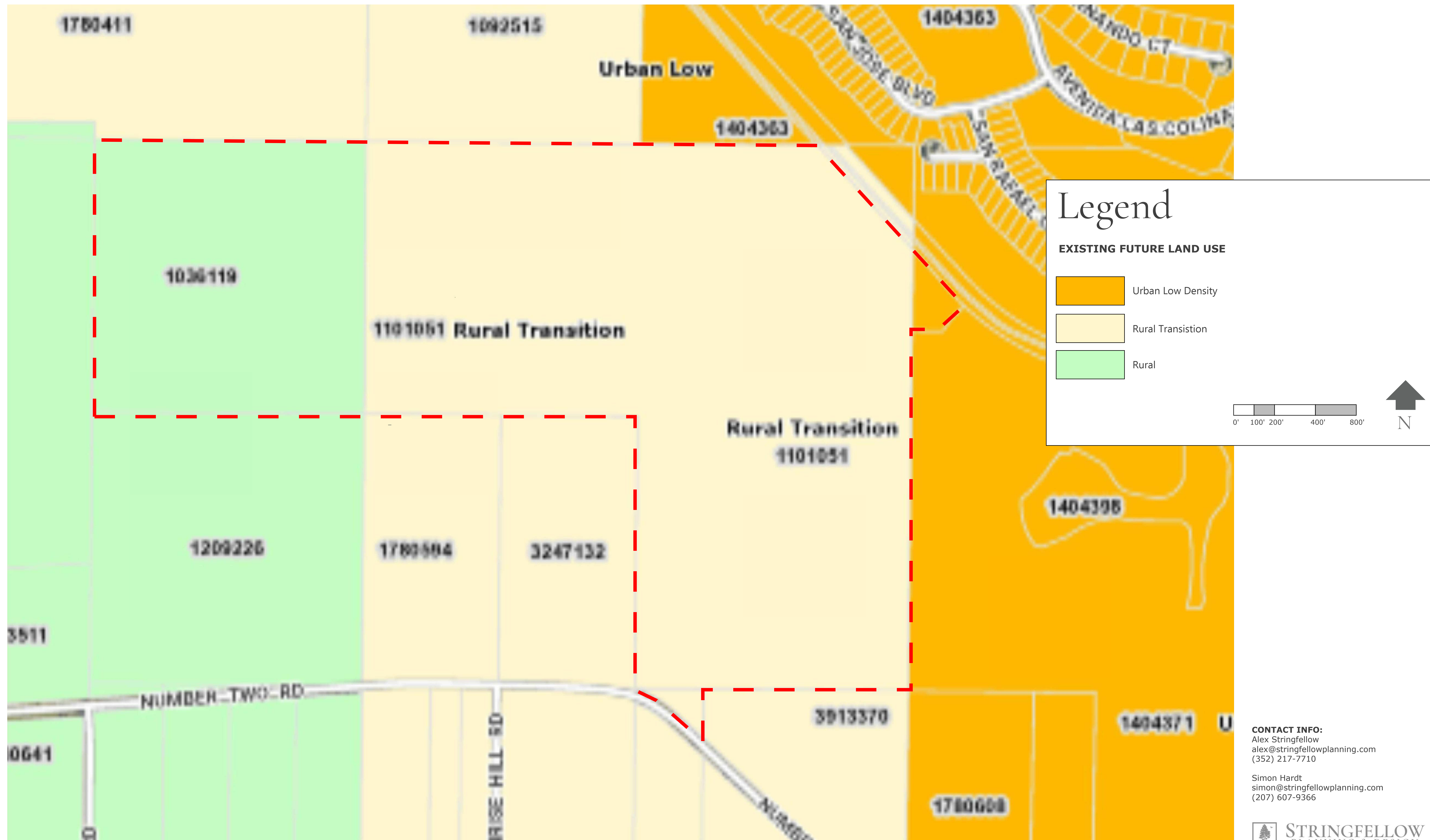
N

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

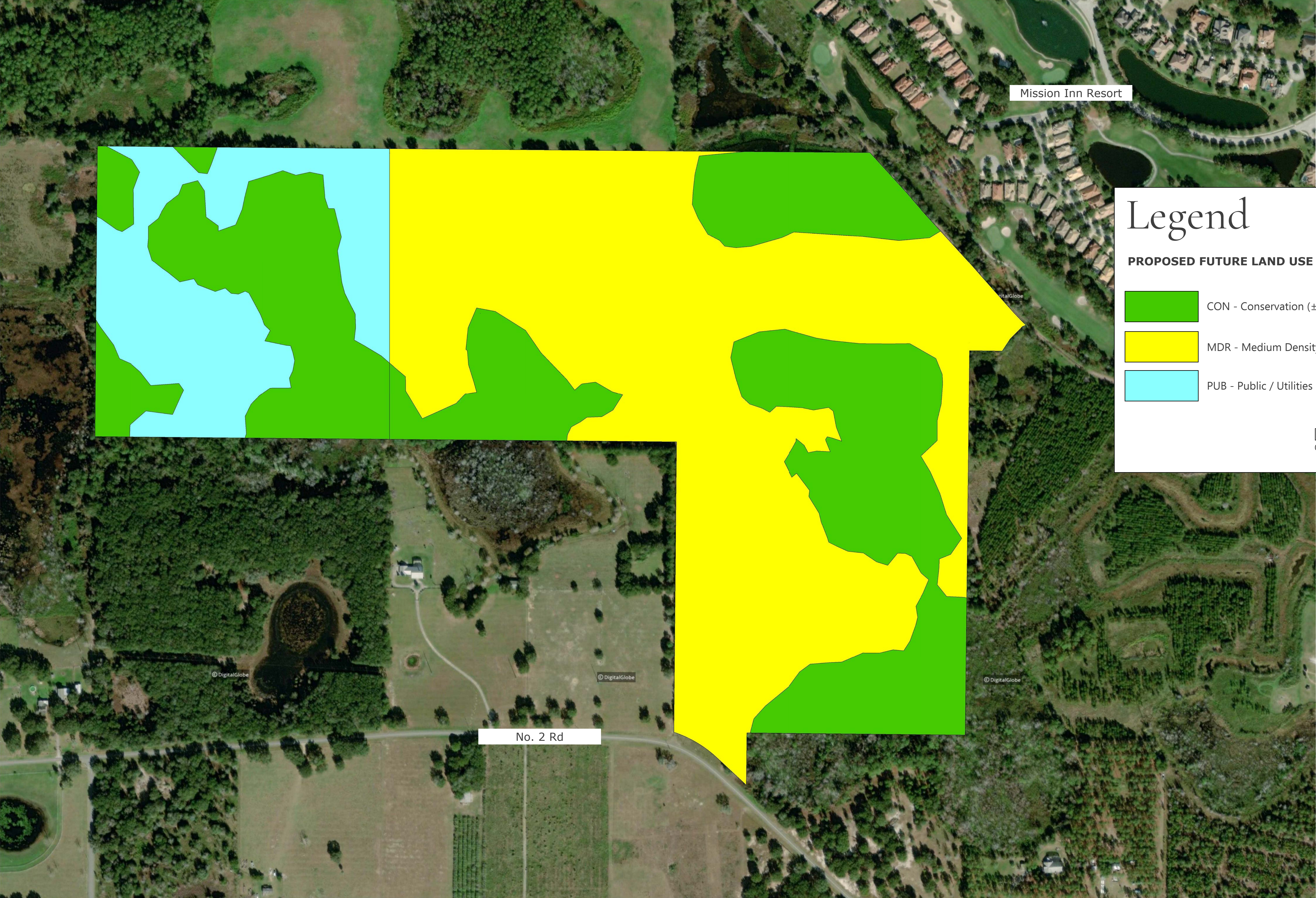
Simon Hardt
simon@stringfellowplanning.com
(207) 607-9366



CEDAR CREEK - EXISTING FUTURE LAND USE MAP



CEDAR CREEK - PROPOSED FUTURE LAND USE



Legend

PROPOSED FUTURE LAND USE

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

0' 100' 200' 400' 800'

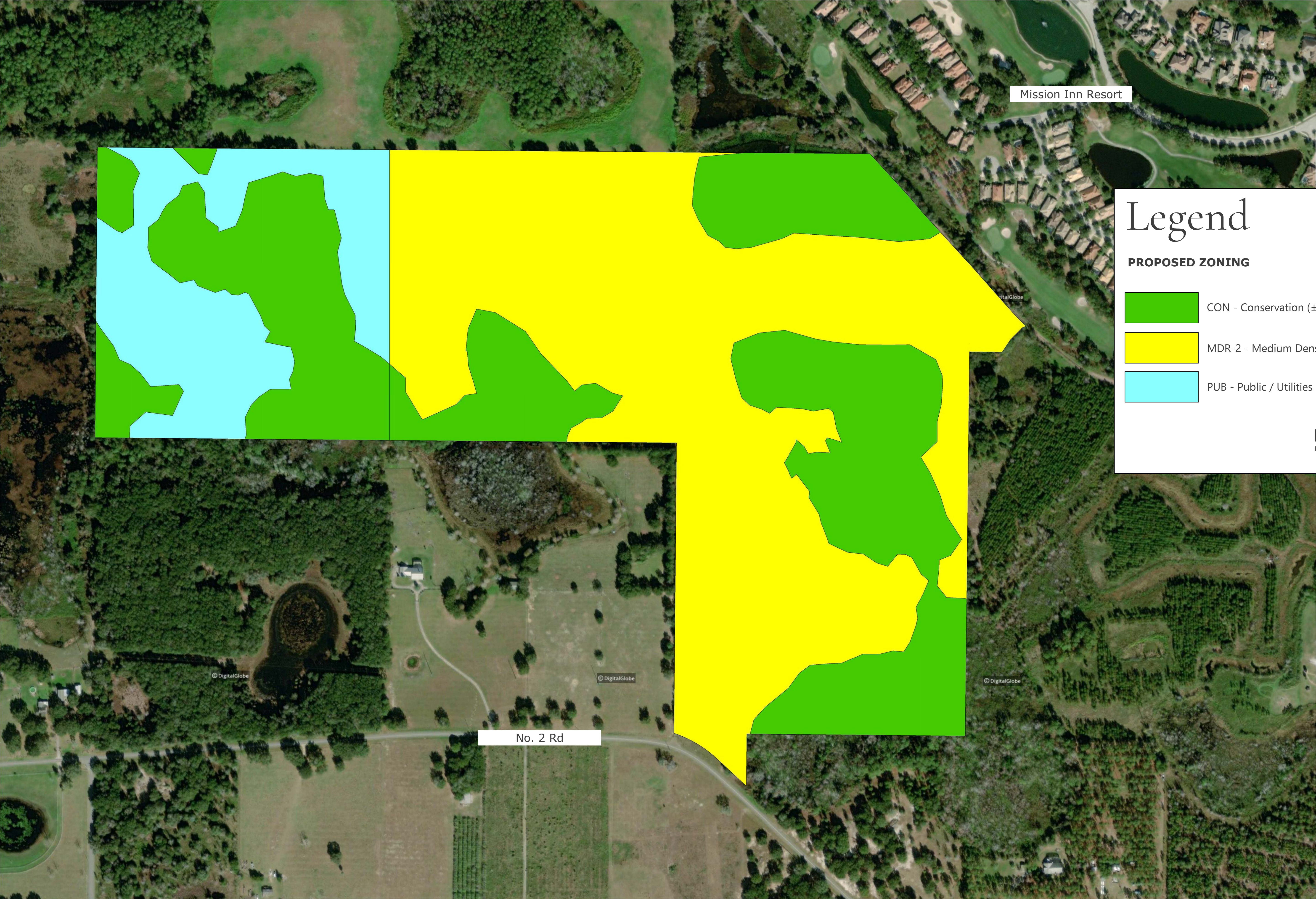
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simon@stringfellowplanning.com
(207) 607-9366



CEDAR CREEK - PROPOSED ZONING



Legend

PROPOSED ZONING

<div></div>	CON - Conservation (± 59.94 Acres)
<div></div>	MDR-2 - Medium Density Residential (± 80.38 Acres)
<div></div>	PUB - Public / Utilities (± 20.66 Acres)

0' 100' 200' 400' 800'

N

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Simon Hardt
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(207) 607-9366



ORDINANCE NO. 2023-006

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[Signatures on the following page]

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

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

By: _____
Martha MacFarlane, Mayor

ATTEST:

John Brock
Town Clerk

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

Thomas J. Wilkes
Town Attorney

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

ATTACHMENT A

LEGAL DESCRIPTIONS OF THE "PROPERTY"

1. Parcel ID No.'s: 27-20-25-0002-000-00200
28-20-25-0001-000-00100
27-20-25-0003-000-03100
27-20-25-0001-000-03300
2. Alternate Key No.'s: 1101051
1036119
3852069
3887680

3. LEGAL DESCRIPTIONS:

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

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

155
156 **Plus:**
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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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ATTACHMENT B
FUTURE LAND USE DESIGNATION
for the
“PROPERTY”



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 extended 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 inefficient 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 conducted 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 property. 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 in 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 alternate access to sub-neighborhoods within the project, 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 compliance 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 the western 40 acres. The Public area will include some stormwater retention area and provides the opportunity for placement of a sewage treatment 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 structures. 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.

Classifieds



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 any ad at any time. Errors must be reported in the first day of publication. The Leesburg Daily Commercial shall not be liable for any loss or expense that results from an error in or omission of an advertisement. No refunds for early cancellation of order.

Govt Public Notices

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

8444386 2/13/2023

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

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

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 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 SCRIBENERS ERROR, PUBLICATION AND AN EFFECTIVE DATE.

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

This ordinance is available for public inspection in the Development Services Office, 550 W. Montrose Street, Monday through Friday between the hours of 8:00 A.M. and 5:00 P.M.

Please be advised that, under State law, if you should decide to appeal a decision made with respect to this matter, you will need a record of the proceedings, and may need to ensure that a verbatim record is made. Persons with disabilities who need assistance should contact the City Clerk's office, (352) 241-7330, at least 48 hours prior to the public hearings.

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

2/13/23

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

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

Govt Public Notices

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

The Planning and Zoning Board for the Town of Howey-in-the-Hills will hold a public hearing for Ordinance 2023-006 on February 23, 2023, at 06:00 P.M. (or as soon thereafter as the matter may be considered). All public hearings will be held in the Town Hall at 101 North Palm Avenue, Howey-in-the-Hills, Florida. No final action regarding the proposed Ordinance will be made at this public hearing. Following the public hearing, the Planning and Zoning Board shall provide a recommendation on the Ordinance to the Town Council. The Town Council will take final action on the requests.

Ordinance 2023-006 is available in the Town Clerks Office, 101 N. Palm Ave., Howey-in-the-Hills, FL 34737 for inspection during normal business hours of Mon-Thurs 8 a.m. - 5 p.m. In compliance with the Americans with Disabilities Act (ADA) anyone who needs a special accommodation for this meeting should contact the Town Clerk at least 48 hours before the meeting.

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

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

8440095 2/13/2023

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

Ordinance No. 2023-007

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

Govt Public Notices

TIVE DATE.
The Planning and Zoning Board for the Town of Howey-in-the-Hills will hold a public hearing for Ordinance 2023-007 on February 23, 2023, at 06:00 P.M. (or as soon thereafter as the matter may be considered). All public hearings will be held in the Town Hall at 101 North Palm Avenue, Howey-in-the-Hills, Florida. No final action regarding the proposed Ordinance will be made at this public hearing. Following the public hearing, the Planning and Zoning Board shall provide a recommendation on the Ordinance to the Town Council. The Town Council will take final action on the requests.

All parties in interest and persons for or against the proposed ordinance shall have an opportunity to be heard at said public hearings. Copies of Ordinance 2023-007 and its related materials are available in the Town Clerks Office, 101 N. Palm Ave., Howey-in-the-Hills, FL 34737 for inspection during normal business hours of Mon-Thurs 8 a.m. - 5 p.m. In compliance with the Americans with Disabilities Act (ADA) anyone who needs a special accommodation for this meeting should contact the Town Clerk at least 48 hours before the meeting.

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

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

NOTICE OF PUBLIC HEARINGS FOR PRELIMINARY SUBDIVISION PLAN APPROVAL

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

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

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

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

Govt Public Notices

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

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

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

#8442799 2/13/23

Public Notices

IN THE CIRCUIT COURT OF THE FIFTH JUDICIAL CIRCUIT OF FLORIDA IN AND FOR LAKE COUNTY GENERAL JURISDICTION DIVISION

CASE NO. 2022-CA-001943
U.S. BANK TRUST NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY, BUT SOLELY AS TRUSTEE OF LSF10 TRUST, Plaintiff,
vs.
CORI L JENKINS, et al., Defendant.

NOTICE OF ACTION

To: UNKNOWN TENANT IN POSSESSION 1
225 INDIANA ST
LEESBURG, FL 34748
UNKNOWN TENANT IN POSSESSION 2
225 INDIANA ST
LEESBURG, FL 34748
LAST KNOWN ADDRESS STATED, CURRENT RESIDENCE UNKNOWN

YOU ARE HEREBY NOTIFIED that an action to foreclose covering the following real and personal property described as follows, to-wit: BEGINNING 448 FEET SOUTH OF THE SOUTHEAST CORNER OF LOT 3, BLOCK 64, IN THE CITY OF LEESBURG, ACCORDING TO OFFICIAL MAP OF THE SAID CITY, RUN THENCE WEST 152 FEET, THENCE SOUTH 60 FEET, THENCE EAST 152 FEET, THENCE NORTH 60 FEET TO POINT OF BEGINNING. ALSO DESCRIBED AS LOT 9, BLOCK D, JOHN K. MCWILLMAN SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 5, PAGE 34, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.

has been filed against you and you are required to file a copy of your written defenses, if any, to it on Nicholas J. Vanhook, Esq., McCalla Raymer Leibert Pierce, LLC, 225 East Robinson Street, Suite 155, Orlando, FL 32801 and file the original with the Clerk of the above-styled Court on or before 30 days

Public Notices

from the first publication, otherwise a Judgment may be entered against you for the relief demanded in the Complaint.

WITNESS my hand and seal of said Court on the 3 day of February, 2023.

Gary J. Cooney
CLERK OF THE CIRCUIT COURT
As Clerk of the Court
BY: /s/ Deputy Clerk
8440680 2/13, 2/20/2023

IN THE CIRCUIT COURT OF THE FIFTH JUDICIAL CIRCUIT OF FLORIDA IN AND FOR LAKE COUNTY GENERAL JURISDICTION DIVISION

CASE NO. 2022-CA-001943
U.S. BANK TRUST NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY, BUT SOLELY AS TRUSTEE OF LSF10 TRUST, Plaintiff,
vs.
CORI L JENKINS, et al., Defendant.

NOTICE OF ACTION

To: UNKNOWN SPOUSE OF CORI L JENKINS
225 INDIANA ST
LEESBURG, FL 34748
LAST KNOWN ADDRESS STATED, CURRENT RESIDENCE UNKNOWN

YOU ARE HEREBY NOTIFIED that an action to foreclose Mortgage covering the following real and personal property described as follows, to-wit: BEGINNING 448 FEET SOUTH OF THE SOUTHEAST CORNER OF LOT 3, BLOCK 64, IN THE CITY OF LEESBURG, ACCORDING TO THE OFFICIAL MAP OF THE SAID CITY, RUN THENCE WEST 152 FEET, THENCE SOUTH 60 FEET, THENCE EAST 152 FEET, THENCE NORTH 60 FEET TO THE POINT OF BEGINNING. ALSO DESCRIBED AS LOT 9, BLOCK D, JOHN K. MCWILLMAN SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 5, PAGE 34, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.

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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,
Deceased

NOTICE OF UNCLAIMED FUNDS
TO: UNKNOWN HEIRS OF MARIA

Public Notices

HOLMES AND ALL OTHERS WHO MAY CLAIM AN INTEREST IN THE ABOVE ESTATE
YOU ARE HEREBY NOTIFIED that you may be an interested person in the Estate of MARIA HOLMES, who died on APRIL 16, 2020 and whose curator is GINETTE M. SINK. An order authorizing a deposit of funds to the registry of the court has been entered by this Court. Funds in the amount of \$15,059.25 have been received by the Clerk of Circuit Court for deposit into the registry of the court, to be disposed of as directed by Section 733.816, Florida Statutes. Those funds remaining after any valid claim is ordered by this Court to be paid will be deposited with the Chief Financial Officer of the State of Florida after six months have expired from the first publication of this notice.

Any claims to the above referenced funds should be filed with Gary Cooney, Clerk of Circuit Court, 550 W. Main Street, P.O. Box 7800, Tallahassee, FL 32304 on or before six months have expired from the first publication of this notice. Dated at Tallahassee, Lake County, FL, Florida this 8th day of February, 2023.
GARY COONEY
CLERK OF CIRCUIT COURT
By: /s/ Charlene Olsen
Deputy Clerk
8440354 2/13, 3/13/2023

Public Sale

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

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

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

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

1FTEX15H5KKA47537 1989 FORD
NC014004127 1980 HOND
NC014004229 1980 HOND

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

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AR #0366920922, CA #1035795, CT #HIC.0649905, FL #CBC056678, IN #RCE-51604, IA #C127230, LA #559544, Suffolk HIC License #H-52229, MI # 2102212986, #262000022, #262000403, #2106212946, MD #MHIC111225, MA #176447, MT #226192, MN #R731804, 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

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

Date Received: Application ID: Received By:

<input checked="" type="checkbox"/> Comp Plan Amendment	<input type="checkbox"/> Variance	<input type="checkbox"/> Site Plan (check one below)
<input type="checkbox"/> PUD	<input checked="" type="checkbox"/> Rezoning	<input type="checkbox"/> Preliminary
<input type="checkbox"/> Conditional Use	<input type="checkbox"/> Subdivision Minor	<input type="checkbox"/> Final
<input type="checkbox"/> Land Development Code Text	<input type="checkbox"/> Other	<input type="checkbox"/> Subdivision (check one below)
		<input type="checkbox"/> Preliminary Subdivision
		<input type="checkbox"/> Final Subdivision
		<input type="checkbox"/> Final Plat

APPLICANT INFORMATION:**OWNER INFORMATION:**

GENERAL LAND DEVELOPMENT APPLICATION

PROPERTY INFORMATION:Address: Number 2 RoadGeneral Location: West and North of Number 2 Road approximately 0.3 miles west of Heald Lane.Current Zoning: ACurrent Land Use: Rural TransitionParcel Size: +/- 161.3 Acres

Tax Parcel #:

Legal Description Attached ☒ Yes ☐ NoSurvey Attached ☒ Yes ☐ NoPre-Application Meeting Date: _____
(Attach Pre-Application Form)

Application Fee: \$ _____

Applicant's Signature: _____
(Signature) (Date)_____
(Print)Owner's Signature: _____ 12/16/2022
(Provide letter of (Signature) (Date)
Authorization)Sadique Jaffer - Managing Member
(Print)

Applications must be complete to initiate the review process.



TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

PETITION FOR REZONING CHECKLIST AND REQUIREMENTS

VARIANCE APPLICATION CHECKLIST

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

PUBLIC NOTIFICATION (Sec. 4.13.03)

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

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

REZONING HEARING PROCESS

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

REZONING REQUEST

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

Proposed Zoning:

Requested Zoning: MDR - 2

Zoning on Adjacent Parcels: North: A and PUD (County)

East: PUD (County)

South: PUD and R-1 (County)

West: A (County)

Parcel Size:

REZONING REQUIREMENTS

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

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

Blue Sky Capital Group LLC - Sadique Jaffer, Managing Member

Print Applicant Name

Applicant Signature

12/16/2022

Date



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.

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

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

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



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PLANNING & DESIGN

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.](#)



STRINGFELLOW
PLANNING & DESIGN

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.](#)



STRINGFELLOW
PLANNING & DESIGN

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

Item 2.

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

Current Land Use Density =

Lake County Rural Transition 1DU/AC * 80.5 Net Acres = 80.5 units

Lake County Rural Land Use 1DU/5AC * 19.5 Net Acres = 4 Units

Allowable Density in Lake County = 84.5 Units

Proposed: 180 Units

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

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

Student Generation Estimates.

The student generation for these additional units is estimated below:

180 units * .405 (students per home) = 73 students

This change represents an increase of +/- 39 students.

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

Sincerely,

Alex Stringfellow | Principal

Ph: (352)-217-7710

alex@stringfellowplanning.com

StringfellowPlanning.com



STRINGFELLOW
PLANNING & DESIGN



July 21, 2022

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

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

Re: Environmental Assessment Report

Dear Mr. Luthra:

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

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

SOILS

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

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

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

Jacksonville Office
1157 Beach Boulevard
Jacksonville Beach, FL 32250

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

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

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

407.894.5969
877.894.5969
407.894.5970 fax

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

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

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

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

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

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

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

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

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

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

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

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

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

throughout.

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

LAND USE TYPES/VEGETATIVE COMMUNITIES

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

Uplands:

211 Improved Pastures

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

434 Hardwood – Conifer Mixed

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

Wetlands and Surface Waters:

534 Reservoirs less than 10 acres

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

630 Wetland Forested Mixed

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

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

640 Vegetated Non-Forested Wetlands

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

PROTECTED SPECIES

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

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

Reptiles and Amphibians

brown anole (*Anolis sagrei*)

green anole (*Anolis caroliniana*)

gopher tortoise (*Gopherus polyphemus*)

six-lined racerunner (*Cnemidophorus sexlineatus sexlineatus*)

Birds

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

Mammals

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

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

Gopher Tortoise (Gopherus polyphemus)

State Listed as "Threatened" by FFWCC

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

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

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

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

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

Bald Eagle (*Haliaeetus leucocephalus*)

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

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

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

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

USFWS CONSULTATION AREAS

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

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

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

Sand Skink (Neoseps reynoldsi)

Federally Listed as "Threatened" by USFWS

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

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

Florida Scrub-Jay (*Aphelocoma coerulescens*)
Federally Listed as “Threatened” by USFWS

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

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

Everglade Snail Kite (*Rostrhamus sociabilis*)
Federally Listed as “Endangered” by USFWS

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

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

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

ENVIRONMENTAL CONSTRAINTS

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

St. Johns River Water Management District (SJRWMD)

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

Florida Department of Environmental Protection (FDEP)

State 404 Program

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

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

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

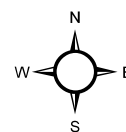
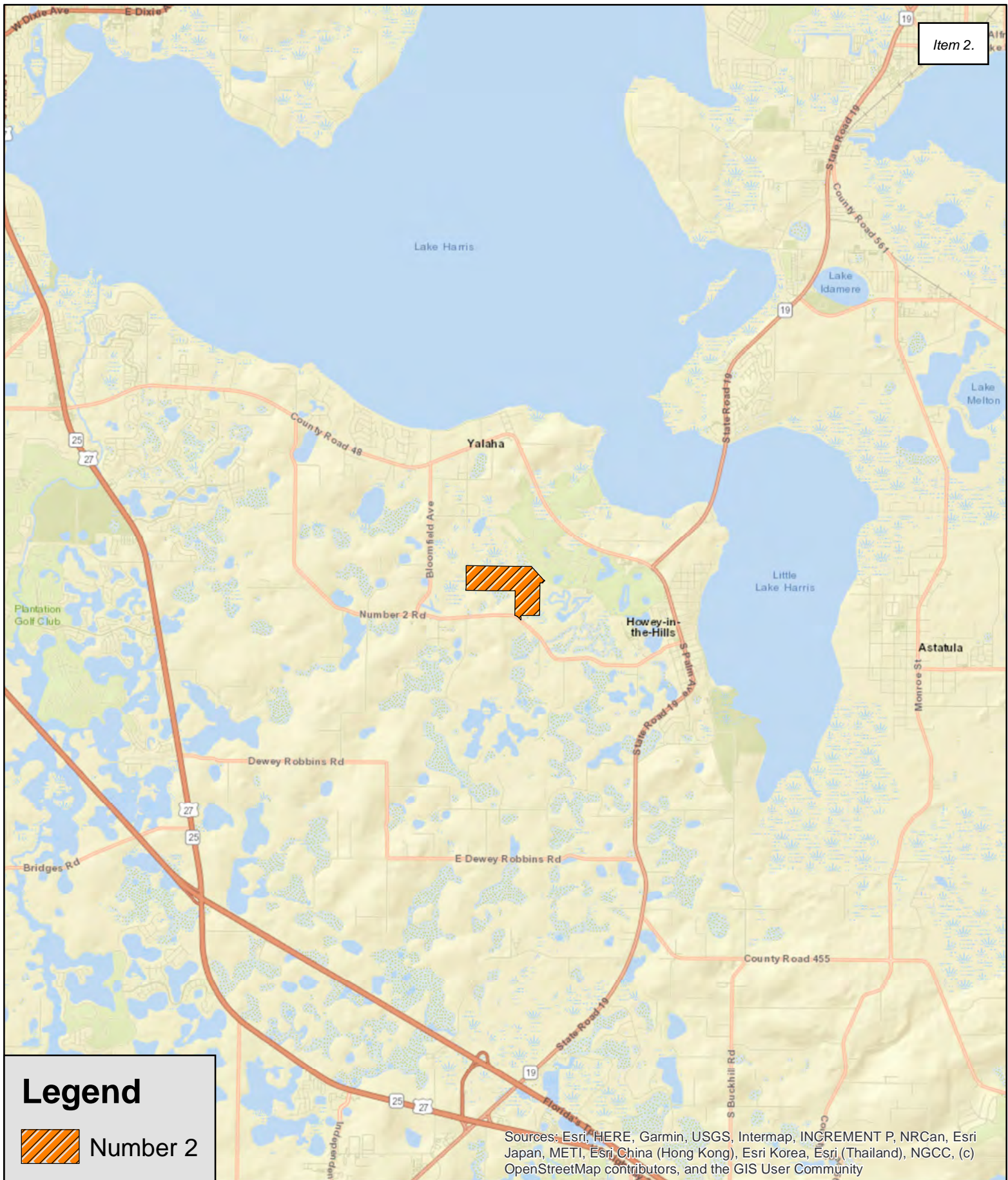
The environmental limitations described in this document are based on observations and technical information available on the date of the on-site evaluation. This report is for general planning purposes only. The limits of any on-site wetlands/surface waters can only be determined and verified through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

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

Regards,

Mark Ausley
Director

Attachments

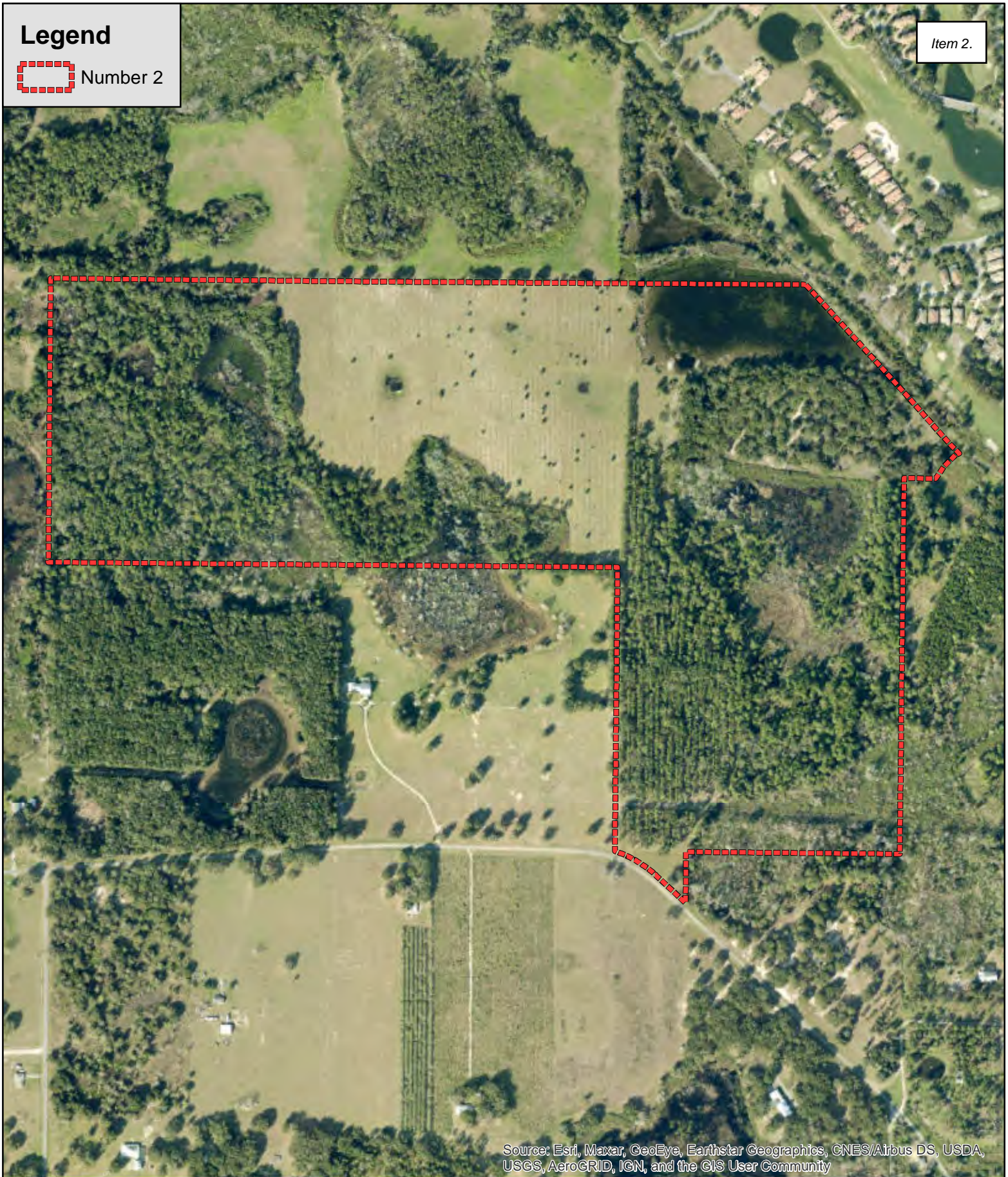


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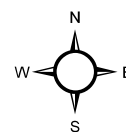


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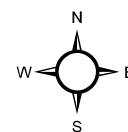
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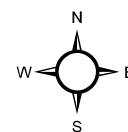
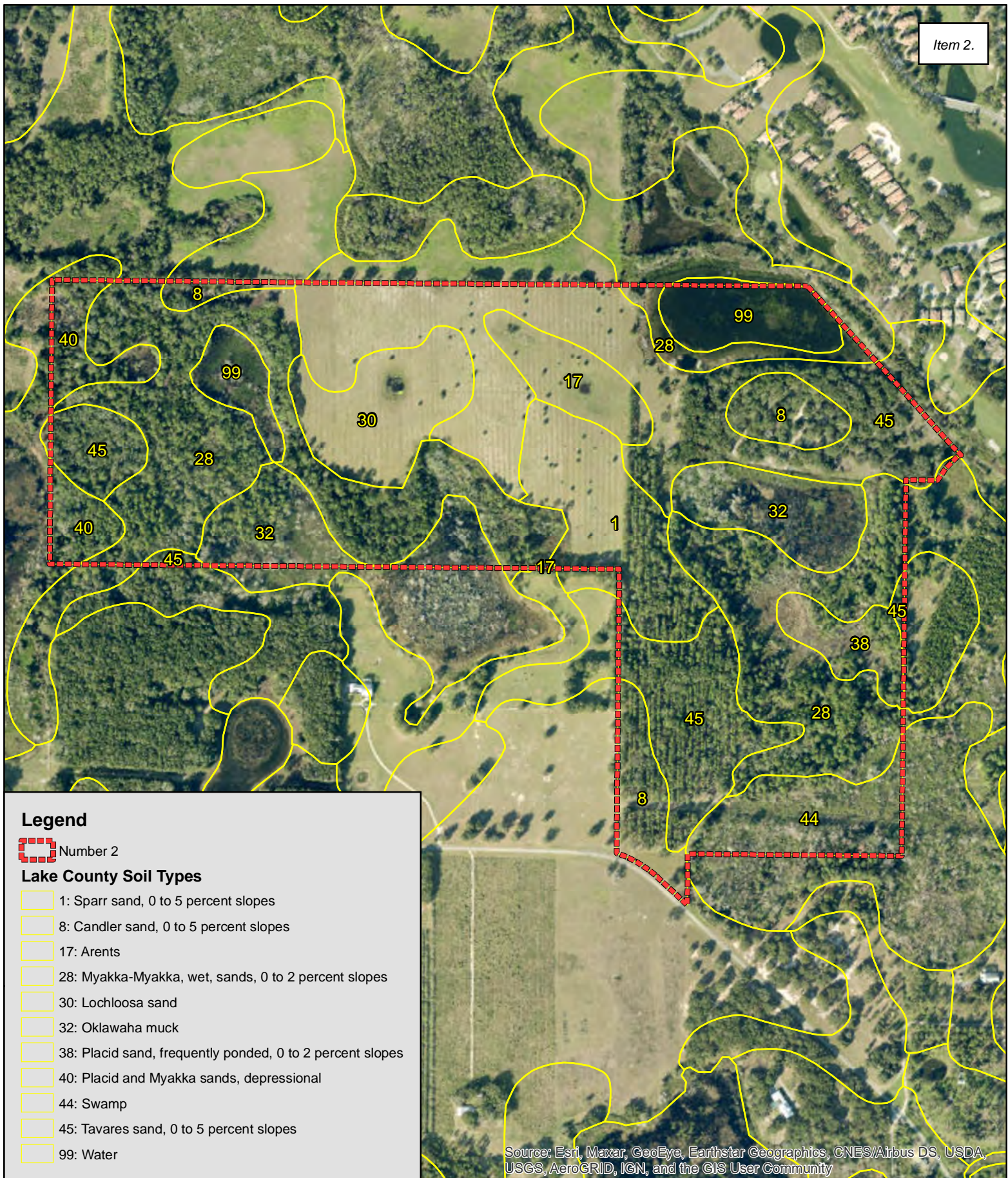


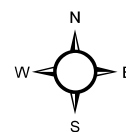
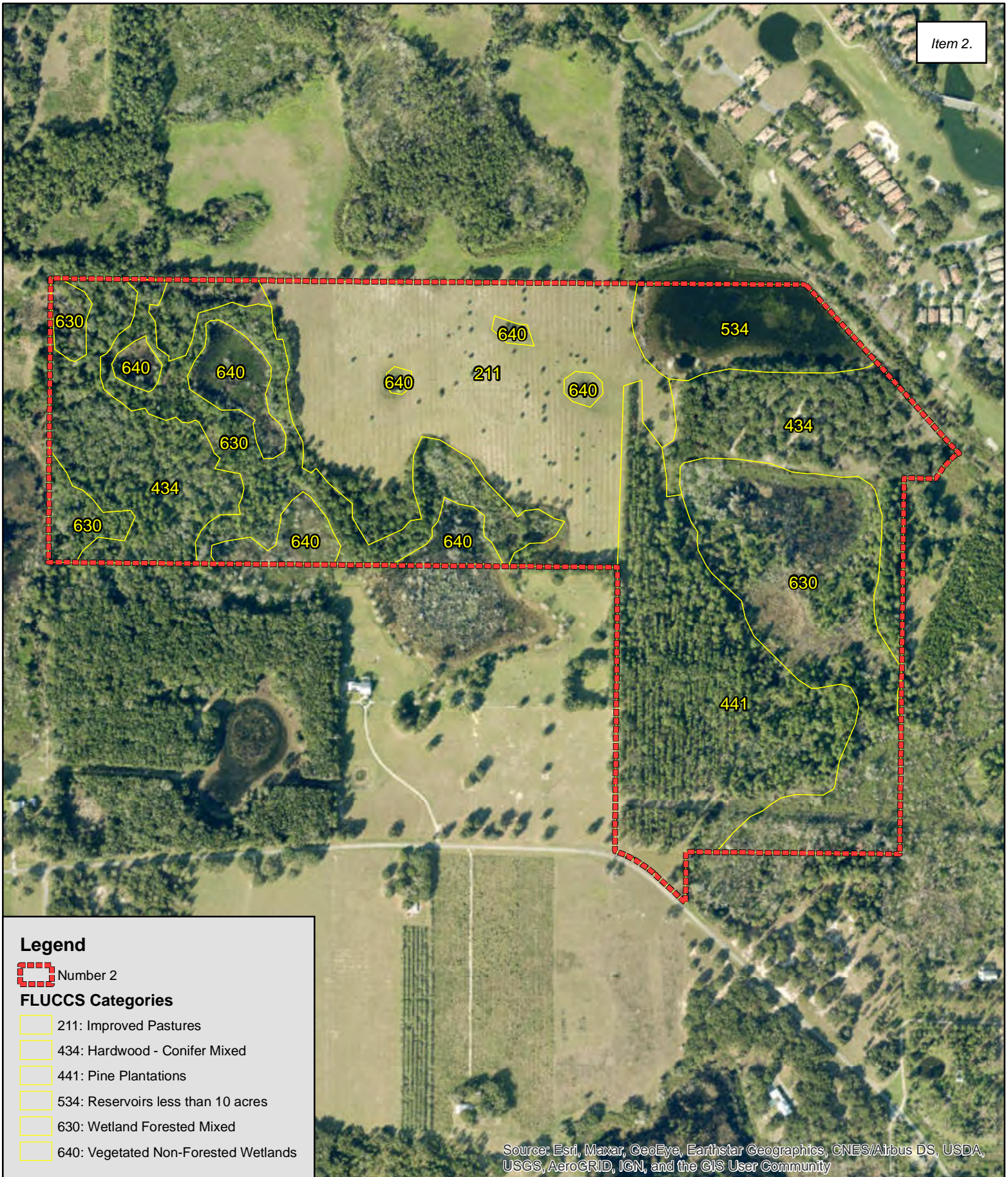
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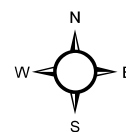
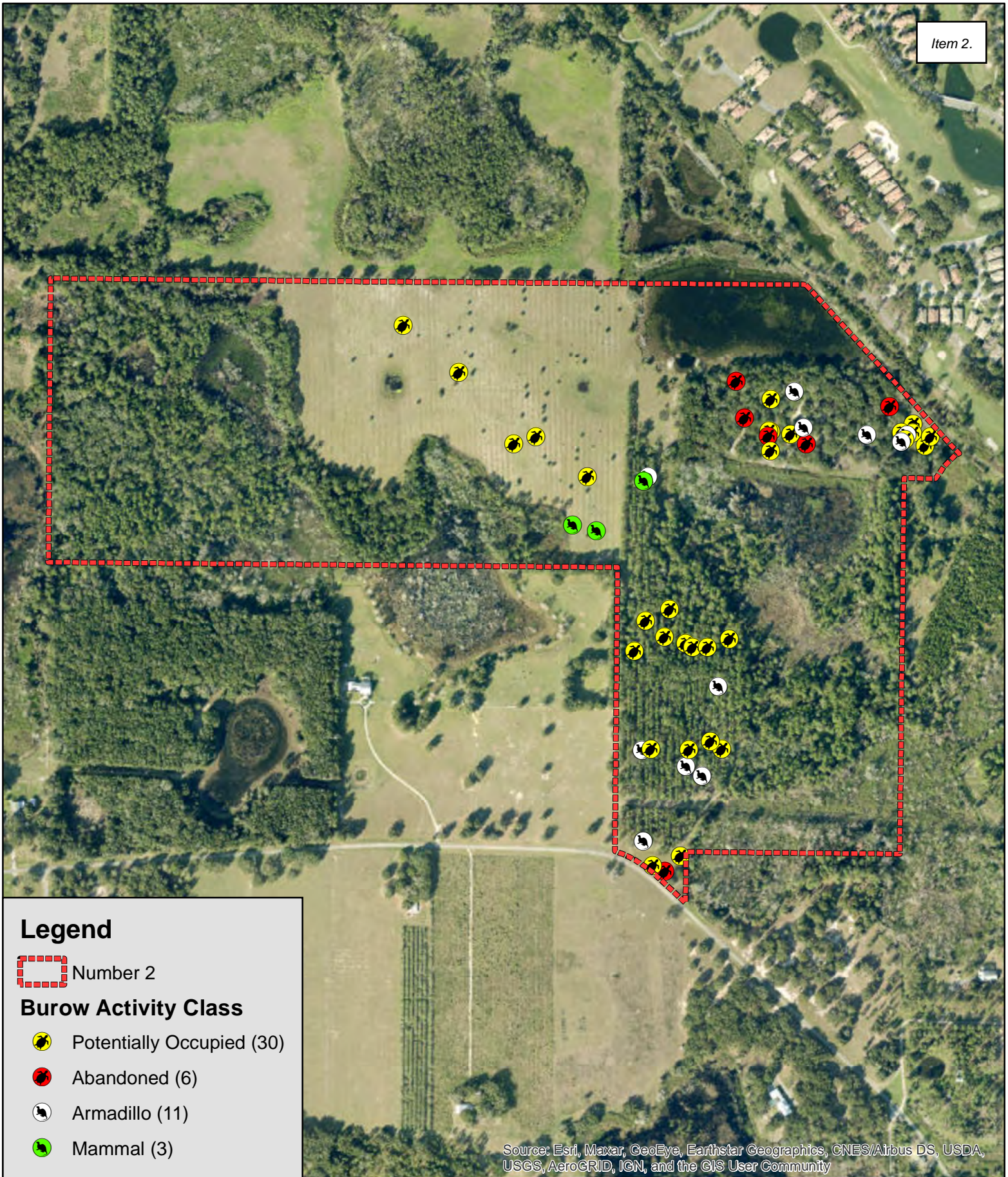


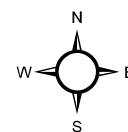
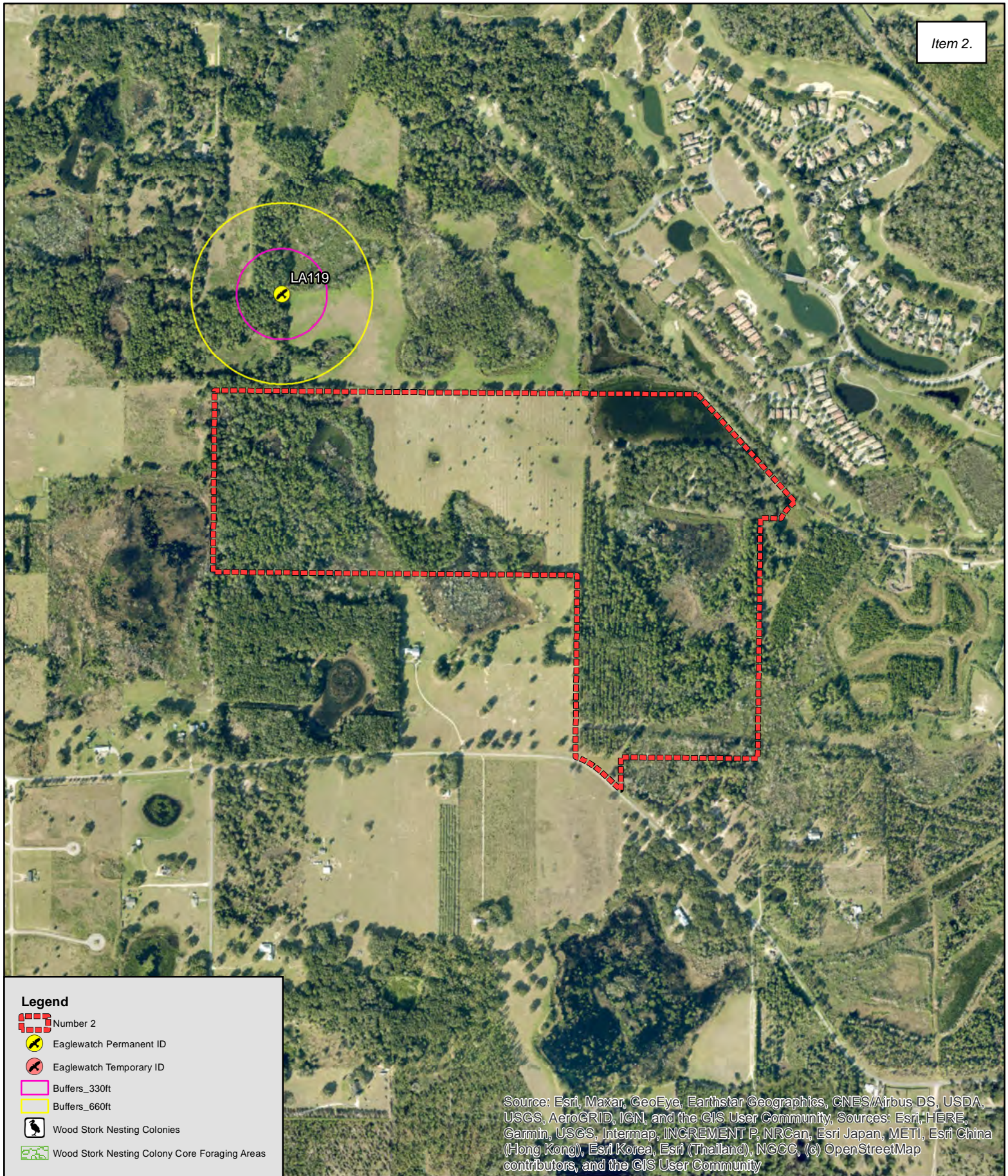
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SAND SKINK CONSULTATION AREA
SCRUB-JAY CONSULTATION AREA
SNAIL KITE CONSULTATION AREA

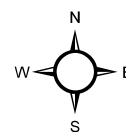
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Number 2 Road
Lake County, Florida
Figure 7
USFWS Consultation Map



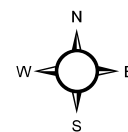
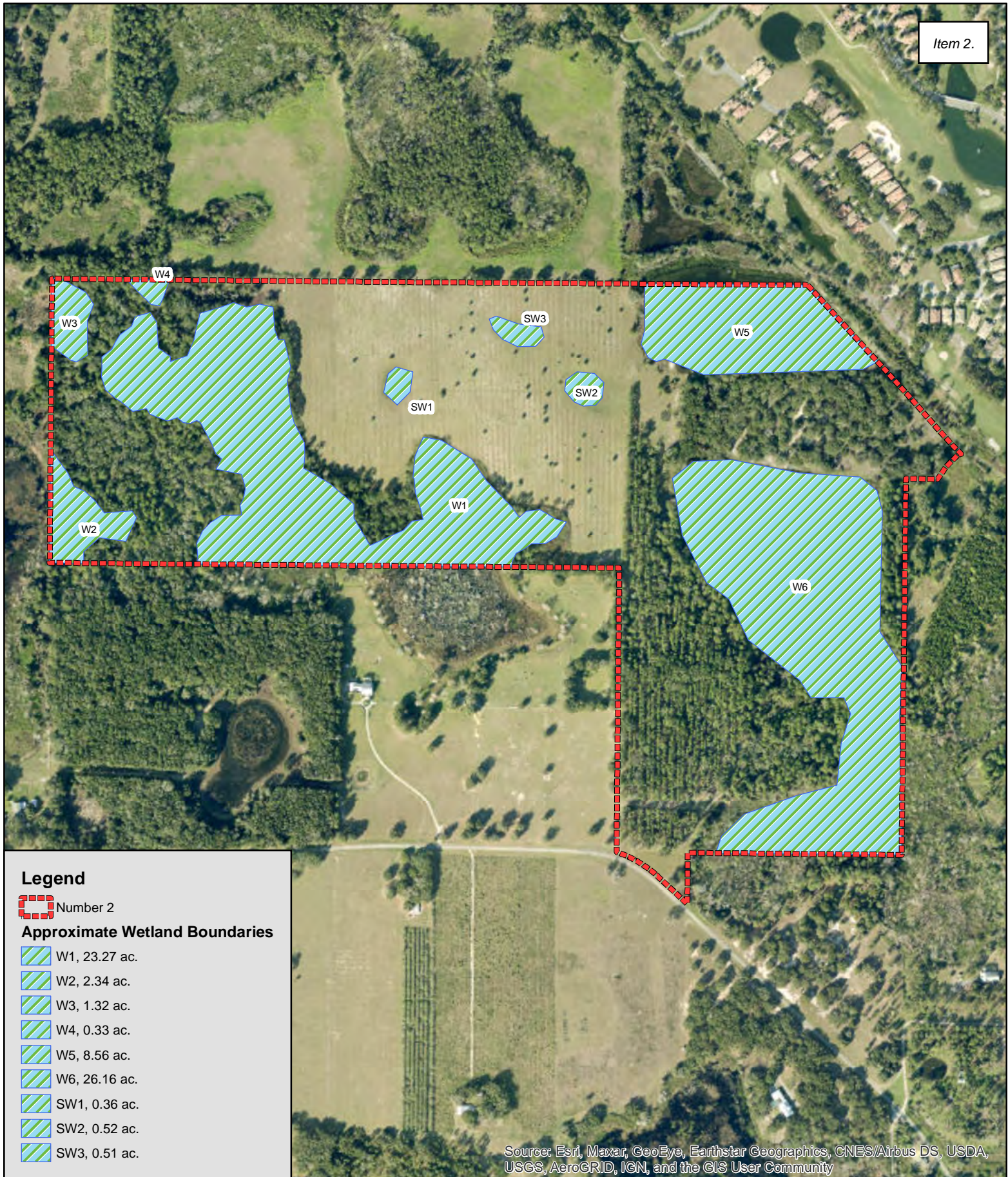
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Feet

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Produced By: 80 B

Date: 6/19/2022



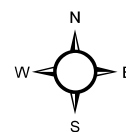
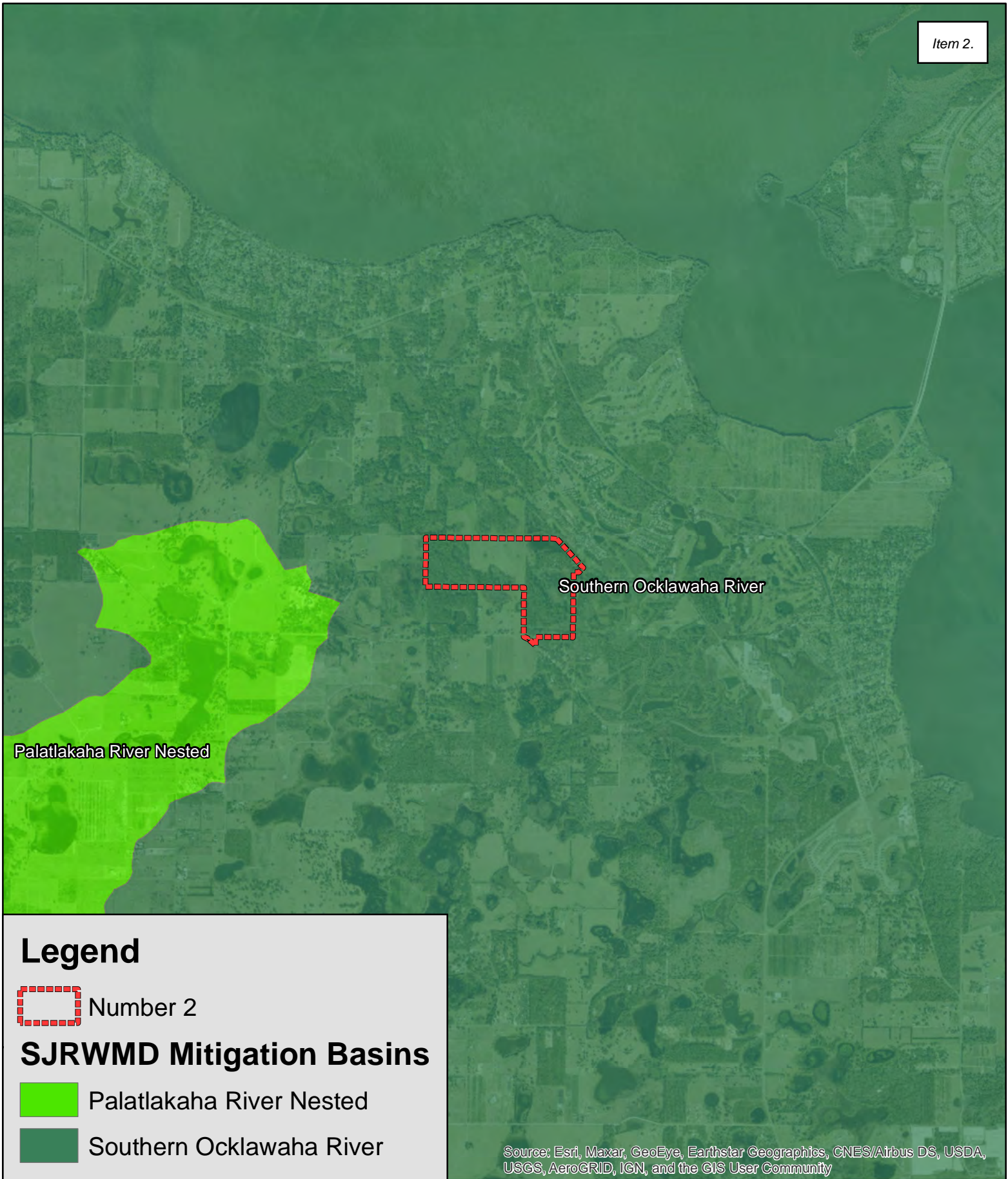


Table 1 :		Potentially Occurring Listed Wildlife and Plant Species in Lake County, F		Item 2.
Scientific Name	Common Name	Federal Status	State Status	
<u>FISH</u>				
<i>Pteronotropis welaka</i>	Bluenose Shiner	N	ST	
<u>REPTILES</u>				
<i>Alligator mississippiensis</i>	American Alligator	SAT	FT(S/A)	
<i>Drymarchon corais couperi</i>	Eastern Indigo Snake	LT	FT	
<i>Gopherus polyphemus</i>	Gopher Tortoise	C	ST	
<i>Lampropeltis extenuata</i>	Short-Tailed Snake	N	ST	
<i>Pituophis melanoleucus mugitus</i>	Florida Pine Snake	N	ST	
<i>Plestiodon reynoldsi</i>	Sand Skink	LT	FT	
<u>BIRDS</u>				
<i>Antigone canadensis pratensis</i>	Florida Sandhill Crane	N	ST	
<i>Aphelocoma coerulescens</i>	Florida Scrub-Jay	LT	FT	
<i>Athene cunicularia floridana</i>	Florida Burrowing Owl	N	ST	
<i>Egretta caerulea</i>	Little Blue Heron	N	ST	
<i>Egretta tricolor</i>	Tricolored Heron	N	ST	
<i>Falco sparverius paulus</i>	Southeastern American kestrel	N	ST	
<i>Grus americana</i>	Whooping Crane	XN	FXN	
<i>Mycteria americana</i>	Wood Stork	LT	FT	
<i>Picoides borealis</i>	Red-Cockaded Woodpecker	LE	FE	
<u>MAMMALS</u>				
<i>Trichechus manatus</i>	West Indian Manatee	LT	FT	
<u>VASCULAR PLANTS</u>				
<i>Bonamia grandiflora</i>	Florida bonamia	LT	E	
<i>Carex chapmanii</i>	Chapman's Sedge	N	T	
<i>Centrosema arenicola</i>	Sand Butterfly Pea	N	E	
<i>Chionanthus pygmaeus</i>	pygmy fringe tree	LE	E	
<i>Clitoria fragrans</i>	scrub pigeon-wing	LT	E	
<i>Coelorachis tuberculosa</i>	Piedmont Jointgrass	N	T	
<i>Coeleataenia abscissa</i>	Cutthroat Grass	N	E	
<i>Cucurbita okeechobeensis</i>	Okeechobee Gourd	LE	E	
<i>Eriogonum longifolium</i> var <i>gnaphalifolium</i>	Scrub Buckwheat	LT	E	
<i>Hartwrightia floridana</i>	Hartwrightia	N	T	
<i>Hasteola robertorum</i>	Florida Hasteola	N	E	
<i>Illicium parviflorum</i>	Star Anise	N	E	
<i>Justicia cooleyi</i>	Cooley's Water-Willow	LE	E	
<i>Lechea cernua</i>	Nodding Pinweed	N	T	
<i>Matelea floridana</i>	Florida Spiny-Pod	N	E	
<i>Monotropa hypopithys</i>	Pinesap	N	E	
<i>Najas filifolia</i>	Narrowleaf Naiad	N	T	
<i>Nemastylis floridana</i>	Celestial Lily	N	E	
<i>Nolina brittoniana</i>	Britton's Beargrass	LE	E	
<i>Paronychia chartacea</i> ssp <i>chartacea</i>	Paper-Like Nailwort	LT	E	
<i>Pechuma plumula</i>	Plume Polypody	N	E	
<i>Pechuma ptilota</i> var. <i>bourgeauana</i>	Comb Polypody	N	E	
<i>Polygala lewtonii</i>	Lewton's Polygala	LE	E	
<i>Polygonella myriophylla</i>	Small's Jointweed	LE	E	
<i>Prunus geniculata</i>	Scrub Plum	LE	E	

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

FEDERAL LEGAL STATUS

LE-Endangered: species in danger of extinction throughout all or a significant portion of its range.

LT-Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.

SAT-Endangered due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.

C-Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.

XN-Non-essential experimental population.

N-Not currently listed, nor currently being considered for listing as Endangered or Threatened.

STATE LEGAL STATUS - ANIMALS

FE- Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service

FT- Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service

FXN- Federal listed as an experimental population in Florida

FT(S/A)- Federal Threatened due to similarity of appearance

ST- State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.

SSC-Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* for Pandion haliaetus (Osprey) indicates that this status applies in Monroe county only.)

N-Not currently listed, nor currently being considered for listing.

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

STATE LEGAL STATUS - PLANTS

E-Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.

T-Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.

N-Not currently listed, nor currently being considered for listing.

PARCEL 1:

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" E 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: 1) 41°38'16" E A DISTANCE OF 302.2 FEET; S41°38'16" E A DISTANCE OF 180.33 FEET; TO A POINT OF BEGINNING; 2) 10°50'00" E A DISTANCE OF 100.00 FEET TO THE NORTHWEST 1/4 CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 27, THENCE ALONG SAID 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°33'23" 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 NORTHWEST 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.

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:

PARCEL 3:

PARCEL 4:

A map showing the project location. The project site is a dark gray rectangle at the intersection of Number 2 Road and Sunrise Hill Road. Surrounding roads include Bloomfield Ave, Blue Sink Road, Head Lane, Silverwood Lane, and County Road 48. A north arrow is in the top left.

SURVEYOR'S NOTES:

- ## SCHEDULE B-II EXCEPTIONS

- CERTIFIED TO:

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.



**ALLEN
&
COMPANY**

Founded in 1988

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

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

P.I.B. LAND DEVELOPMENT & INVESTMENTS

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

85

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

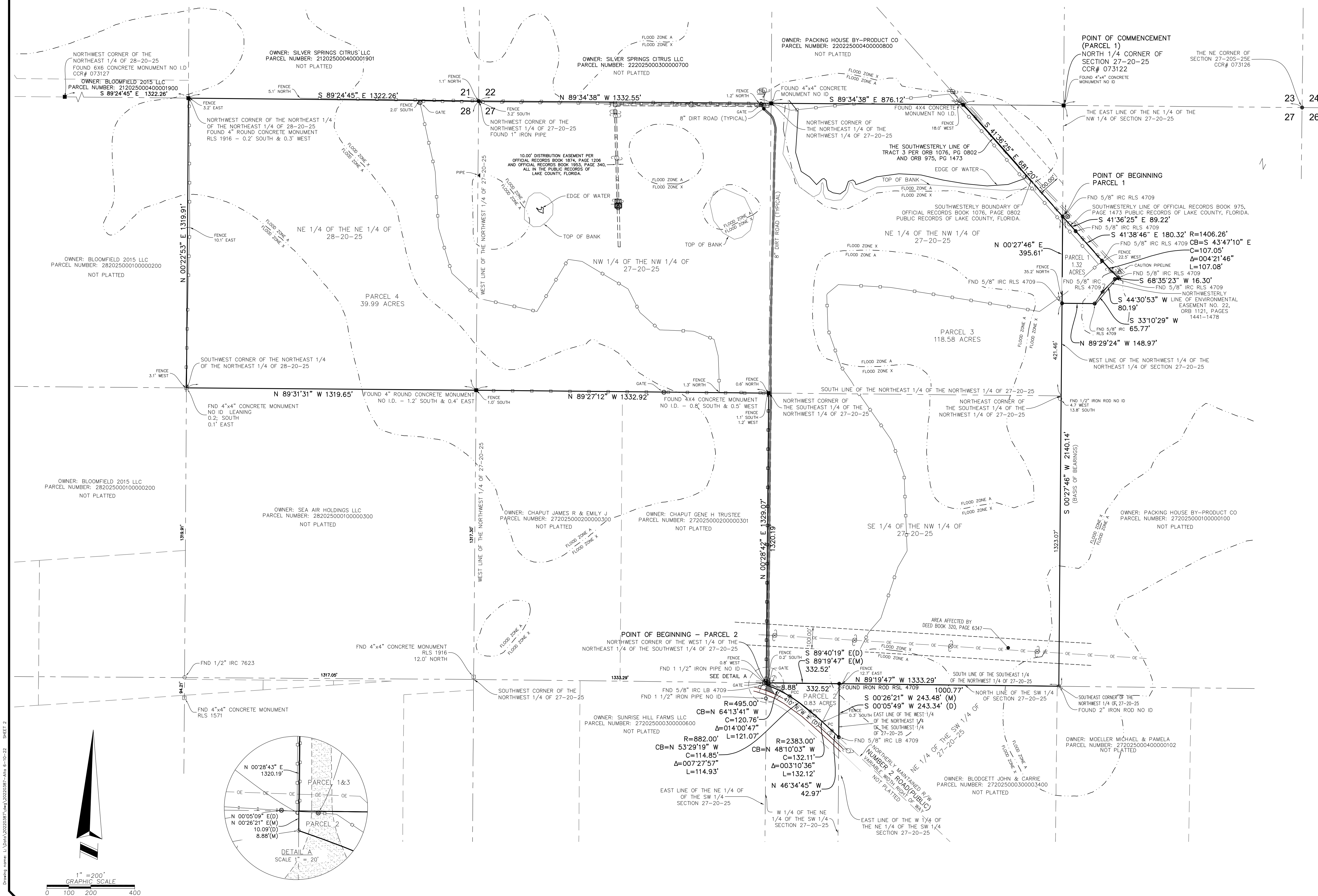
ALTA / NSPS BOUNDARY SURVEY
OF
HOWEY IN THE HILLS
SECTION 27, TOWNSHIP 20 SOUTH, RANGE 25 EAST
LAKE COUNTY, FLORIDA

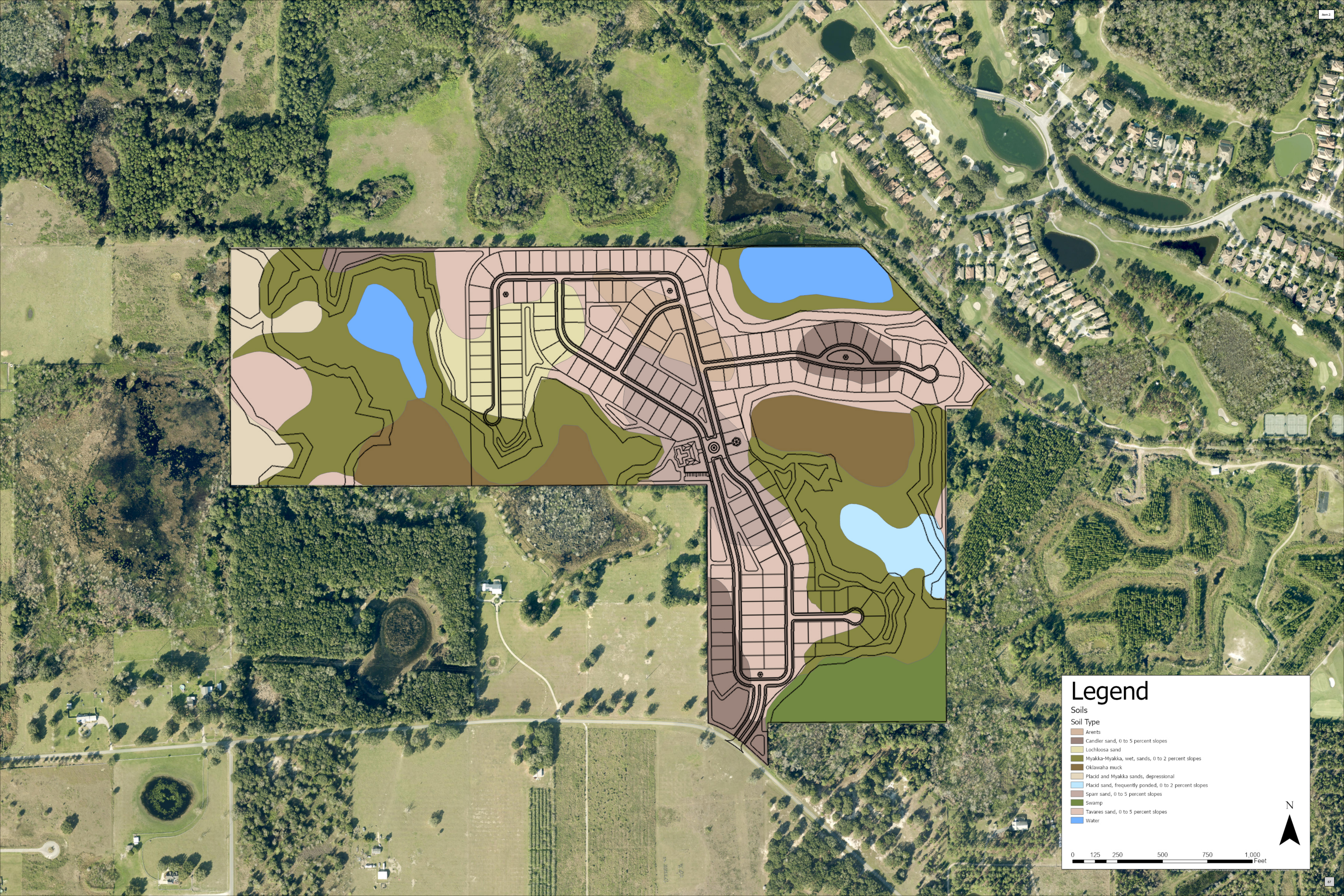
FOR:
P.I.B. LAND DEVELOPMENT &
INVESTMENTS

[illegible]

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

SHEET 2 OF 2





Legend

Soils

Soil Type

- Arents
- Candler sand, 0 to 5 percent slopes
- Lochloosa sand
- Myakka-Myakka, wet, sands, 0 to 2 percent slopes
- Oklawaha muck
- Placid and Myakka sands, depressional
- Placid sand, frequently ponded, 0 to 2 percent slopes
- Sparr sand, 0 to 5 percent slopes
- Swamp
- Tavares sand, 0 to 5 percent slopes
- Water

0 125 250 500 750 1,000 Feet





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 | 97% Capacity |
| • Tavares Middle School | 82% Capacity |
| • Tavares High School | 94% Capacity |

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

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

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

Sincerely,


Helen LaValley
Growth Planning Department

Att: Adequate Public Facilities Determination



Lake County Schools Adequate Public Facilities Determination

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

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

*Students generated may differ from distribution percentages due to rounding

CSA #10

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

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

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

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

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

Issue Date:

6/15/2022



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

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

Traffic Comments by Thomas Harowski

Comment – The completion date of 2025 seems wholly unrealistic.

Response:

The completion date changed to 2028.

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

Response:

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

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

Response:

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

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

Response:

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

**TPD No. 5659
December 23, 2022**

Traffic Comments by Griffey Engineering, Inc.

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

Response:

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

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

Response:

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

TRAFFIC IMPACT ANALYSIS
RESIDENTIAL DEVELOPMENT
HOWEY-IN-THE-HILLS, FLORIDA



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

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

May 2022
Revised December 2022

TPD № 5659

PROFESSIONAL ENGINEERING CERTIFICATION

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

PROJECT: Residential Development
LOCATION: Howey-in-the-Hills, Lake County
CLIENT: Blue Sky Capital Group, LLC

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

NAME: Turgut Dervish
P.E. No.: 20400
DATE: December 21st, 2020
SIGNATURE: _____



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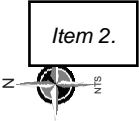
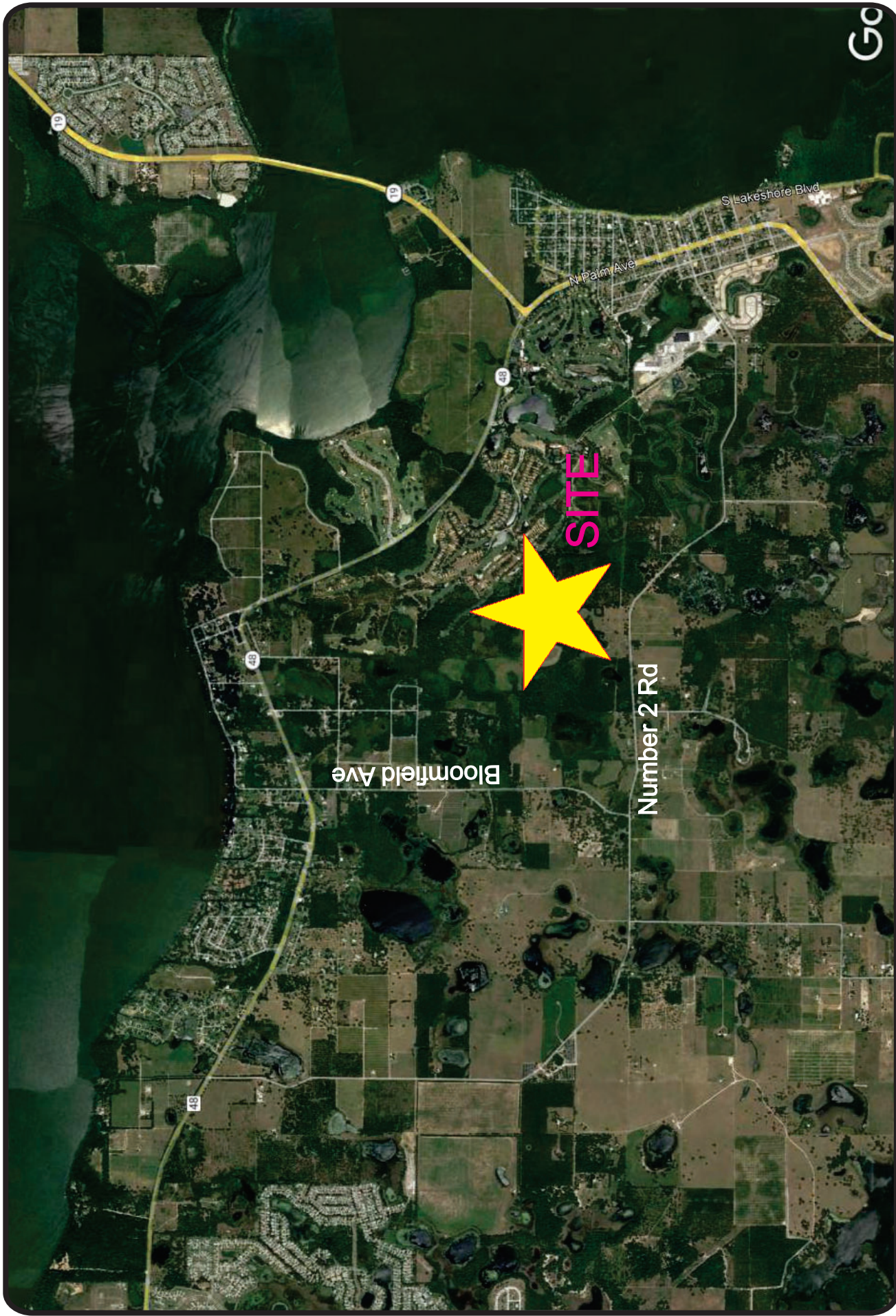
INTRODUCTION

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.

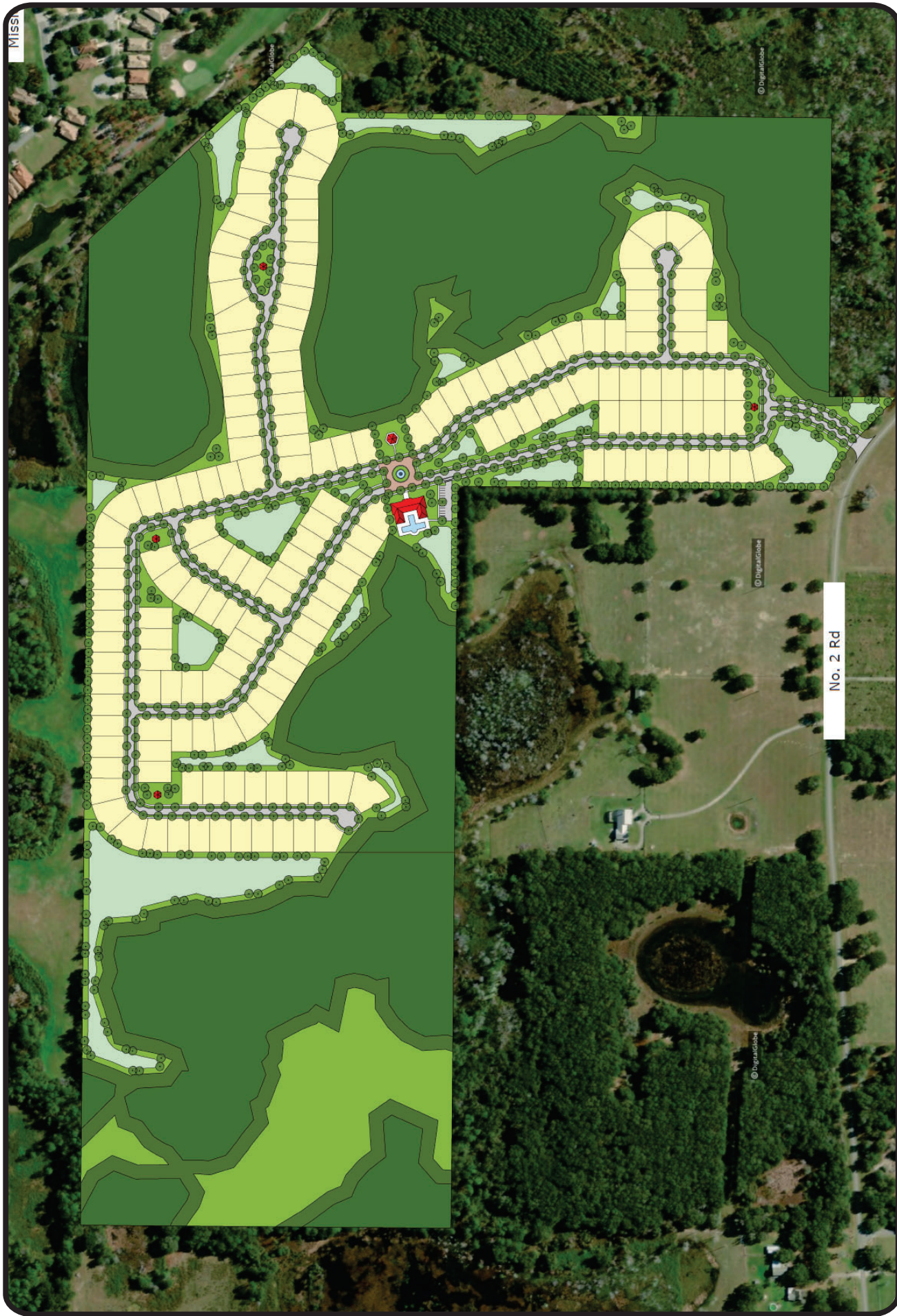




Site Location

Howey in the Hills
Project № 5659
Figure 1





Item 2.



Conceptual Site Plan

Howey in the Hills
Project No 5659
Figure 2



EXISTING CONDITIONS ANALYSIS

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

Roadway Segment Analysis

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

Intersection Analysis

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

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



Table 1
Existing Roadway Capacity Analysis

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

* Based on FDOT and Lake County 2020 traffic counts

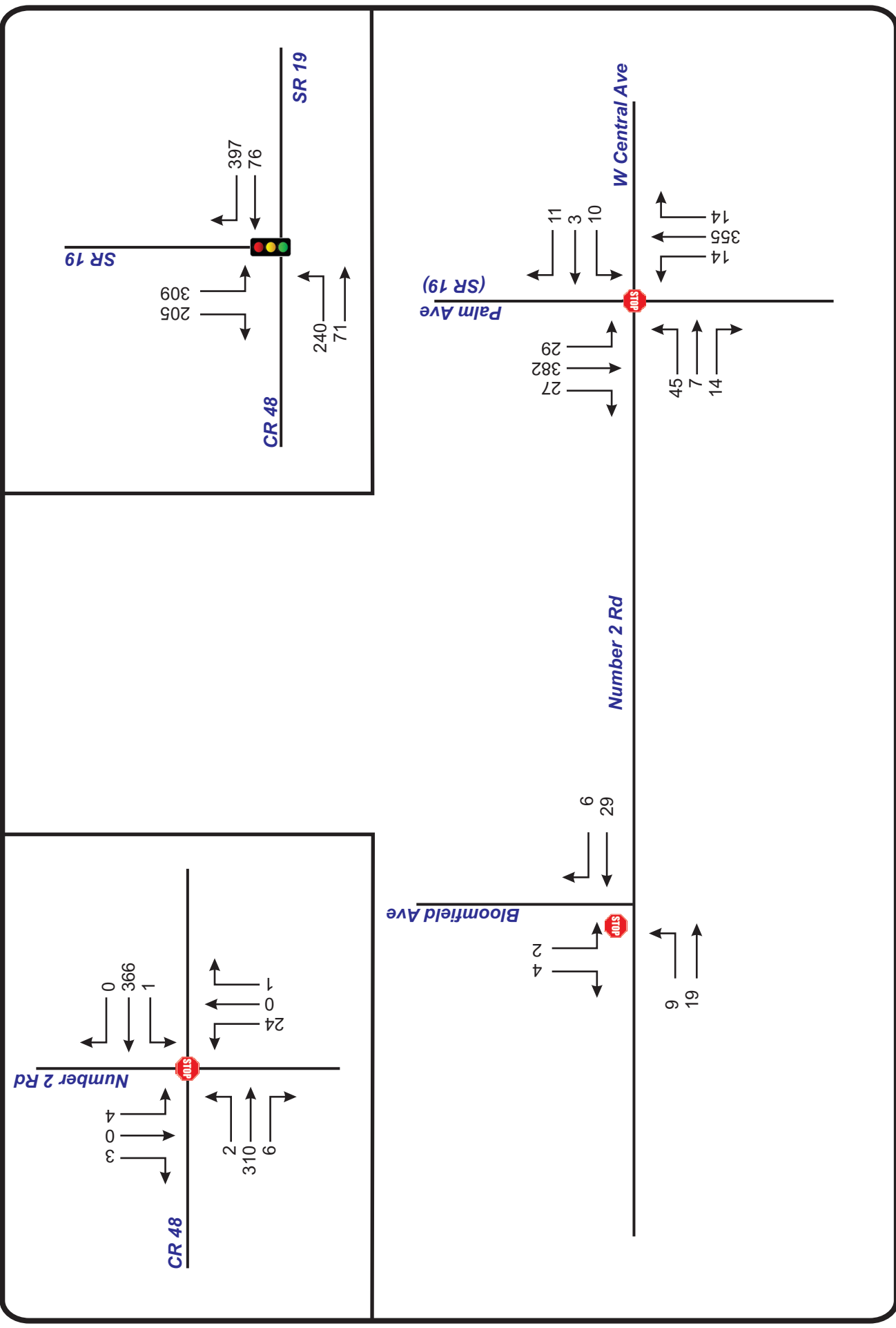
** Not included in the County's Database

***Obtained from FDOT Quality/LOS Handbook

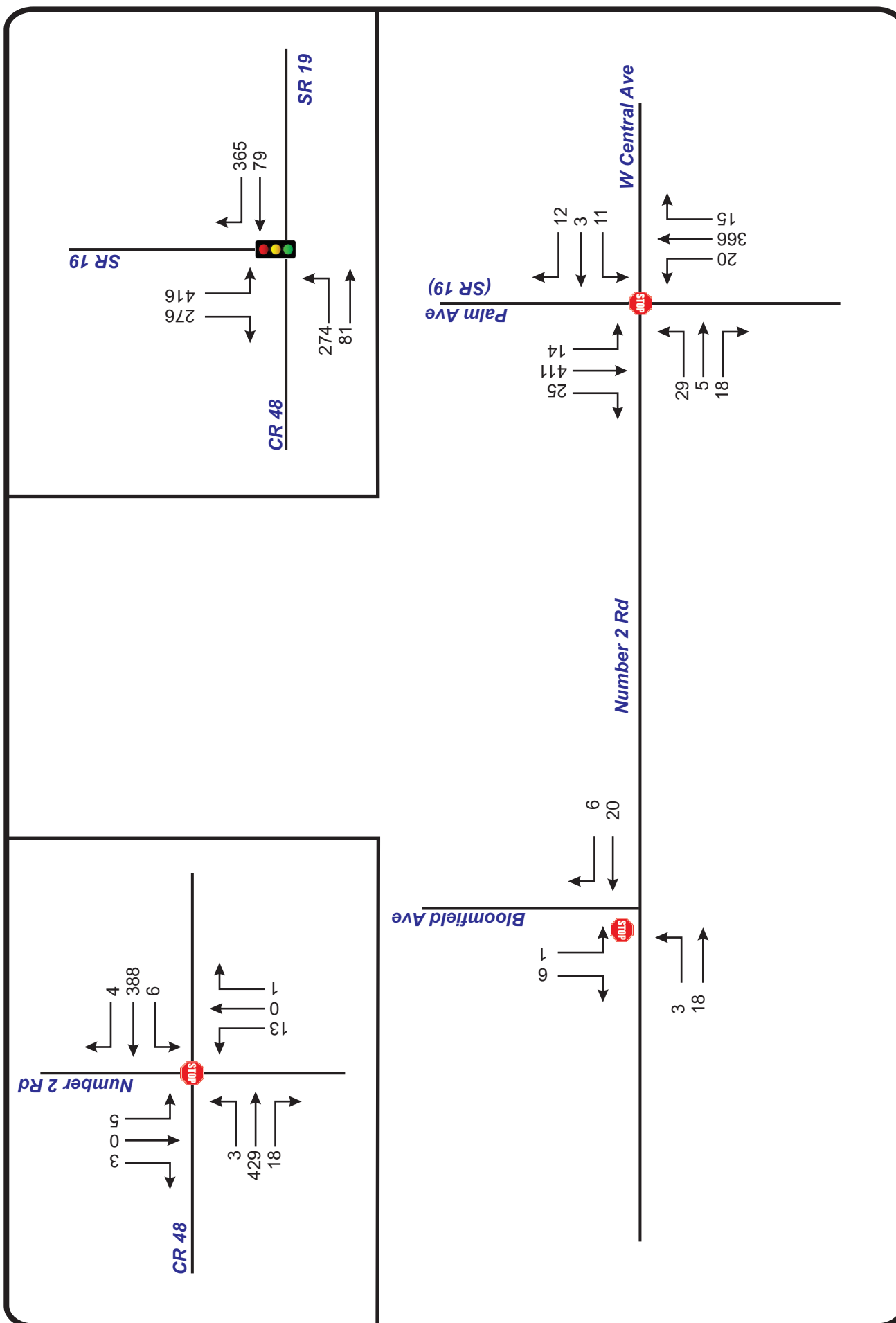
Table 2
Existing P.M. Peak Hour Intersection Capacity Analysis

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





Howey in the Hills
Project № 5659
Figure 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 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. A summary of the trip generation calculation is shown in **Table 3**. The ITE trip generation sheets are included in the study methodology in Appendix A.

Table 3
Trip Generation Calculation Summary

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

* Equation used, $R^2 > 0.75$

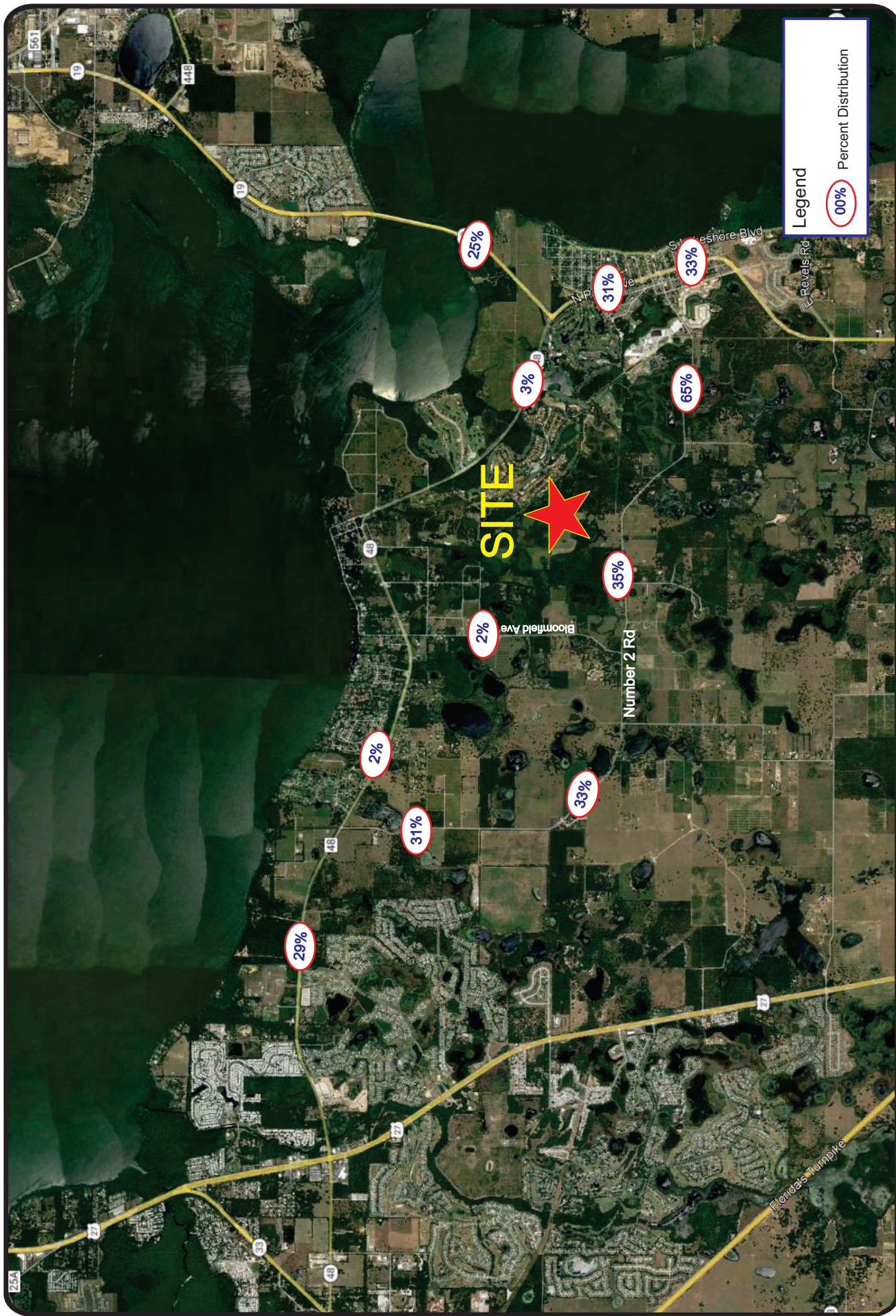
** DU = Dwelling Unit

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

Trip Distribution and Assignment

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





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

* Highest Trips on the Segment

Intersection Analysis

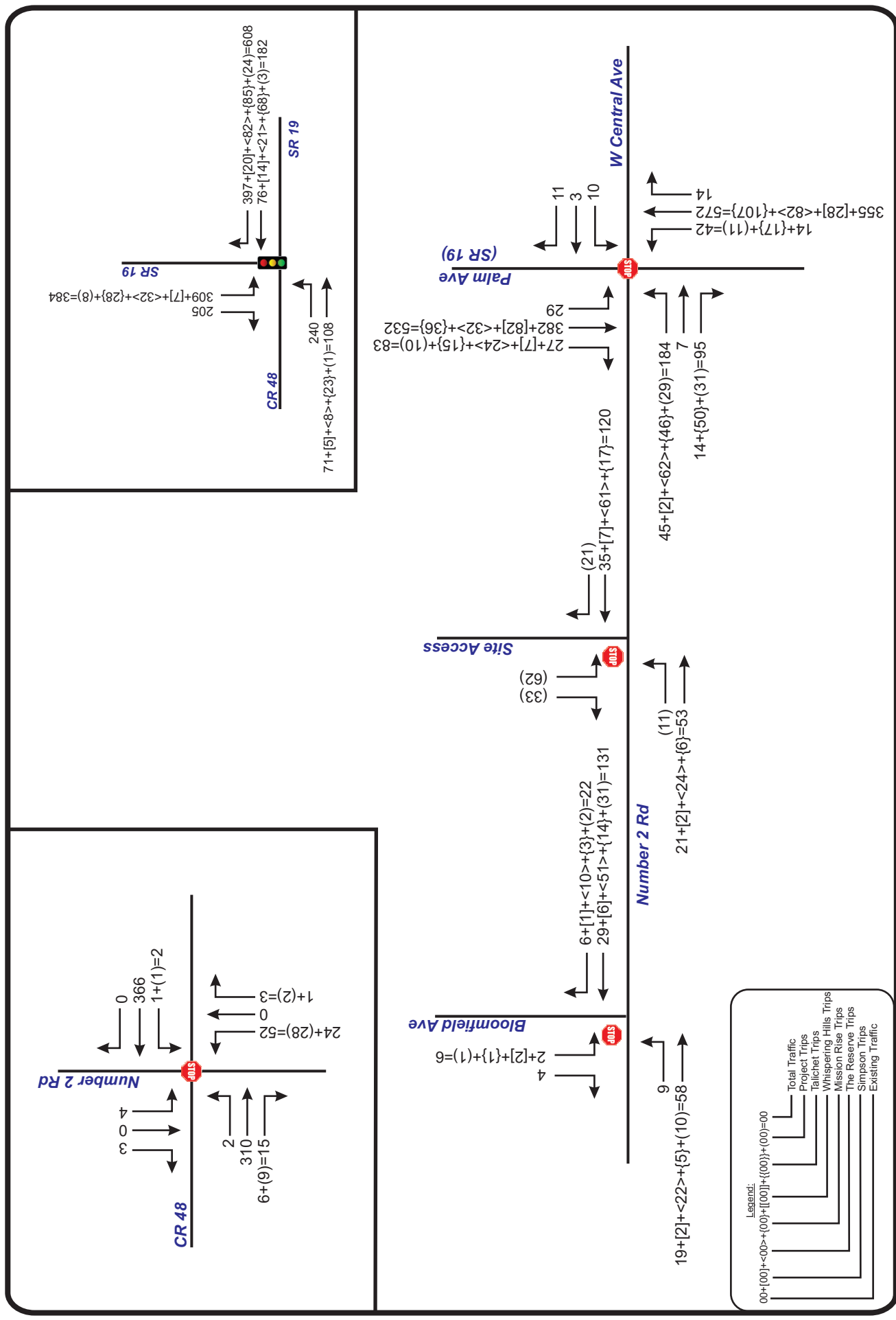
To assess the projected operating conditions at the study intersections, intersection capacity analyses were conducted using the *Highway Capacity Software (HCS)* in accordance with the procedures of the *Highway Capacity Manual*. **Figure 5a** and **5b** show the total traffic volumes with the project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

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



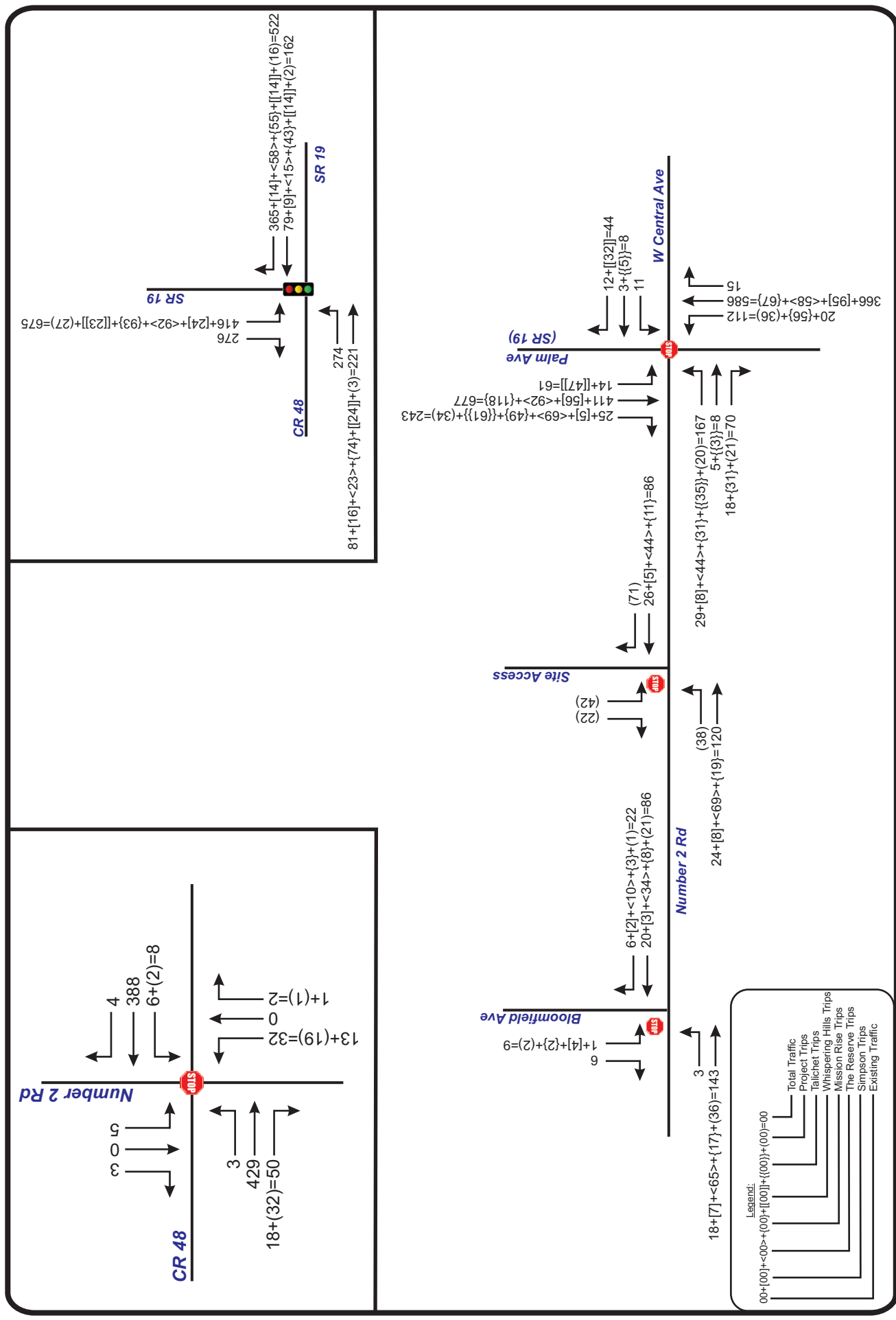


Projected AM Peak Hour Volumes





Projected PM Peak Hour Volumes



Howey in the Hills
Project No 5659
Figure 5b



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

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

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

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

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



Turn Lane Analysis

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

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

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

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

TL = 290 + 25 = 315 feet

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

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

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

TL = 290 + 0 = 290 feet



STUDY CONCLUSIONS

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

- The development is expected to generate 1,733 new net daily trips, of which 127 will occur in the A.M. peak hour and 173 will occur during the P.M. peak hour.
- The study roadway segments currently operate at satisfactory Levels of Service in the existing conditions and will continue to do so upon completion of the project in 2028, except for the segment of SR 19 from CR 48 to Central Avenue. This segment will fail with the addition of approved project trips which are more than double the existing traffic on the segment.
- The study intersections currently operate at overall satisfactory Level of Service. In the projected conditions, the intersections will continue to operate at a satisfactory Level of Service with project trips added, except for the intersection of Palm Avenue and Central Avenue. This intersection will have a failing eastbound approach due to the existing stop control. This condition will continue to prevail until a signal becomes warranted and installed.
- The proposed development will be served by a full access driveway on Number 2 Road which is projected to operate satisfactorily. Based upon the procedures of the NCHRP Report 457, turn lanes are not warranted at the driveway. While not required, the Developer will consider the construction of turn lanes to address sight distance concerns.



APPENDICES

APPENDIX A

Study Methodology and Related Correspondence

Turgut Dervish

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

Okay. Let's go to work.

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

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

Tom,
 Table 2 is the significance test showing the project's highest impacts on the roadway segments. You are correct that 100% of the trips end up on Number 2 Road but with 65% going east and 35% going west. Therefore, the project's highest percent impact on Number 2 Road is 65%. In the analysis, the segment was broken into two subsegments at the request of the county. As for the distribution map showing 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 and 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 these trips stopping in Howey proper?

Thomas A. Harowski, AICP

President

Please make note of my NEW email address: Tom@TMHConsultingInc.com

(386) 316-8426

From: Turgut Dervish <turgut@tpdtraffic.com>

Sent: Tuesday, June 7, 2022 4:08 PM

To: Tom Harowski <tom@tmhconsultinginc.com>; Lewis, Sharon E <SELewis@lakecountyfl.gov>; tmhconsulting@cfl.rr.com

Cc: Rita Merhi <rita@tpdtraffic.com>; John Brock <jbrock@howey.org>; Sean O'Keefe <sokeefe@howey.org>; Don Griffey <dag@griffeyengineering.com>

Subject: RE: TPD#5659

Tom,

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

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

From: Tom Harowski <tom@tmhconsultinginc.com>

Sent: Monday, June 6, 2022 1:36 PM

To: Turgut Dervish <turgut@tpdtraffic.com>; Lewis, Sharon E <SELewis@lakecountyfl.gov>; tmhconsulting@cfl.rr.com

Cc: Rita Merhi <rita@tpdtraffic.com>; John Brock <jbrock@howey.org>; Sean O'Keefe <sokeefe@howey.org>; Don Griffey <dag@griffeyengineering.com>

Subject: RE: TPD#5659

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

Thomas A. Harowski, AICP

President

Please make note of my NEW email address: Tom@TMHConsultingInc.com

(386) 316-8426

Rita Merhi

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

Dervish,

Please see comments in the attached . Thanks



SHARON E LEWIS, MSCTM
 Traffic Project Engineer

PUBLIC WORKS
 Engineering

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

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

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

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

Sharon/Tom,

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

Thanks,
 Turgut

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

Table 2
 Significance Analysis

Roadway Segment	# of Lns	Adopted		Existing		PHPD Trips		Project Trips as % of Capacity	Significance*
		LOS	Capacity	Direction	Volume	%	Volume		
CR 48									
US 27 to Lime Ave	2L	D	1,080	EB	460	26%	43	3.9%	No
Lime Ave to SR 19	2L	D	1,080	EB	400	3%	4	0.4%	No
SR 19									
Lime Park Rd to CR 48	2L	D	920	SB	662	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
Member 2 Road									
CR 48 to SR 19	2L	D	675	WB	28	66%	98	14.2%	Yes

* Project as % of Capacity

** Not Included in the County's Database

5. Traffic Impact Assessment

a) Roadway

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

b) Intersections

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



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

FROM: Turgut Dervish, P.E.

DATE: May 24, 2022

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

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

1. Proposed Development

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

2. Trip Generation

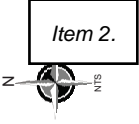
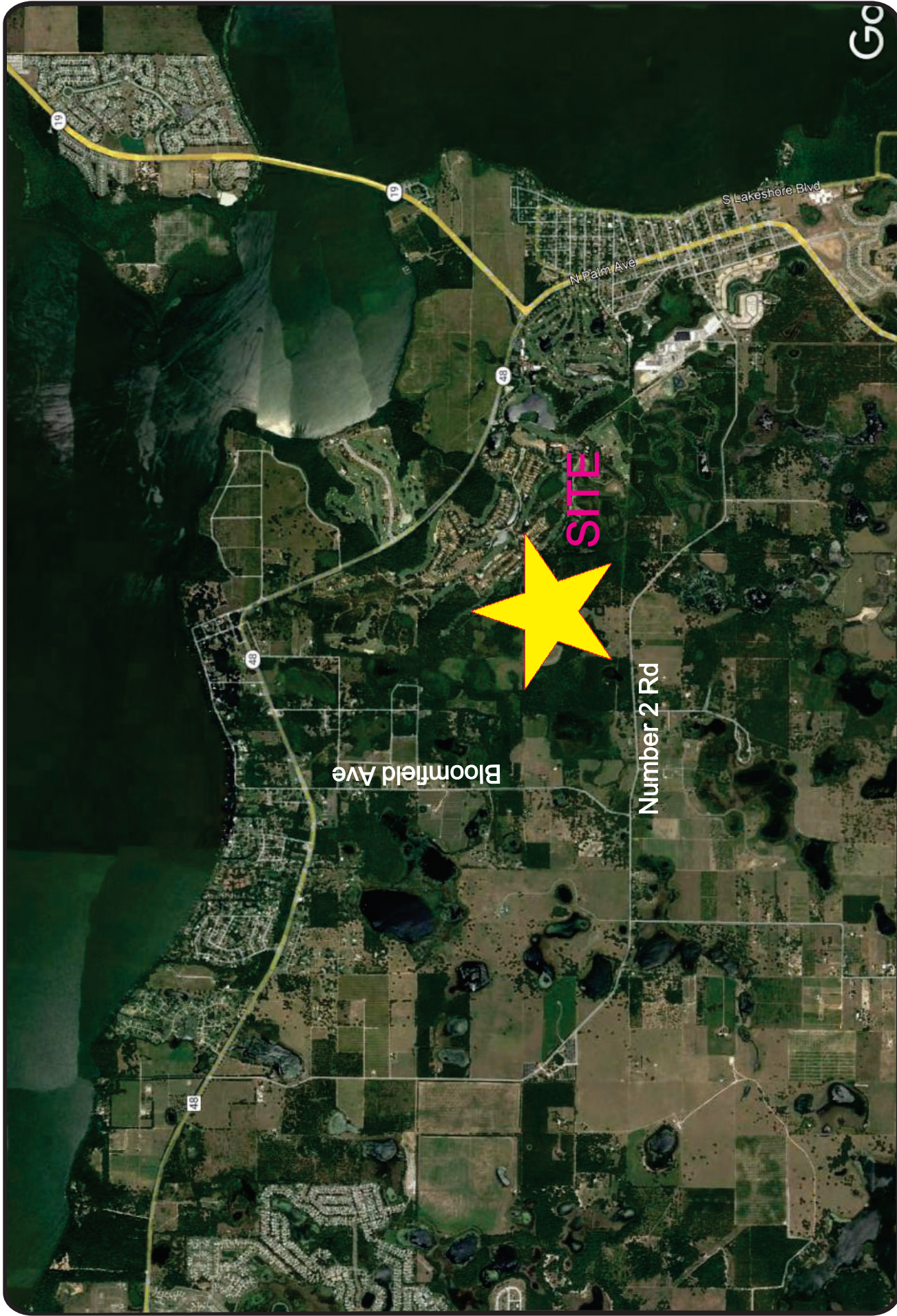
Trip generation data from the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* will be used for the trip generation estimation of the development. **Table 1** provides a summary of the trip generation for the proposed development calculated with the ITE data. The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

Table 1
Trip Generation Calculation Summary

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

*ITE Equations Used, $R^2 > 0.75$.

**DU=Dwelling Units



Site Location

Howey in the Hills
Project № 5659
Figure 1





Conceptual Site Plan

Howey in the Hills
Project No 5659
Figure 2



3. Trip Distribution

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

4. Impact Area

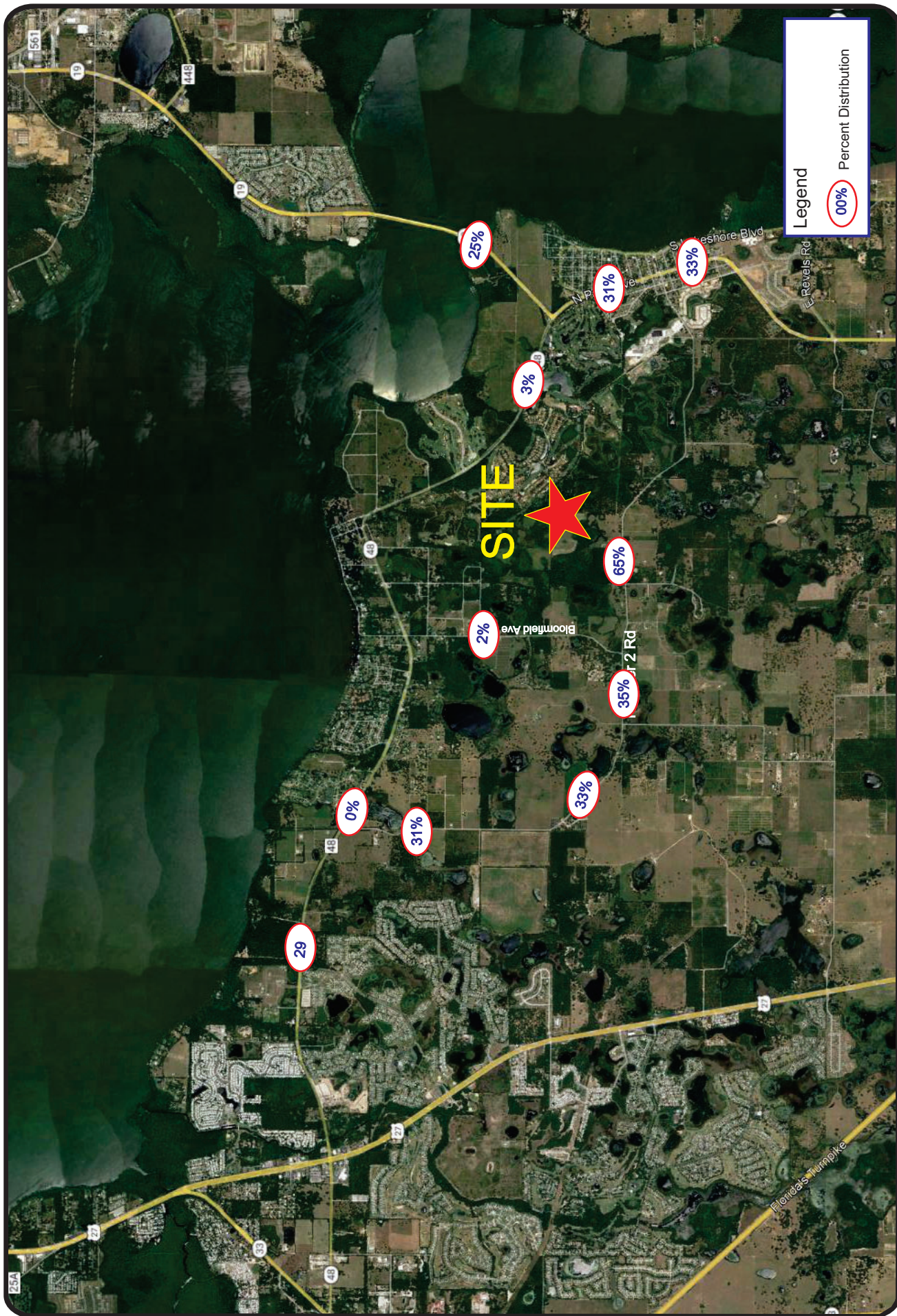
As per the Lake Sumter MPO TIS guidelines, a Tier 2 Traffic Impact Study (TIS) is required for this project. A minimum of one-mile impact area plus all roadway which the project trips consume 5% or more of the roadway capacity. Based upon the project's significance as per **Table 2**, the following roadway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

The roadway segments to be included in the analysis:

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

The intersections to be included in the area analysis are:

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



Howey in the Hills
Project No 5659
Figure 3



Table 2
Significance Analysis

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

* Project as % of Capacity

** Not Included in the County's Database

5. Traffic Impact Assessment

a) Roadway

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

b) Intersections

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

- 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)

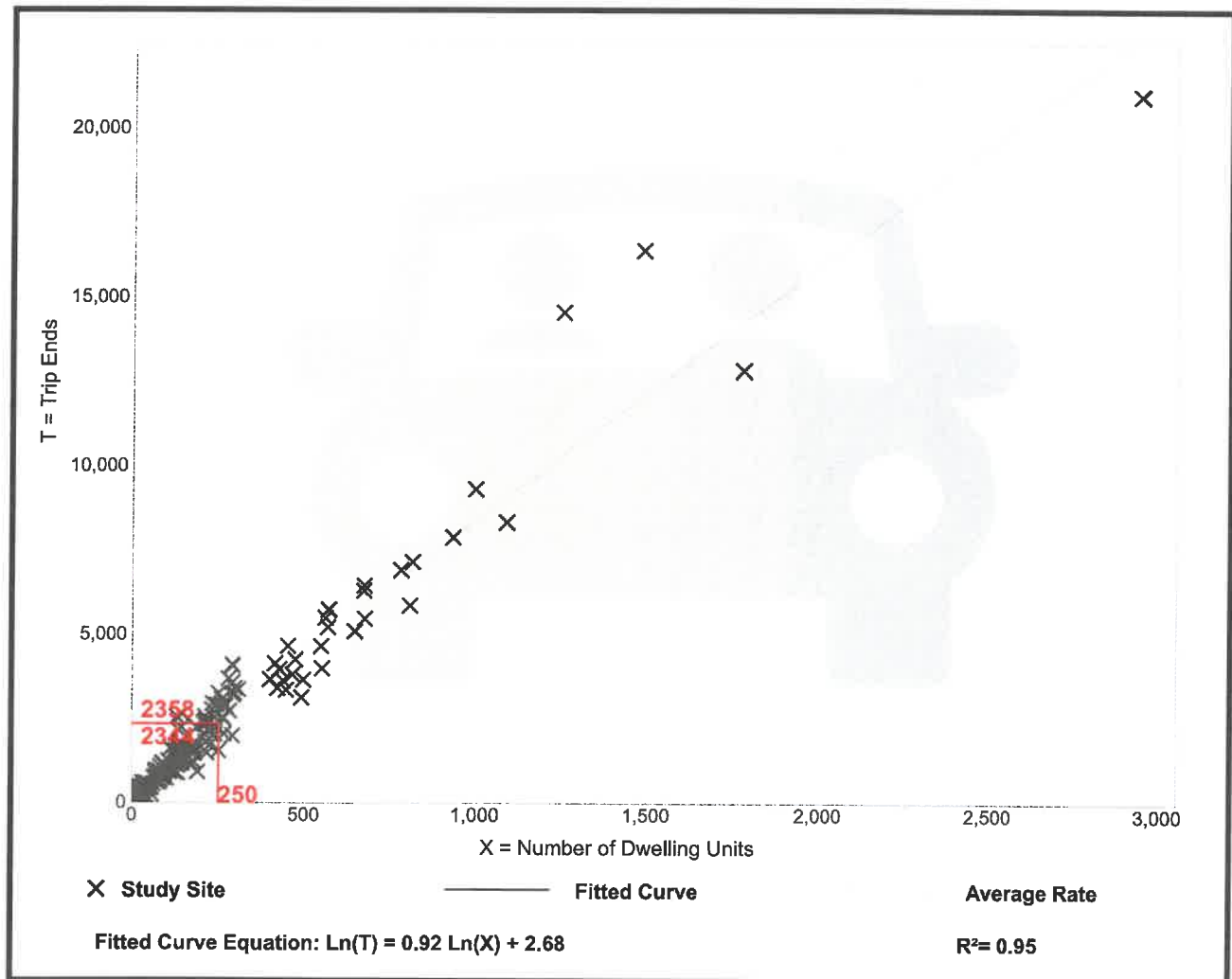
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



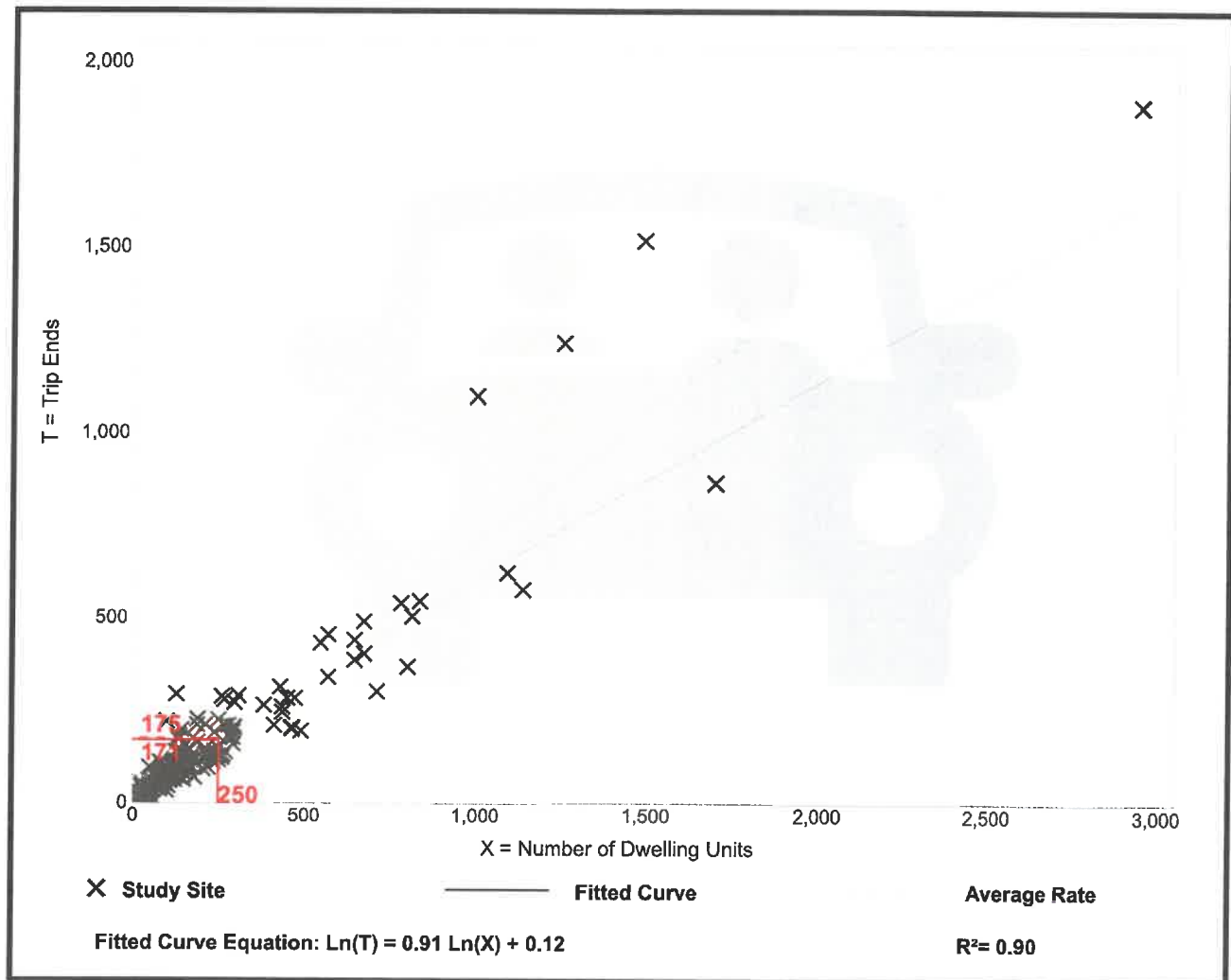
Single-Family Detached Housing (210)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate

0.94

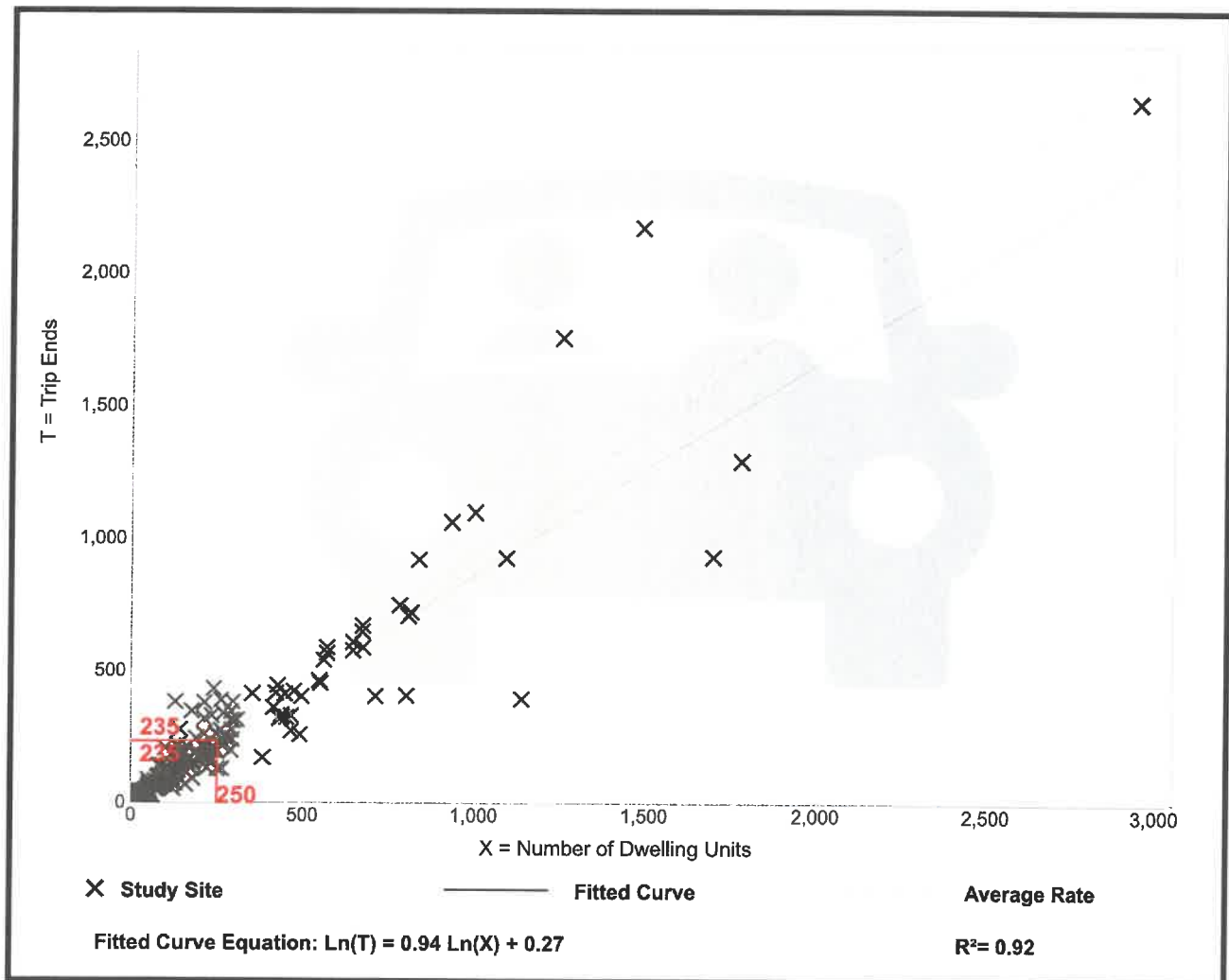
Range of Rates

0.35 - 2.98

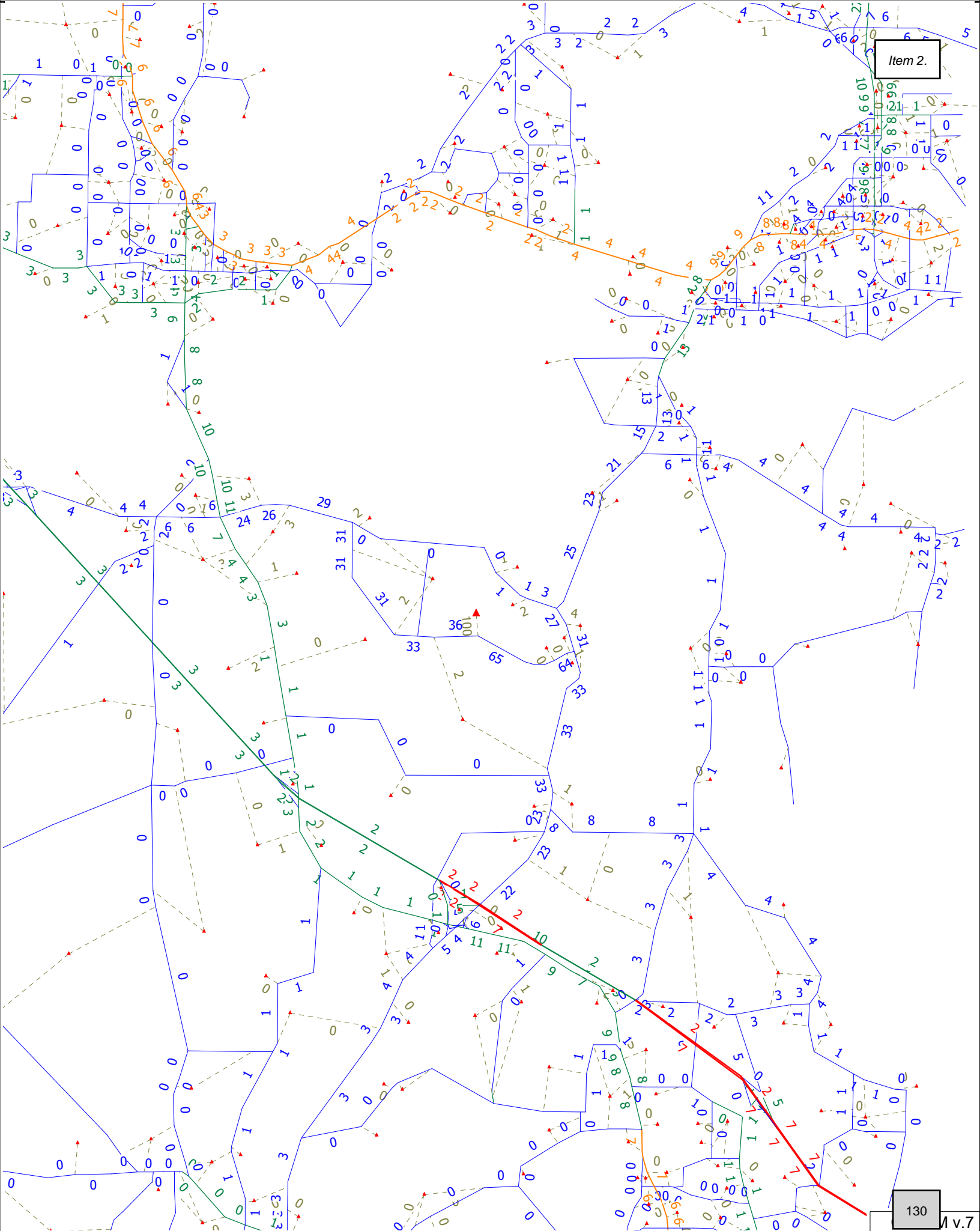
Standard Deviation

0.31

Data Plot and Equation



Attachment B
Model Distribution Plot



APPENDIX B

Lake County 2022 CMP Database

Lake County CMP Database

[illegible]

Lake County CMP Database

Segment ID	County Station	Foot Station	Data Source	Speed Limit	Segment Length (mi)	Road Name	From	To	Lanes (2022)	Lanes (2027)	Urban / Rural	Divided / Undivided	Maintaining Agency	Jurisdiction	Adopted LOS Standard	2022 ADOT Volume	2022 ADOT VC	2022 Daily VC	2022 Peak Hour Volume	2022 Peak Hour SBWB Volume	2022 Peak Hour VC	2022 Peak Hour LOS	Growth Rate	Daily Service Volume (ADOT)	2027 ADOT VC	2027 Daily LOS	Peak Hour Directional Service Volume (2027)	2027 Peak Hour SBWB Volume	2027 Peak Hour VC	2027 Peak Hour LOS				
2070	39		County	45	1.50	N. HANCOCK ROAD	SR 90	SR 50	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLEMONT	D	37,810	17,618	0.47	C	1,900	860	0.43	C	1.00%	37,810	16,516	0.48	C	1,800	715	0.45	C		
2080	35		County	45	0.25	HOKES STREET	SR 90	HOKES STREET	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLEMONT	D	35,820	22,918	0.64	C	1,800	734	0.99	0.95	2.25%	35,820	26,615	0.72	C	1,800	821	1.16	0.62	C	
2085	35		ADJACENT	45	1.23	S. HANCOCK ROAD	JOHNS LAKE ROAD	JOHNS LAKE ROAD	2	2	URBAN	DIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	17,660	22,918	1.30	F	880	840	0.99	1.13	2.25%	17,660	26,615	1.45	F	880	821	1.16	1.27	F	
2090	17		County	45	1.75	HARTWOOD MARSH ROAD	JOHNS LAKE ROAD	HARTWOOD MARSH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLEMONT	D	16,820	12,491	0.74	C	840	710	0.87	0.86	1.50%	16,820	13,456	0.80	F	840	641	1.18	0.83	C	
2100	15		County	40	0.70	HARTWOOD MARSH ROAD	US 27	HARTWOOD MARSH ROAD	2	4	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	17,664	1.11	F	790	960	0.73	0.86	2.75%	35,820	13,456	0.80	F	1,800	641	999	0.96	C	
2104	AVG (146.150)		AVERAGE	40	1.41	HARTWOOD MARSH ROAD	US 27	HARTWOOD MARSH ROAD	2	4	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	17,664	1.11	F	790	960	0.73	0.86	N/A	35,820	16,110	0.84	C	1,800	641	999	0.96	C	
2110	20		County	40	2.47	HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,760	11,408	0.92	C	1,080	330	0.74	0.88	1.00%	21,760	11,389	0.95	C	1,080	347	708	0.98	C	
2120	465		County	30	0.75	LAKEVIEW AVENUE	LAKEVIEW AVENUE	LAKEVIEW AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	1,646	0.16	C	530	80	0.18	0.18	1.00%	10,360	1,720	0.17	C	530	84	99	0.19	C	
2130	605		County	25	1.01	HASELTON STREET	LIMIT AVENUE	LIMIT AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	2,752	0.27	C	530	179	0.27	0.34	3.50%	10,360	3,316	0.32	C	530	213	150	0.40	C	
2140	32		County	35	0.35	HOKES STREET	LAKESHORE DRIVE	LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLEMONT	D	10,360	2,752	0.27	C	530	179	0.27	0.34	1.00%	10,360	3,316	0.32	C	530	213	150	0.40	C	
2150	31		County	35	0.37	HOKES STREET	LAKEVIEW AVENUE	LAKEVIEW AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLEMONT	D	10,360	2,752	0.27	C	530	179	0.27	0.34	1.00%	10,360	3,316	0.32	C	530	213	150	0.40	C	
2155	34		County	35	0.97	HOKES STREET	CLAY EAVIER DRIVE	CLAY EAVIER DRIVE	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLEMONT	D	10,360	11,413	0.92	C	1,080	419	0.88	0.88	1.00%	10,360	11,413	0.92	C	1,080	419	0.88	0.88	C	
2160	34		County	35	1.05	HOKES STREET	CLAY EAVIER DRIVE	CLAY EAVIER DRIVE	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLEMONT	D	10,360	11,413	0.92	C	1,080	419	0.88	0.88	1.00%	10,360	11,413	0.92	C	1,080	419	0.88	0.88	C	
2165	34		County	35	1.05	HOKES STREET	CLAY EAVIER DRIVE	CLAY EAVIER DRIVE	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLEMONT	D	10,360	11,413	0.92	C	1,080	419	0.88	0.88	1.00%	10,360	11,413	0.92	C	1,080	419	0.88	0.88	C	
2169	456	117021	County	35	0.59	HUFFSTETLER DRIVE	DAVID WALKER DRIVE	DAVID WALKER DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	1,169	0.11	C	530	79	0.15	0.15	1.00%	10,360	1,229	0.12	C	530	83	56	0.16	C	
2170	224		County	35	0.35	JAWARAY ROAD	CR 479A	CR 479A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	6,226	0.60	D	530	73	0.22	0.32	8.50%	10,360	9,362	0.90	D	530	81	333	0.78	D	
2180	26		County	35	1.57	JOHNS LAKE ROAD	CR 479A	CR 479A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLEMONT	D	10,360	8,972	0.84	D	710	566	0.40	0.84	2.75%	10,360	10,276	0.73	D	710	663	461	0.96	D	
2190	473		County	35	0.25	KURT STREET	W. LAKEVIEW AVENUE	W. LAKEVIEW AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	8,710	0.84	D	530	546	0.29	1.03	1.00%	10,360	9,154	0.88	D	530	574	307	1.08	F	
2200	469		County	35	0.50	KURT STREET	DAVID WALKER DRIVE	DAVID WALKER DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	4,334	0.31	C	710	179	246	0.35	1.00%	10,360	4,555	0.32	C	710	186	259	0.36	C	
2205	455		County	35	0.42	KURT STREET	MT HOMER ROAD / W. ARDICE AVENUE	US 441	US 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	5,512	0.39	C	710	261	281	0.40	1.00%	10,360	5,793	0.41	C	710	275	295	0.42	C
2210	520		County	25	0.45	W. LADY LAKE BOULEVARD	WEST TERMINI	US 27/US441	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	10,360	1,298	0.13	C	530	66	39	0.12	1.00%	10,360	1,364	0.13	C	530	69	41	0.13	C	
2220	521		County	25	0.86	E LADY LAKE BOULEVARD	BERCHFIELD ROAD	E LADY LAKE BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	10,360	618	0.06	C	530	38	38	0.12	1.00%	10,360	650	0.06	C	530	40	22	0.08	C	
2230	408		County	35	0.56	FAIRVIEW AVENUE	LAKESHORE DRIVE	LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	680	0.07	C	530	43	24	0.08	1.00%	10,360	715	0.07	C	530	45	25	0.08	C	
2240	0		NO COUNTY	40	0.64	LAKE DRIVE	COUNTRY ROAD	COUNTRY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	9,030	-	-	-	470	-	-	-	N/A	9,030	-	-	-	-	-	-	-	-	-
2250	509		County	35	0.50	LAKE ELIA ROAD	SUMTER COUNTY LINE	LAKE ELIA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	2,817	0.27	C	530	175	101	0.33	6.50%	10,360	3,859	0.37	C	530	239	138	0.45	C	
2254	511		ADJACENT	35	0.51	LAKE ELIA ROAD	MICRO RACETRACK ROAD	MICRO RACETRACK ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,652	0.16	C	530	66	71	0.13	1.00%	10,360	1,737	0.17	C	530	70	75	0.14	C	
2265	511		County	45	1.81	LAKE ELIA ROAD	ROLLING ACRES ROAD	ROLLING ACRES ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	1,652	0.10	C	840	66	71	0.08	1.00%	16,820	1,737	0.10	C	840	70	75	0.09	C	
2270	448		County	35	5.01	LAKE ERIE ROAD	LAKE ERIE ROAD	LAKE ERIE ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	7,740	884	0.11	B	410	23	47	0.12	5.00%	7,740	1,128	0.15	B	410	29	61	0.15	B	
2280	19		County	35	1.59	LAKE EUSTIS DRIVE	LAKE EUSTIS DRIVE	LAKE EUSTIS DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	EUSTIS/FAVARES	D	14,060	7,262	0.52	D	1,080	330	285	0.46	3.75%	14,060	7,600	0.56	D	1,080	360	311	0.51	D	
2280	19		County	40	2.57	LAKE LOUISA ROAD	LAKE LOUISA ROAD	VISTA DEL LAZO BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,760	5,071	0.23	B	1,080	266	545	0.50	3.75%	21,760	6,086	0.28	B	1,080	320	655	0.81	C	
2290	9		County	35	1.13	LAKE LOUISA ROAD	VISTA DEL LAZO BOULEVARD	VISTA DEL LAZO BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,060	5,377	0.38	C	710	512	271	0.72	4.50%	14,060	6,701	0.48	C	710	639	338	0.90	D	
2300	802		County	25	1.10	LAKE MAXX DRIVE	LAKE MAXX DRIVE	LAKE MAXX DRIVE	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	9,030	1,515	0.17	C	470	45	104	0.22	1.00%	9,030	1,592	0.18	C	470	109	0.23	C		
2310	435		County	25	0.20	LAKE STREET	LAKE STREET	LAKE STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	3,074	0.30	C	530	115	140	0.26	1.00%	10,360	3,231	0.31	C	530	121	147	0.28	C	
2320	435		County	25	0.20	LAKE STREET	LAKE STREET	LAKE STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	3,074	0.30	C	530	115	140	0.26	1.00%	10,360	3,231	0.31	C	530	121	147	0.28	C	
2330	435		County	25	0.20	LAKE STREET	LAKE STREET	LAKE STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	3,074	0.30	C	530	115	140	0.26	1.00%	10,360	3,231	0.31	C	530	121	147	0.28	C	
2340	14		County	45	1.62	LAKESHORE DRIVE (CLER)	OSWALT ROAD	LAKESHORE DRIVE (CLER)	2	2	TRANS	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,360	11,219	0.78	C	790	142	142	0.26	1.00%	15,360	12,569	0.78	C	790	142	142	0.26	C	
2350	22		County	40	0.67	LAKESHORE DRIVE (CLER)	MARGER ROAD	LAKE LOUISA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,360	11,219	0.78	C	790	142	142	0.26	1.00%	15,360	12,569	0.78	C	790	142	142	0.26	C	
2360	40		County	40	0.82	LAKESHORE DRIVE (CLER)	MARGER ROAD	LAKE LOUISA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,360	11,219	0.78	C	790	142	142	0.26	1.00%	15,360	12,569	0.78	C	790	142	142	0.26	C	
2364	23		County	35	0.75	LAKESHORE DRIVE (CLER)	LAKE LOUISA ROAD	LAKE LOUISA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,360	11,219	0.78	C	790	142	142	0.26	1.00%	15,360	12,569	0.78	C	790	142	142	0.26	C	
2368	484		County	35	1.65	LAKESHORE DRIVE (EUSTIS)	CLAY ROLLWAY ROAD	CLAY ROLLWAY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,320	6,987	0.52	D	680	433	296	0.64	2.75%	13,320	7,453	0.55	D	680	455	317	0.67	D	
2370	477		County	35	0.43	W. LAKEVIEW AVENUE	SR 19	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	7,701	0.74	D	530	356	294	0.67	2.75%	10,360	8,196	0.79	D	530	407	307	0.77	D	
2380	477		County	30	0.65	E. LAKEVIEW AVENUE	CR 468A	CR 468A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	2,689	0.26	C	530	180	206	0.39	1.00%	10,360	3,392	0.33	C	530	159	216	0.41	C	
2384	477		ADJACENT	30	0.34	E. LAKEVIEW AVENUE	JASMINE STREET / CROOKED LAKE COURT	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	2,689	0.26	C	530	180	206	0.39	1.00%	10,360	3,392	0.33	C	530	159	216	0.41	C	
2390																																		

APPENDIX C

Intersection Counts/FDOT Seasonal Factors/Signal Timings

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

Item 2.

DATE: May 24, 2022 (Tuesday)

CITY: Howie in the Hills

LATITUDE: 0

LOCATION: Number 2 & CR 48

COUNTY: Lake County

LONGITUDE: 0

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

AM Peak

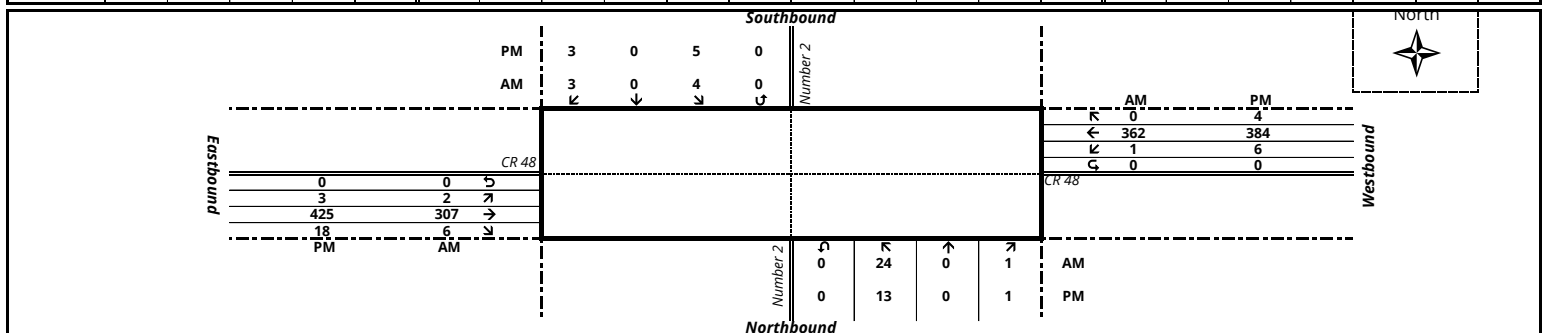
Peak Hour Factor: 0.888

07:00 AM to 08:00 AM	24	0	1	0	25	4	0	3	0	7	32	2	307	6	0	315	1	362	0	0	363	678	710
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PM Peak

Peak Hour Factor: 0.941

04:30 PM to 05:30 PM	13	0	1	0	14	5	0	3	0	8	22	3	425	18	0	446	6	384	4	0	394	840	862
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15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

Item 2.

DATE: May 24, 2022 (Tuesday)

CITY: Howie in the Hills

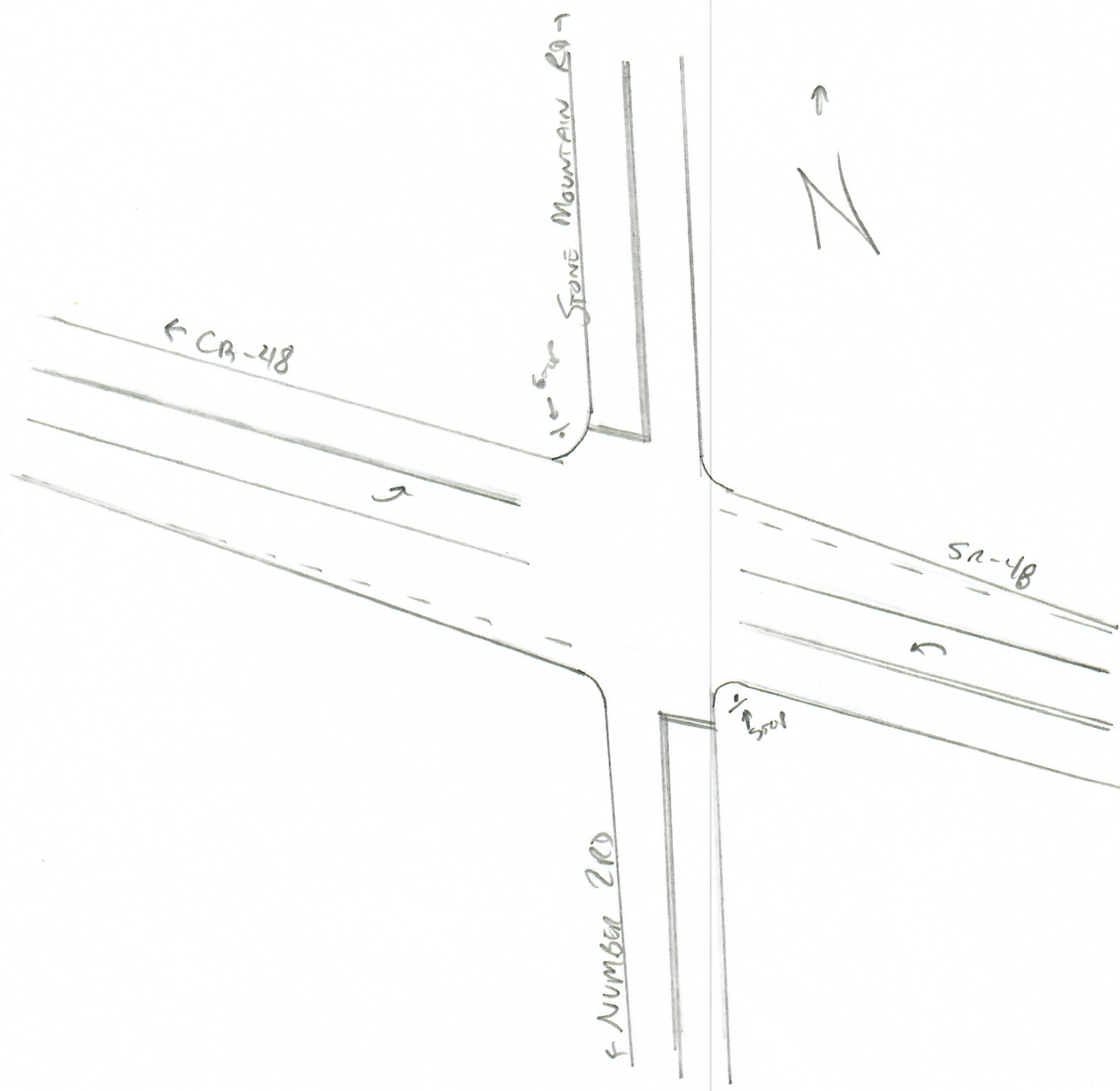
LATITUDE: 0

LOCATION: Number 2 & CR 48

COUNTY: Lake County

LONGITUDE: 0

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



Hand-drawn sketch map showing a road intersection. A vertical road is labeled 'Stone Mountain Rd' with an arrow pointing up. A horizontal road is labeled 'CR-48' with an arrow pointing left. A diagonal road is labeled 'Number 2 Rd' with an arrow pointing down. A dashed line runs parallel to the diagonal road. A north arrow is drawn in the upper right. A small '500' is written near the intersection of the vertical and horizontal roads.

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

Item 2.

DATE: May 19, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

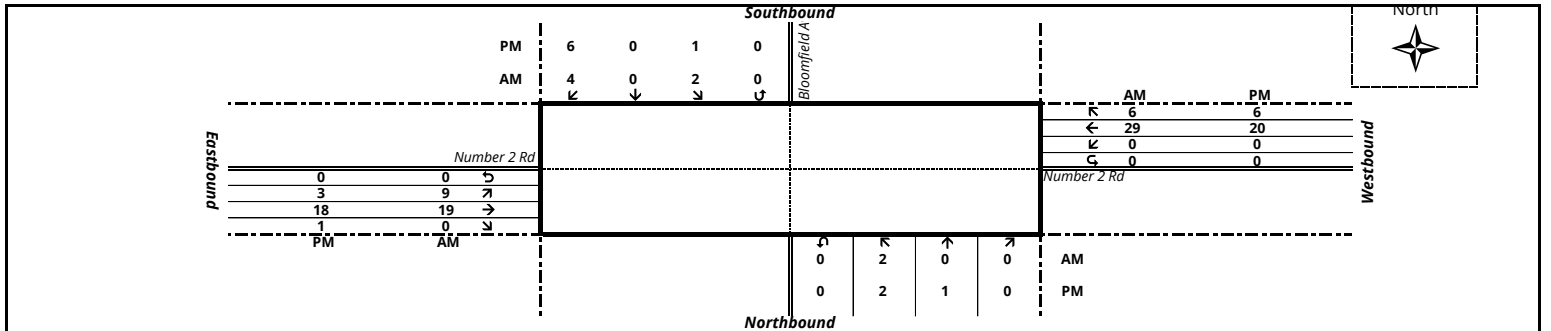
LOCATION: Bloomfield Av & Number 2 Rd

COUNTY: Lake County

LONGITUDE: 0

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

AM Peak																		Peak Hour Factor: 1.268						
07:00 AM to 08:00 AM		2	0	0	0	2	2	0	4	0	6	8	9	19	0	0	28	0	29	6	0	35	63	71
PM Peak																		Peak Hour Factor: 0.967						
04:00 PM to 05:00 PM		2	1	0	0	3	1	0	6	0	7	10	3	18	1	0	22	0	20	6	0	26	48	58



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

Item 2.

DATE: May 19, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

LOCATION: Bloomfield Av & Number 2 Rd

COUNTY: Lake County

LONGITUDE: 0

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

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 19, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

Item 2.

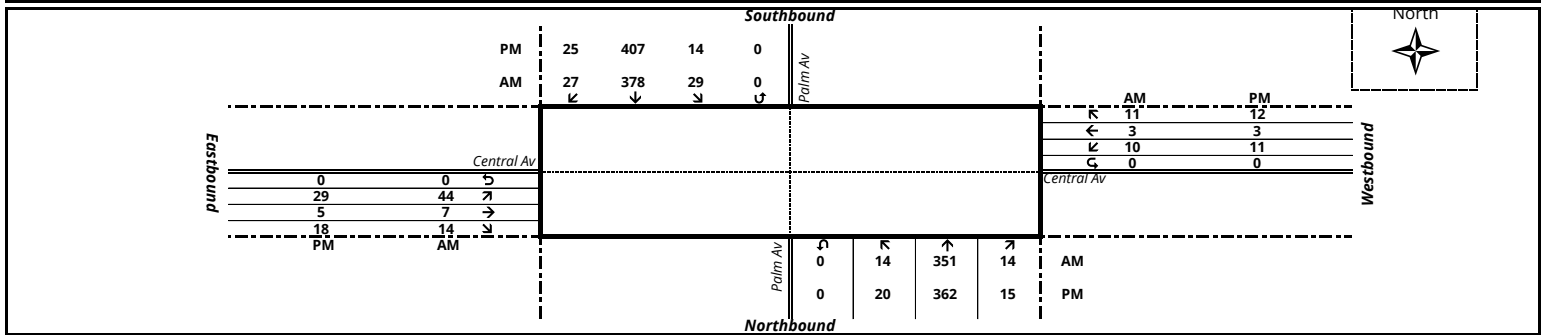
LOCATION: Palm Av & Central Av

COUNTY: Lake County

LONGITUDE: 0

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

AM Peak 07:00 AM to 08:00 AM															Peak Hour Factor: 0.871									
14	351	14	0	379	29	378	27	0	434	813	44	7	14	0	65	10	3	11	0	24	89			902
PM Peak 04:30 PM to 05:30 PM															Peak Hour Factor: 0.856									
20	362	15	0	397	14	407	25	0	446	843	29	5	18	0	52	11	3	12	0	26	78			921



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

Item 2.

DATE: May 19, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

LOCATION: Palm Av & Central Av

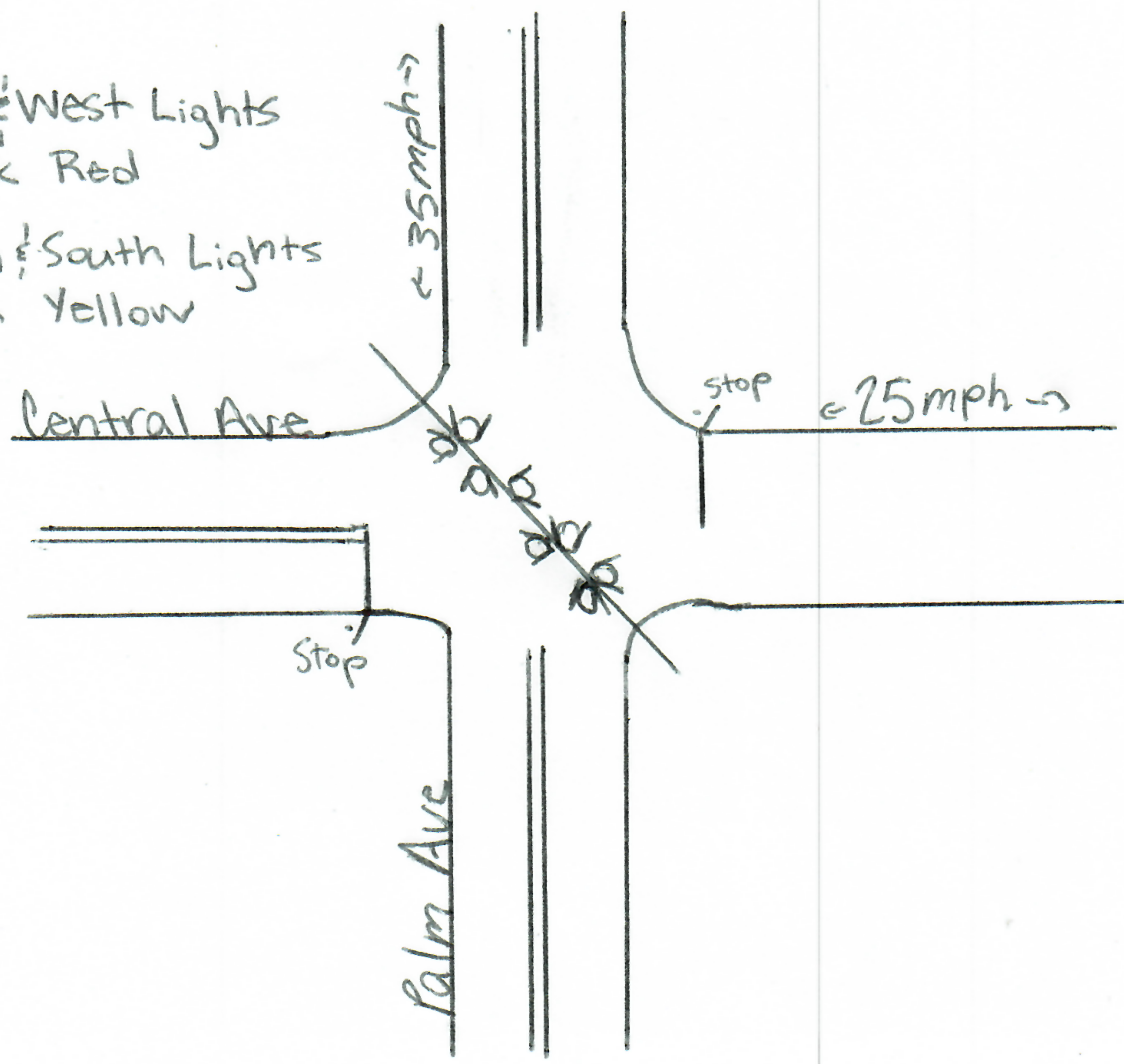
COUNTY: Lake County

LONGITUDE: 0

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



East & West Lights
Blink Red
North & South Lights
Blink Yellow



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

Item 2.

DATE: January 13, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

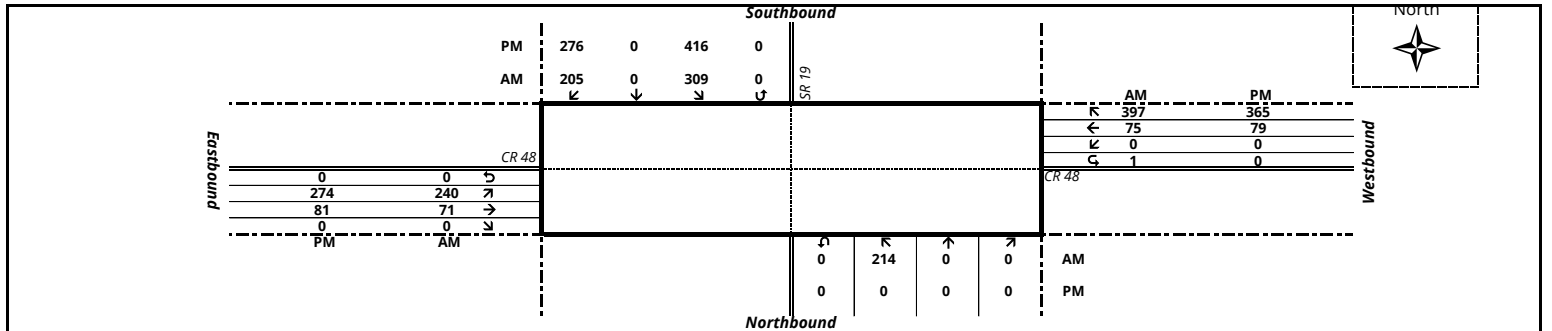
LOCATION: SR 19 & CR 48

COUNTY: Lake County

LONGITUDE: 0

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

AM Peak																						Peak Hour Factor: 0.894		
07:15 AM to 08:15 AM		214	0	0	0	214	309	0	205	0	514	728	240	71	0	0	311	0	75	397	1	473	784	1,512
PM Peak																						Peak Hour Factor: 0.968		
04:45 PM to 05:45 PM		0	0	0	0	0	416	0	276	0	692	692	274	81	0	0	355	0	79	365	0	444	799	1,491



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

Item 2.

DATE: January 13, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

LOCATION: SR 19 & CR 48

COUNTY: Lake County

LONGITUDE: 0

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

15 MINUTE TURNING MOVEMENT COUNTS

(BANK 2 Only)

Item 2.

DATE: January 13, 2022 (Thursday)

CITY: Howie in the Hills

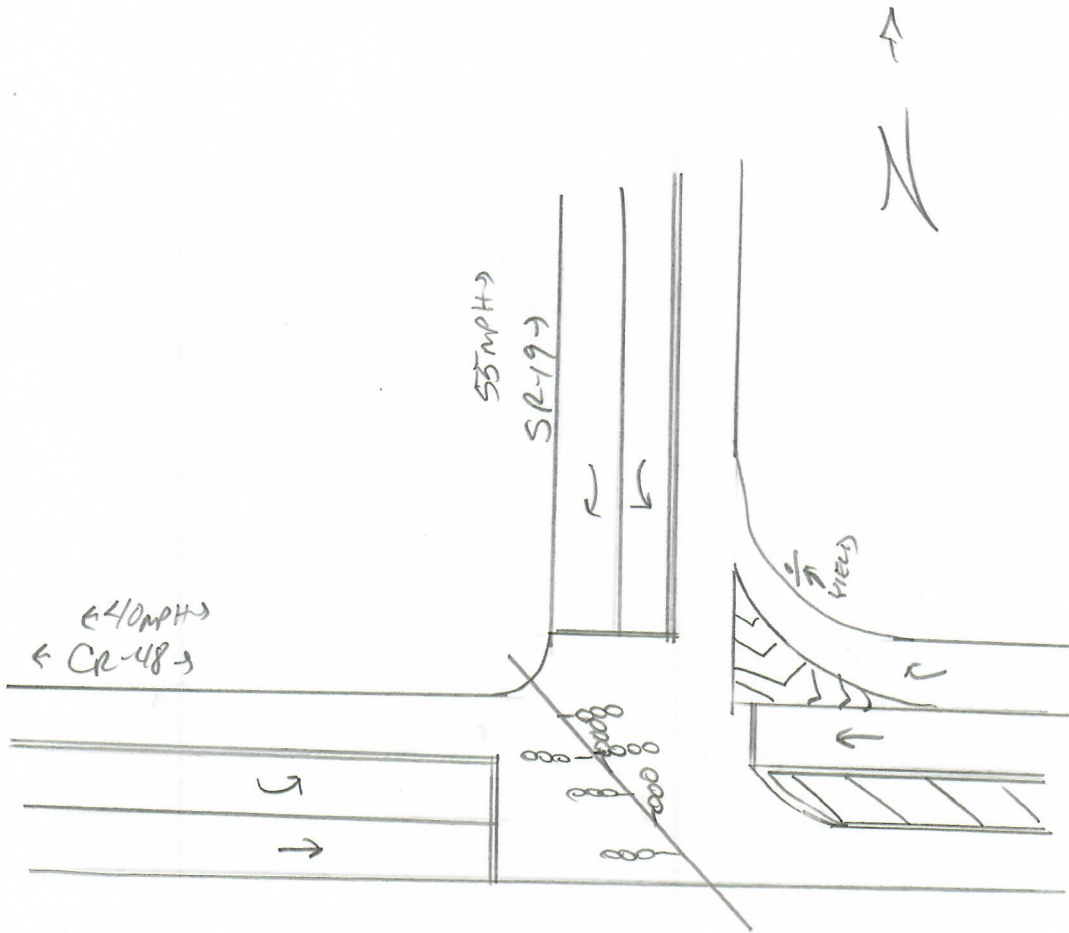
LATITUDE: 0

LOCATION: SR 19 & CR 48

COUNTY: Lake County

LONGITUDE: 0

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



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

Item 2.

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

* PEAK SEASON

14-FEB-2020 15:39:28

830UPD

5_1100_PKSEASON.TXT

CARTEGRAPH ID: LC-S-043**DATE: 05/15/2015****INTERSECTION NAME AND ID#: SR 19 & CR 48 076**

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

SYSTEM TIMING

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

SPLIT ALLOCATION - Sec.

PHASE	1	2	3	4	5	6	7	8

NOTES: Naztec 980

APPENDIX D

Existing Capacity Analysis Worksheets

HCS7 Two-Way Stop-Control Report

Item 2.

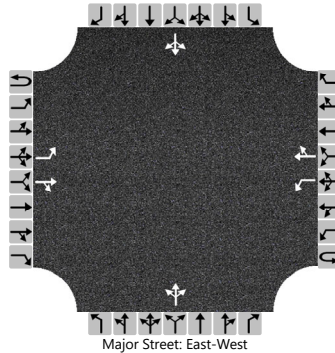
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

Item 2.

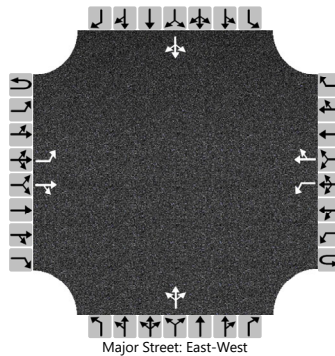
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

Item 2.

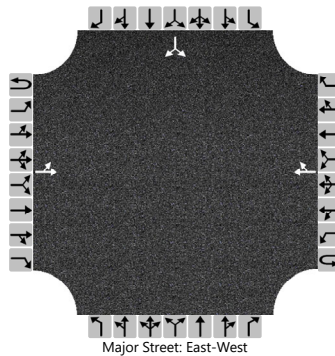
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

Item 2.

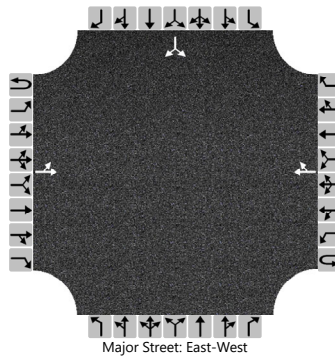
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

Item 2.

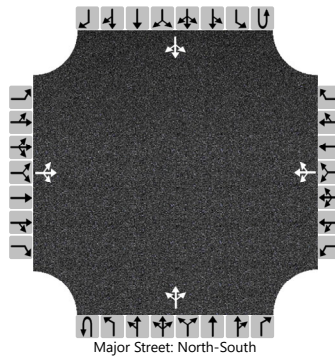
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

Item 2.

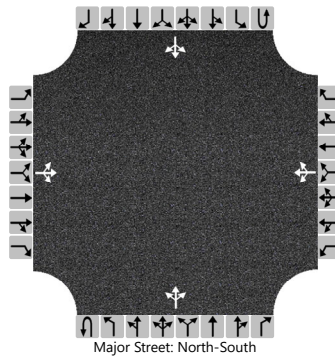
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

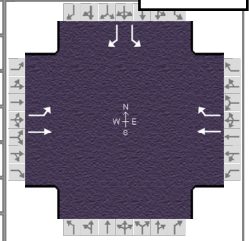
Flow Rate, v (veh/h)			60				30			23				16		
Capacity, c (veh/h)			258				290			908				1112		
v/c Ratio			0.23				0.10			0.03				0.01		
95% Queue Length, Q ₉₅ (veh)			0.9				0.3			0.1				0.0		
Control Delay (s/veh)			23.2				18.9			9.1				8.3		
Level of Service (LOS)			C				C			A				A		
Approach Delay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

HCS7 Signalized Intersection Results Summary

Item 2.

General Information

Agency	TPD, Inc.		
Analyst	SS	Analysis Date	5/26/2022
Jurisdiction	Lake County	Time Period	Existing AM
Urban Street	CR 48	Analysis Year	2022
Intersection	SR 19	File Name	5659 - CR 48 and
Project Description	5659		



Demand Information

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

Signal Information

Cycle, s	71.2	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.8	23.6	17.6	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.4	4.4	4.8	0.0	0.0	0.0		
				Red	2.1	2.0	2.5	0.0	0.0	0.0		

Timer Results

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

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (v), veh/h	270	80			85	446				347		230
Adjusted Saturation Flow Rate (s), veh/h/ln	1654	1737			1856					1725		1510
Queue Service Time (g _s), s	7.0	1.5			2.3					13.5		9.7
Cycle Queue Clearance Time (g _c), s	7.0	1.5			2.3					13.5		9.7
Green Ratio (g/C)	0.50	0.56			0.33					0.25		0.25
Capacity (c), veh/h	696	974			616					427		373
Volume-to-Capacity Ratio (X)	0.387	0.082			0.139					0.814		0.617
Back of Queue (Q), ft/ln (95 th percentile)	107.1	22.4			41.6					248.1		161.6
Back of Queue (Q), veh/ln (95 th percentile)	3.9	0.8			1.6					9.5		6.1
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d ₁), s/veh	10.9	7.2			16.7					25.3		23.8
Incremental Delay (d ₂), s/veh	0.4	0.0			0.1					3.8		1.7
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (d), s/veh	11.3	7.3			16.8	0.0				29.1		25.5
Level of Service (LOS)	B	A			B	A				C		C
Approach Delay, s/veh / LOS	10.4	B		2.7	A		0.0			27.7		C
Intersection Delay, s/veh / LOS	14.4						B					

Multimodal Results

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

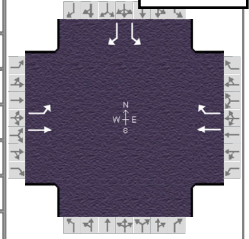
HCS7 Signalized Intersection Results Summary

Item 2.

General Information

Agency	TPD, Inc.		
Analyst	SS	Analysis Date	5/26/2022
Jurisdiction	Lake County	Time Period	Existing PM
Urban Street	CR 48	Analysis Year	2022
Intersection	SR 19	File Name	5659 - CR 48 and
Project Description	5659		

Intersection Information



Demand Information

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

Signal Information

Cycle, s	71.4	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	10.2	20.2	20.8	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.4	4.4	4.8	0.0	0.0	0.0		
				Red	2.1	2.0	2.5	0.0	0.0	0.0		

Timer Results

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

Movement Group Results

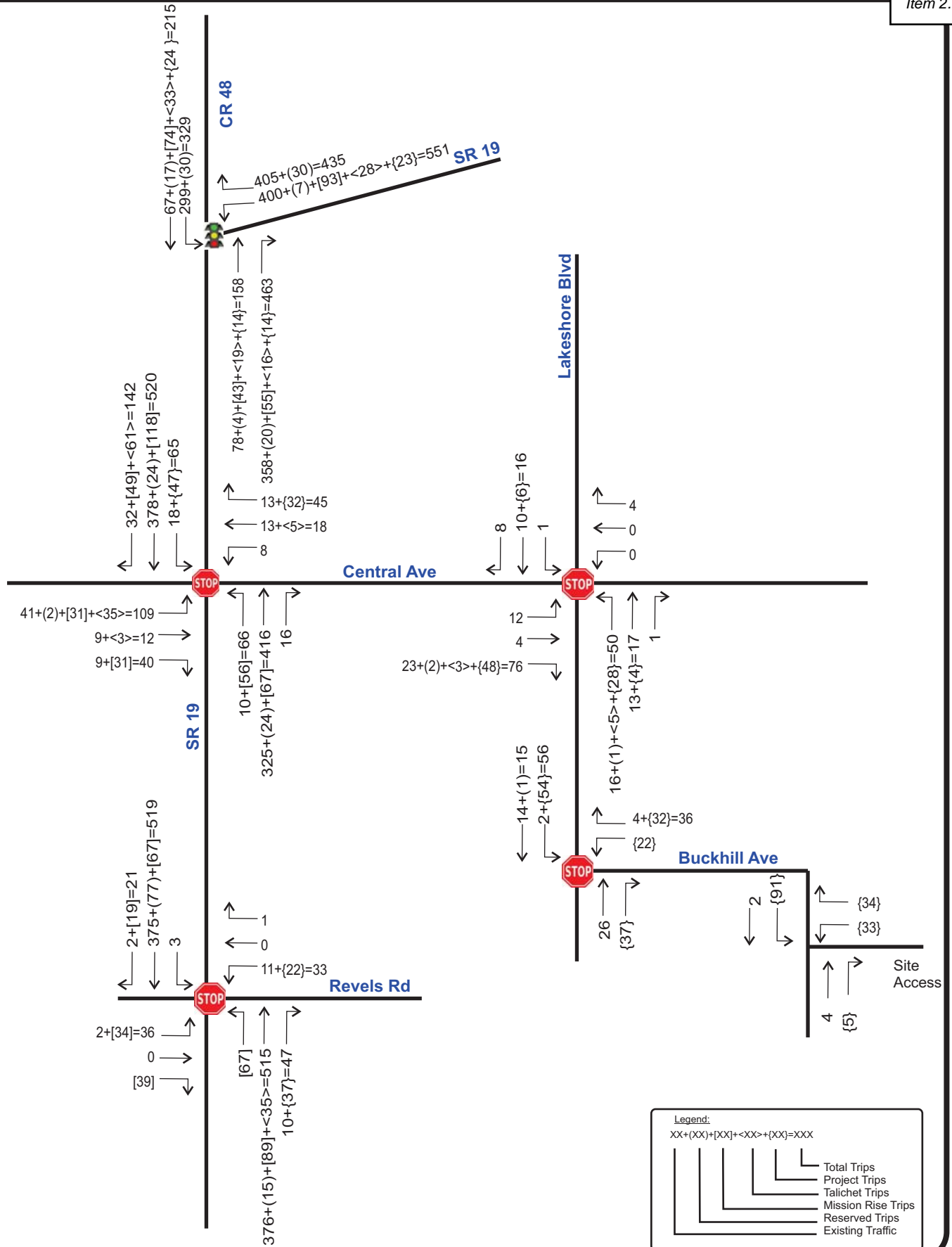
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (v), veh/h	282	84			81	376				429		285
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1900			1856					1753		1585
Queue Service Time (g _s), s	7.4	1.6			2.4					16.4		11.1
Cycle Queue Clearance Time (g _c), s	7.4	1.6			2.4					16.4		11.1
Green Ratio (g/C)	0.45	0.52			0.28					0.29		0.29
Capacity (c), veh/h	687	982			525					512		463
Volume-to-Capacity Ratio (X)	0.411	0.085			0.155					0.838		0.615
Back of Queue (Q), ft/ln (95 th percentile)	118.2	25			43.8					294.3		181.4
Back of Queue (Q), veh/ln (95 th percentile)	4.7	1.0			1.7					11.4		7.1
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d ₁), s/veh	12.8	8.7			19.2					23.8		21.9
Incremental Delay (d ₂), s/veh	0.4	0.0			0.1					5.9		1.3
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (d), s/veh	13.2	8.8			19.4	0.0				29.6		23.2
Level of Service (LOS)	B	A			B	A				C		C
Approach Delay, s/veh / LOS	12.2	B		3.4	A		0.0			27.1		C
Intersection Delay, s/veh / LOS	16.5						B					

Multimodal Results

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

APPENDIX E

Approved Project Trips



Whispering Hills
Project No 5199
Figure 5

Projected P.M. Peak Hour Intersection Volumes

Table 4
Projected P.M. Peak Hour Roadway Analysis

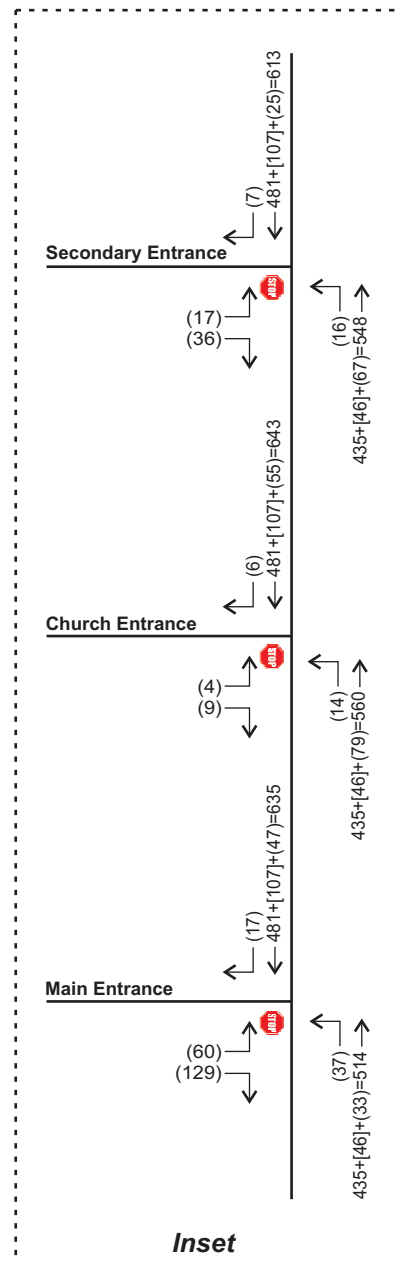
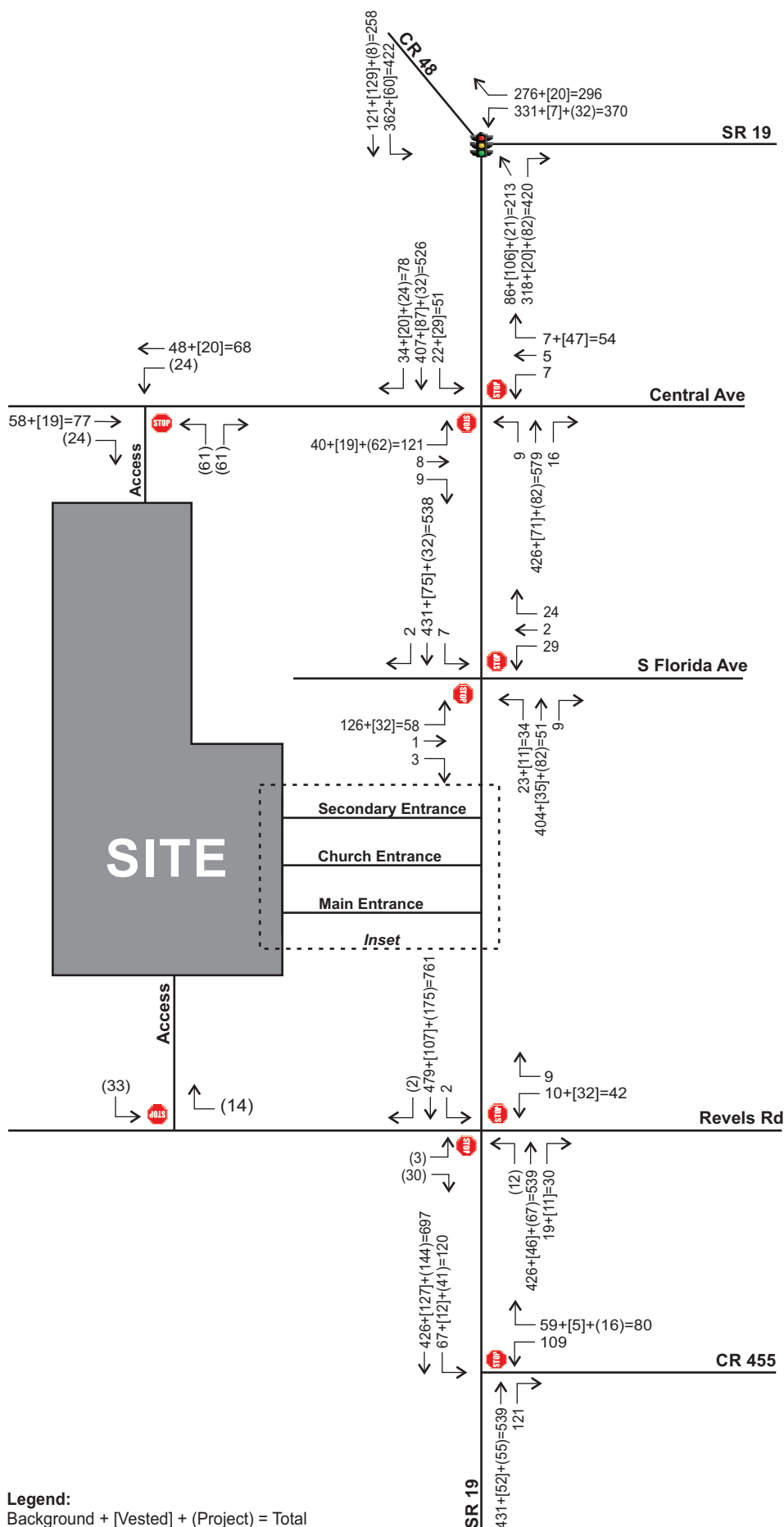
Roadway Segment	# of Lns	F/Class	LOS		Direction	Peak Hour/Peak Direction						V/C Ratio		LOS
			Std	Capacity		Existing	Reserved*			Project**	Total			
							1	2	3					
SR 19														
CR 561 to Lake Harris N. End	2	ART. 1	D	1,190	NB	595	50	93	14	14	766	0.64	C	
Lake Harris N. End to CR 48	2	ART. 1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

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

** Highest trips on the segment



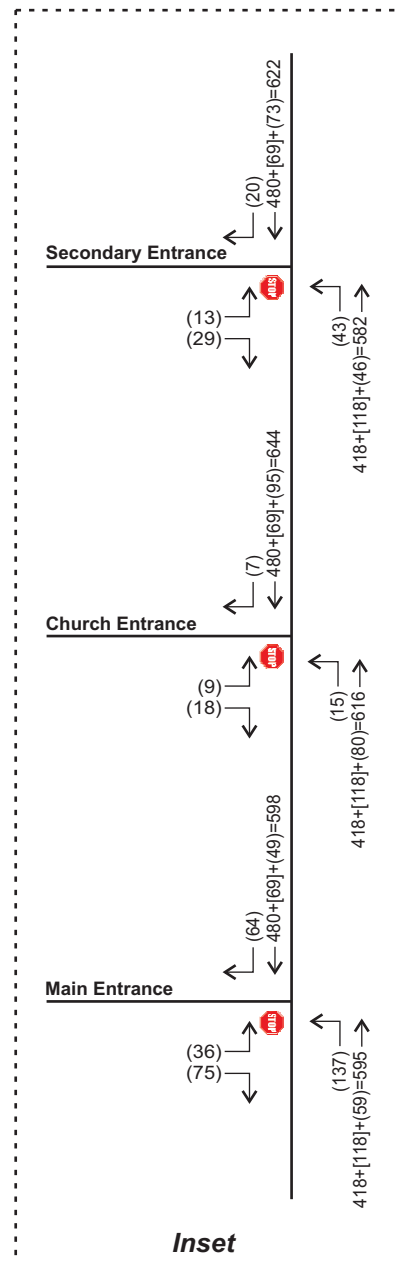
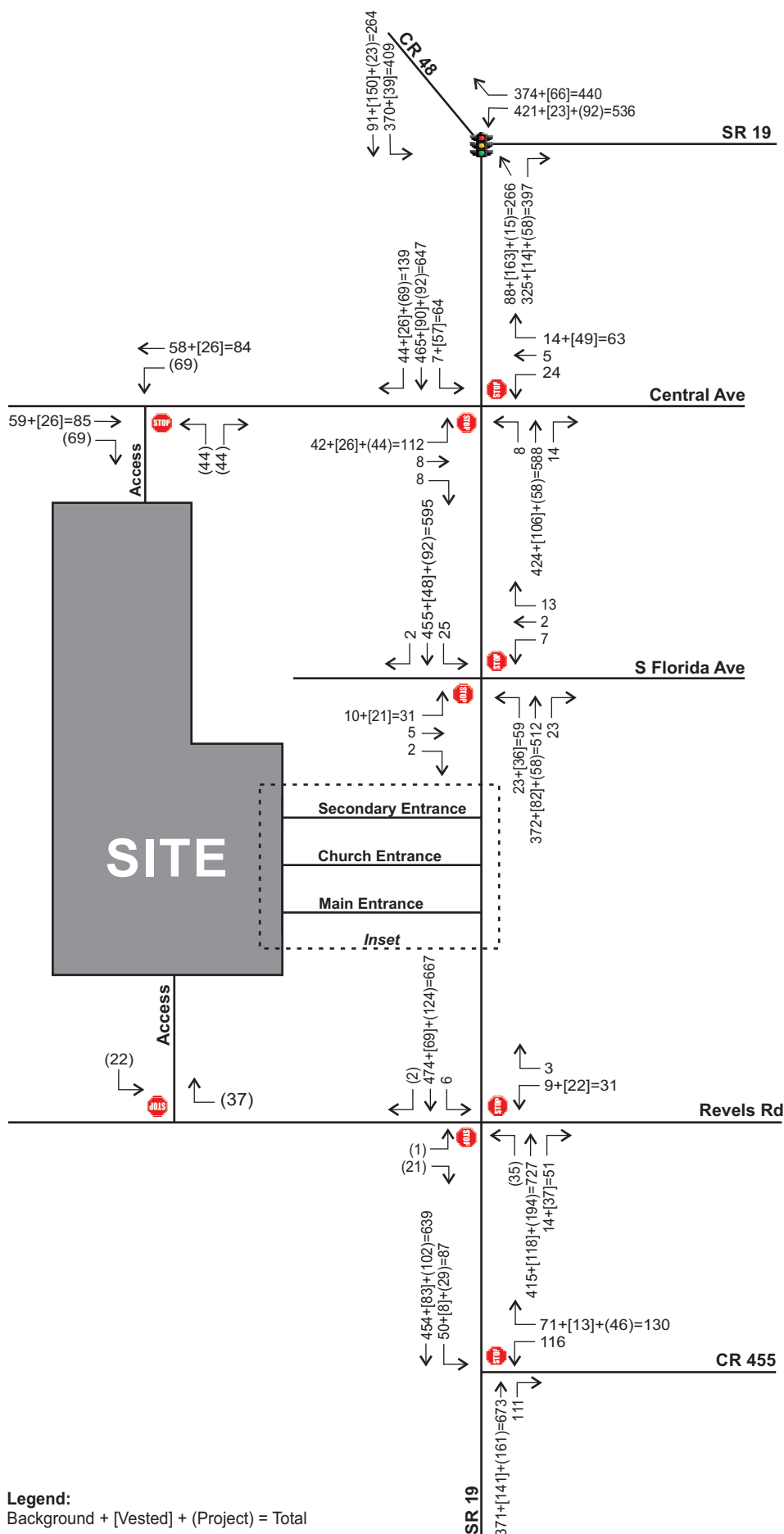
Whispering Hills
Project No 5199
Page 11



Projected AM Peak Intersection Volumes

The Reserve at Howey in the Hills
21082

Figure



Projected PM Peak Intersection Volumes

The Reserve at Howey in the Hills
21082

Figure

Table 5
Projected Roadway Segment Capacity Analysis

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

Source: 2020 Lake County Annual Traffic Counts

MEMORANDUM

May 16, 2022

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

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

Project Description

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

Trip Generation

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

Table 1
Trip Generation Calculations

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			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.

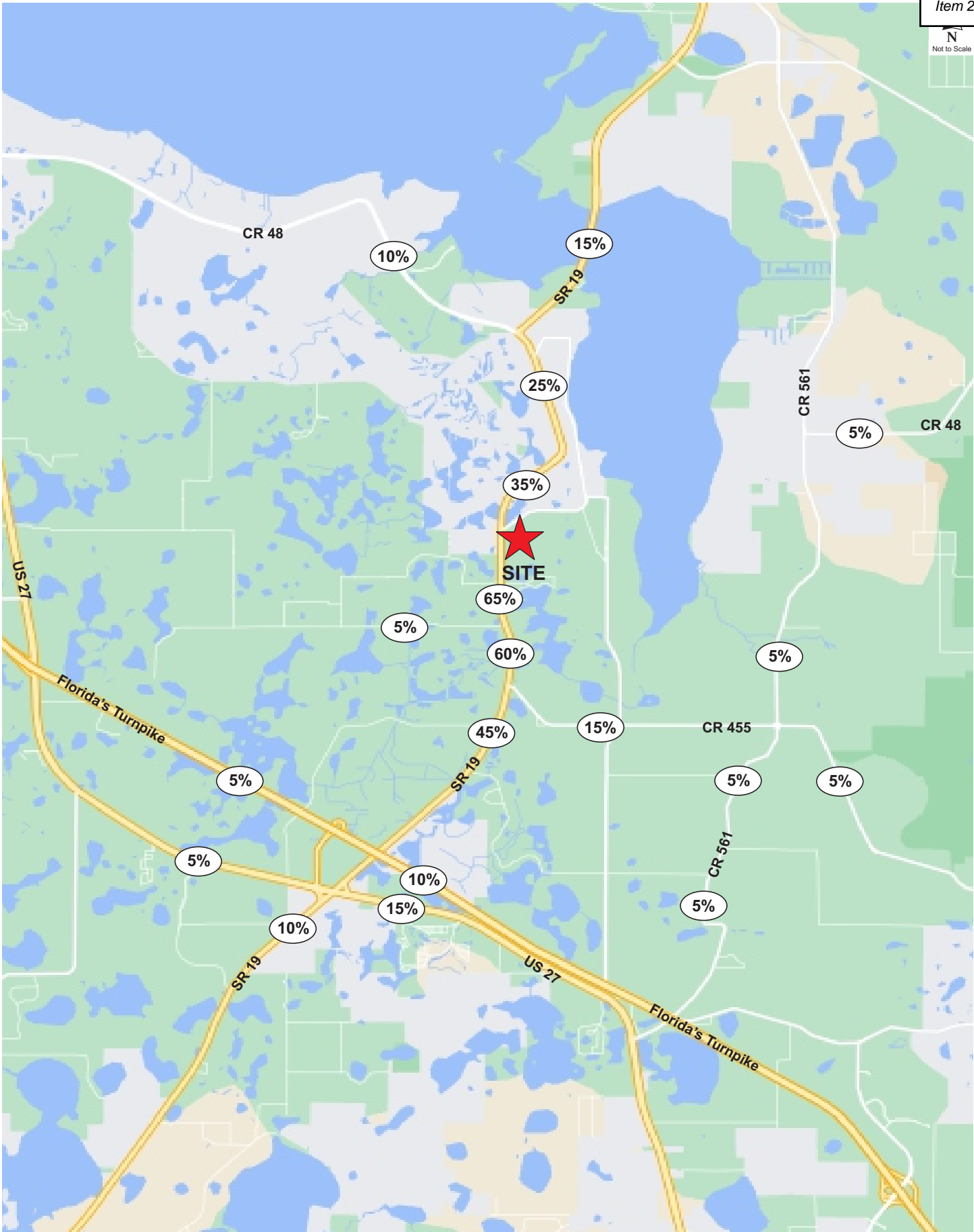


Table 2
Study Area Significance Analysis

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

Source: 2021 Lake County CMP Database

* LOS Capacity Estimated Using FDOT 2020 QLOS Handbook Table 9

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

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

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

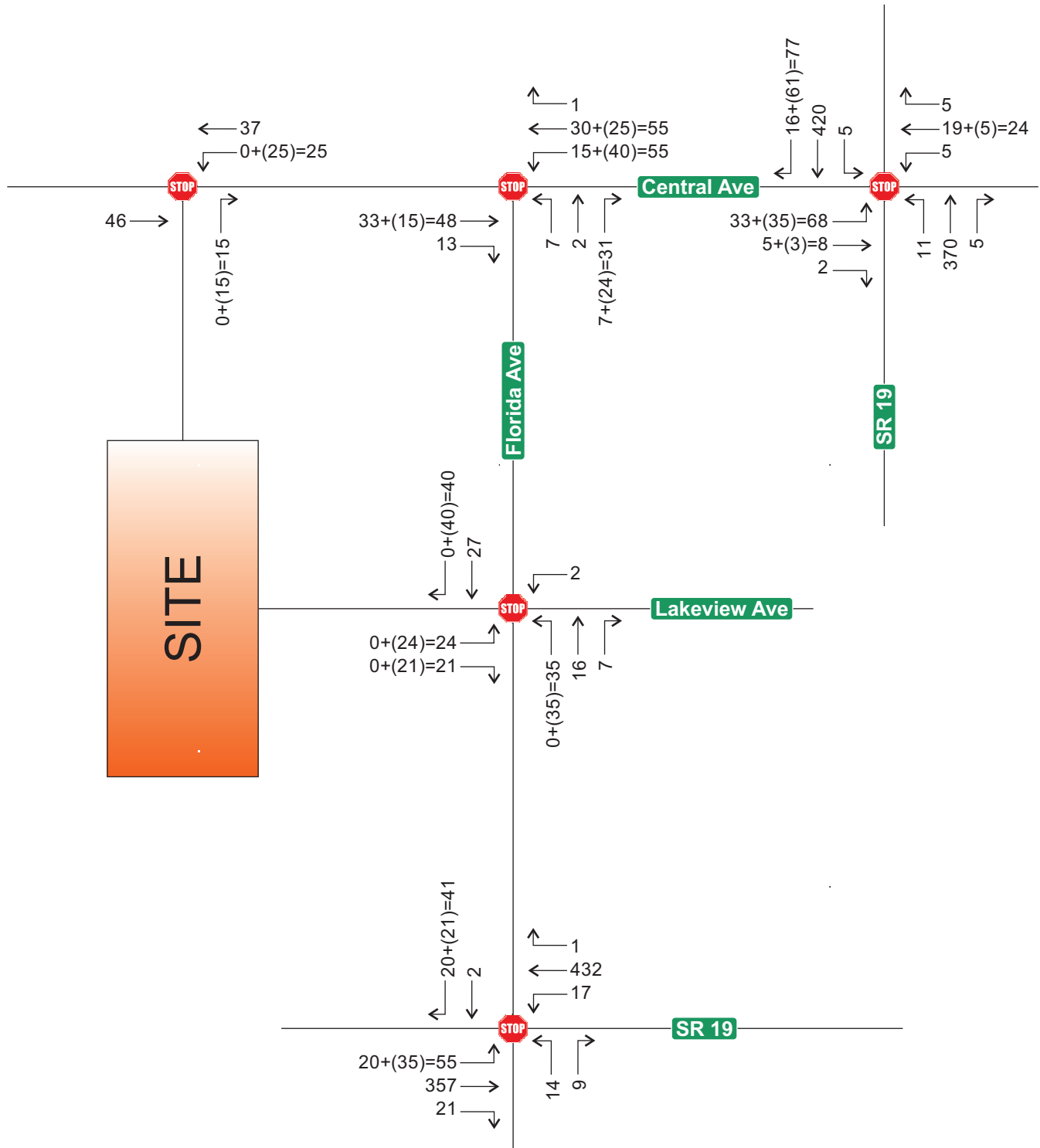
- SR 19 and CR 48 (signalized)
- SR 19 and CR 448 (signalized)
- SR 19 and Central Avenue (unsignalized)
- SR 19 and Revels Road (unsignalized)
- SR 19 and CR 455 (unsignalized)
- Revels Road and Site Access Driveway (proposed)

Table 4
Projected Roadway Capacity Analysis

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

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





*Schematic drawing. Not to scale.

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



Talichet PUD
Project № 5045

Figure 5

Projected P.M. Peak Hour Traffic Volumes

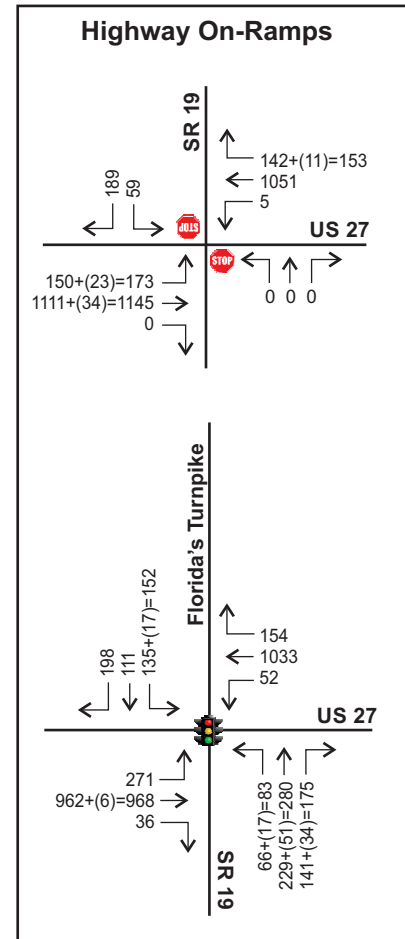
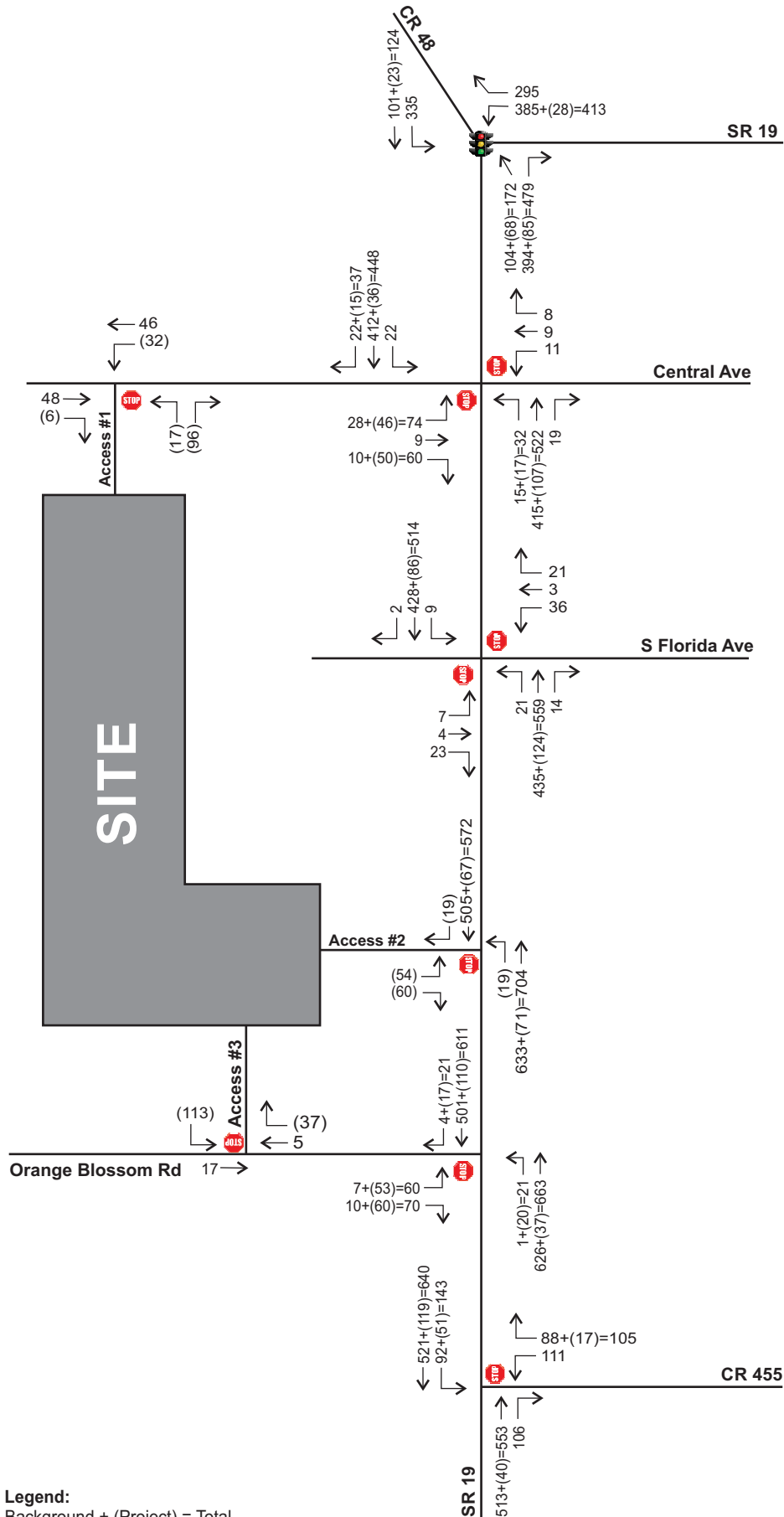
Table 5
Projected Roadway Segment Capacity Analysis

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

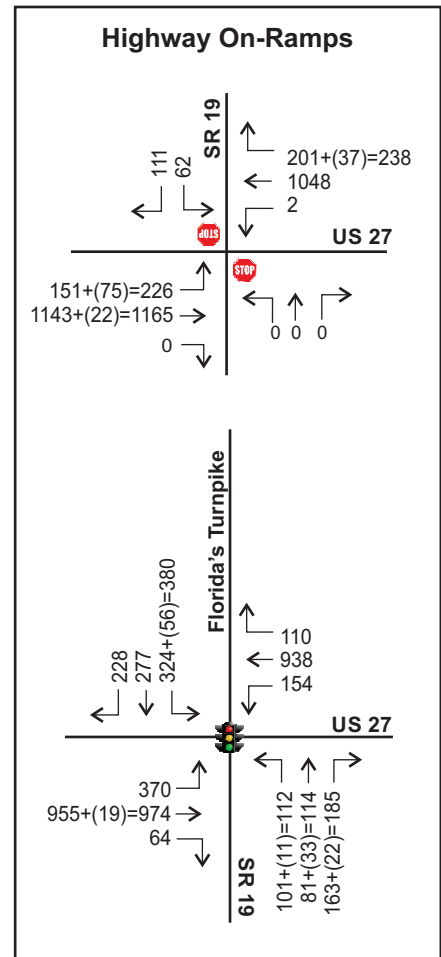
Source: 2018 Lake County Annual Traffic Counts

(1) FDOT QLOS HIGHPLAN Analysis for these segments of SR 19

(2) Volumes Obtained from PM Peak Turning Movement Counts



Legend:
Background + (Project) = Total



Mission Rise
1901

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APPENDIX F

Projected Capacity Analysis Worksheets

HCS Two-Way Stop-Control Report

Item 2.

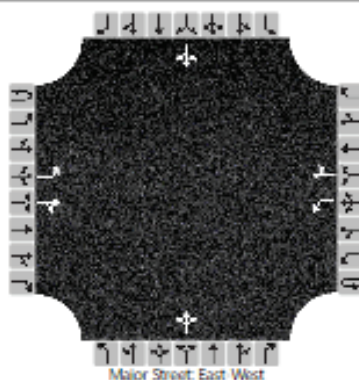
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

Item 2.

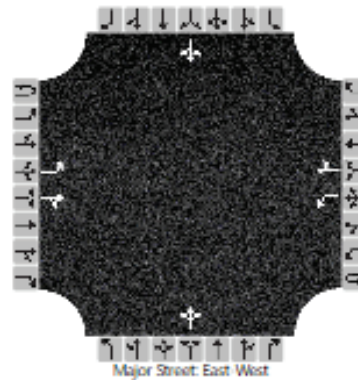
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

Item 2.

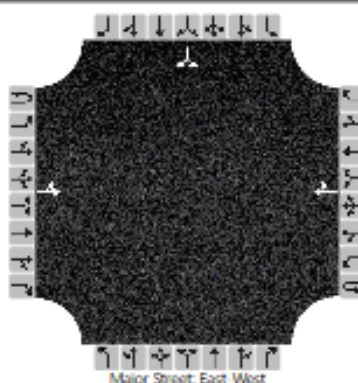
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

Item 2.

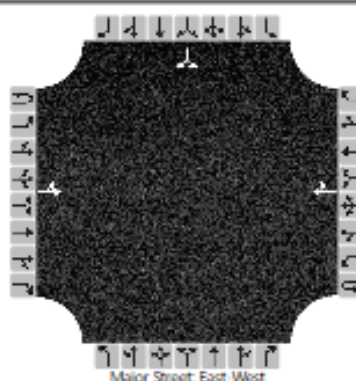
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

Item 2.

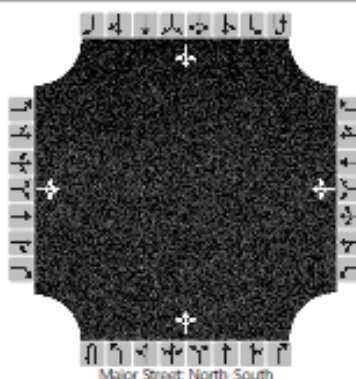
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			260				28			36				33		
Capacity, c (veh/h)			116				133			818				894		
v/c Ratio			2.24				0.21			0.04				0.04		
95% Queue Length, Q ₉₅ (veh)			22.3				0.7			0.1				0.1		
Control Delay (s/veh)			643.4				39.2			9.6	0.7	0.7		9.2	0.6	0.6
Level of Service (LOS)			F				E			A	A	A		A	A	A
Approach Delay (s/veh)	643.4			39.2				1.1				1.0				178
Approach LOS	F			E				A				A				

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HCS Two-Way Stop-Control Report

Item 2.

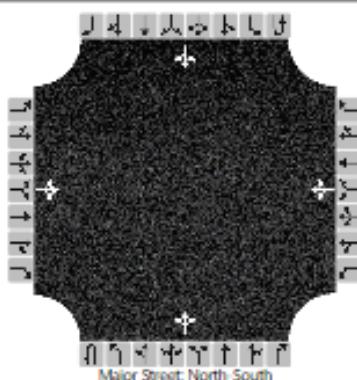
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			237				73				88				71		
Capacity, c (veh/h)			29				83				606				875		
v/c Ratio			8.06				0.88				0.15				0.08		
95% Queue Length, Q ₉₅ (veh)			29.0				4.7				0.5				0.3		
Control Delay (s/veh)			3438.3				155.9				12.0	2.9	2.9		9.5	1.9	1.9
Level of Service (LOS)			F				F				B	A	A		A	A	A
Approach Delay (s/veh)	3438.3			155.9				3.9				2.4				179	
Approach LOS	F			F				A				A					

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HCS Two-Way Stop-Control Report

Item 2.

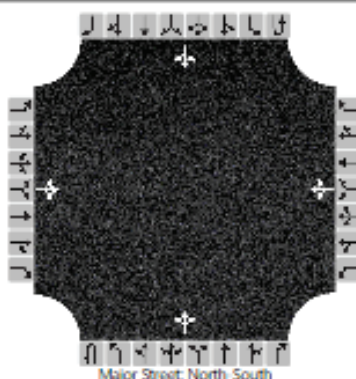
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

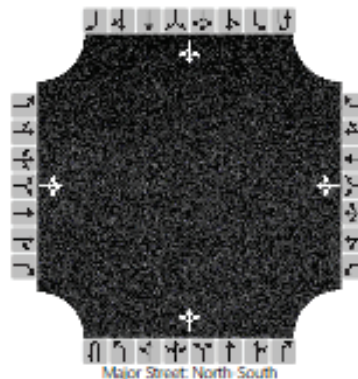
180

HCS Two-Way Stop-Control Report

Item 2.

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



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

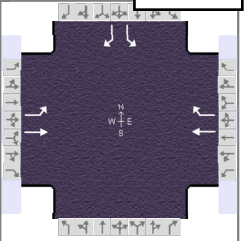
181

HCS Signalized Intersection Results Summary

Item 2.

General Information

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



Demand Information

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

Signal Information

Cycle, s	105.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	11.8	45.0	28.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.4	4.4	4.8	0.0	0.0	0.0		
				Red	2.1	2.0	2.5	0.0	0.0	0.0		

Timer Results

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

Movement Group Results

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

Multimodal Results

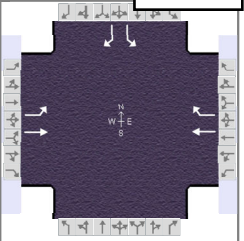
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.69		A	1.91		B	1.96		B	1.96		B
Bicycle LOS Score / LOS	1.13		A	1.95		B						F

HCS Signalized Intersection Results Summary

Item 2.

General Information

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



Demand Information

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

Signal Information

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

Timer Results

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

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6		2	12					7		14
Adjusted Flow Rate (v), veh/h	282	228		167	538					696		285
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1900		1856						1753		1585
Queue Service Time (g _s), s	9.1	6.0		6.1						30.0		15.0
Cycle Queue Clearance Time (g _c), s	9.1	6.0		6.1						30.0		15.0
Green Ratio (g/C)	0.51	0.56		0.37						0.31		0.31
Capacity (c), veh/h	662	1056		684						535		484
Volume-to-Capacity Ratio (X)	0.427	0.216		0.244						1.301		0.588
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	6.2	4.2		4.6						51.0		9.7
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00						0.00		0.00
Uniform Delay (d ₁), s/veh	14.5	11.0		21.5						34.2		28.9
Incremental Delay (d ₂), s/veh	0.4	0.1		0.2						148.8		1.9
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0						0.0		0.0
Control Delay (d), s/veh	14.9	11.1		21.7	0.0					182.9		30.8
Level of Service (LOS)	B	B		C	A					F		C
Approach Delay, s/veh / LOS	13.2	B		5.1	A		0.0			138.8		F
Intersection Delay, s/veh / LOS	66.7						E					

Multimodal Results

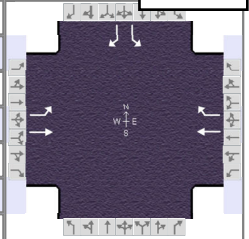
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.69	A		1.92	B		1.95	B		1.95		B
Bicycle LOS Score / LOS	1.33	A		1.65	B							F

HCS Signalized Intersection Results Summary

Item 2.

General Information

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



Demand Information

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

Signal Information

Cycle, s	63.4	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.0	15.0	19.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.4	4.4	4.8	0.0	0.0	0.0		
				Red	2.1	2.0	2.5	0.0	0.0	0.0		

Timer Results

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

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (v), veh/h	270	121			204	683				431		230
Adjusted Saturation Flow Rate (s), veh/h/ln	1654	1737			1856					1725		1510
Queue Service Time (g _s), s	7.3	2.5			6.0					14.7		8.0
Cycle Queue Clearance Time (g _c), s	7.3	2.5			6.0					14.7		8.0
Green Ratio (g/C)	0.41	0.48			0.24					0.30		0.30
Capacity (c), veh/h	503	835			439					523		457
Volume-to-Capacity Ratio (X)	0.536	0.145			0.466					0.826		0.504
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	4.4	1.4			4.4					9.7		4.7
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d ₁), s/veh	13.9	9.2			20.8					20.5		18.2
Incremental Delay (d ₂), s/veh	1.1	0.1			0.8					3.4		0.9
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (d), s/veh	15.0	9.3			21.5	0.0				23.9		19.0
Level of Service (LOS)	B	A			C	A				C		B
Approach Delay, s/veh / LOS	13.2	B		5.0	A		0.0			22.2		C
Intersection Delay, s/veh / LOS	12.5						B					

Multimodal Results

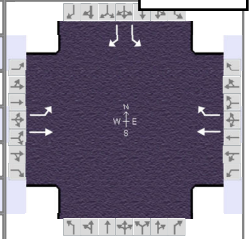
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.69	A		1.91	B		1.94	B		1.94		B
Bicycle LOS Score / LOS	1.13	A		1.95	B							F

HCS Signalized Intersection Results Summary

Item 2.

General Information

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



Demand Information

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

Signal Information

Cycle, s	76.6	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.0	15.0	32.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.4	4.4	4.8	0.0	0.0	0.0		
				Red	2.1	2.0	2.5	0.0	0.0	0.0		

Timer Results

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

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (v), veh/h	282	228			167	538				696		285
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1900			1856					1753		1585
Queue Service Time (g _s), s	9.0	6.3			6.1					29.1		9.7
Cycle Queue Clearance Time (g _c), s	9.0	6.3			6.1					29.1		9.7
Green Ratio (g/C)	0.34	0.40			0.20					0.42		0.42
Capacity (c), veh/h	445	756			363					742		671
Volume-to-Capacity Ratio (X)	0.635	0.301			0.460					0.938		0.424
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	7.1	4.5			4.7					20.6		5.9
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d ₁), s/veh	20.8	15.8			27.2					21.1		15.5
Incremental Delay (d ₂), s/veh	3.0	0.2			0.9					18.5		0.4
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (d), s/veh	23.8	16.0			28.1	0.0				39.6		16.0
Level of Service (LOS)	C	B			C	A				D		B
Approach Delay, s/veh / LOS	20.3	C		6.7	A		0.0			32.7	C	
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results

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

HCS Two-Way Stop-Control Report

Item 2.

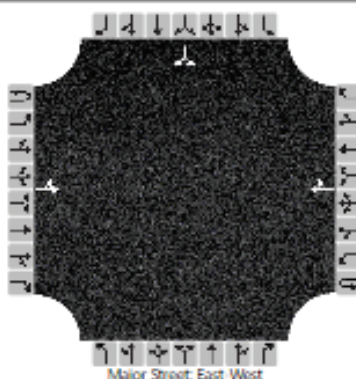
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS Two-Way Stop-Control Report

Item 2.

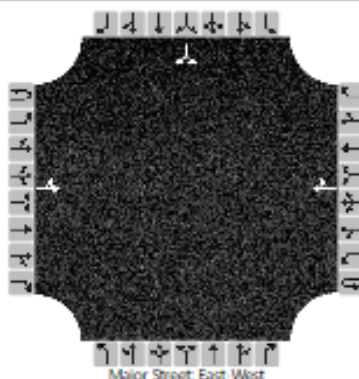
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41													70	
Capacity, c (veh/h)		1400													704	
v/c Ratio		0.03													0.10	
95% Queue Length, Q ₉₅ (veh)		0.1													0.3	
Control Delay (s/veh)		7.6	0.2												10.7	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		2.0													10.7	187
Approach LOS		A													B	

187

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.

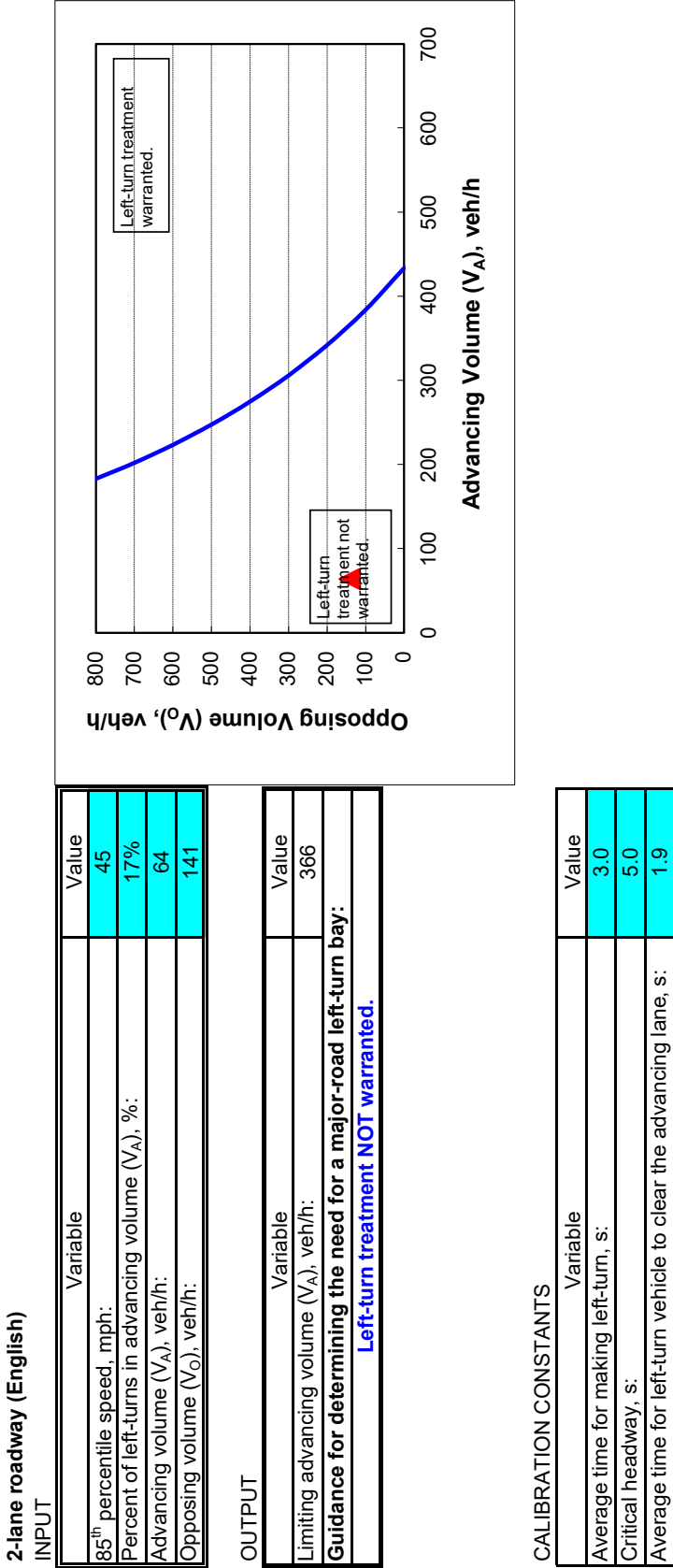


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

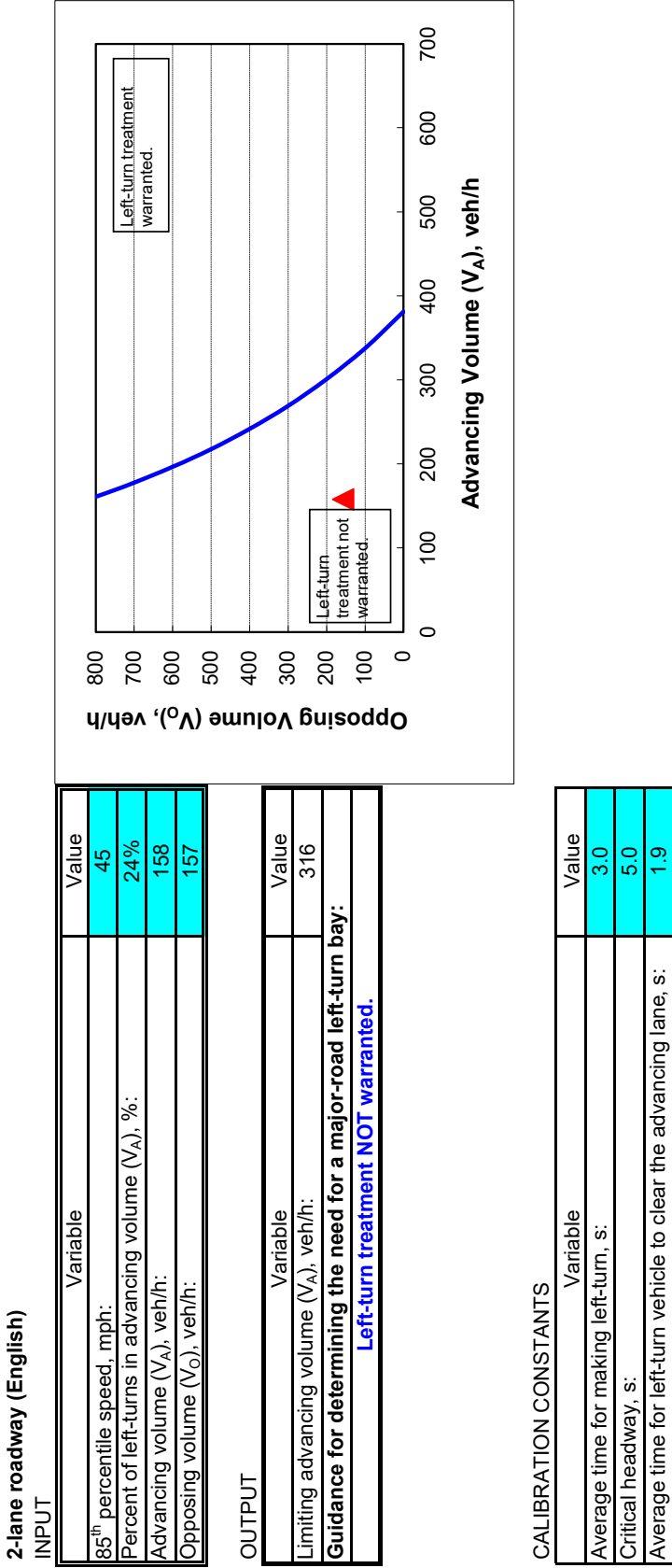


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

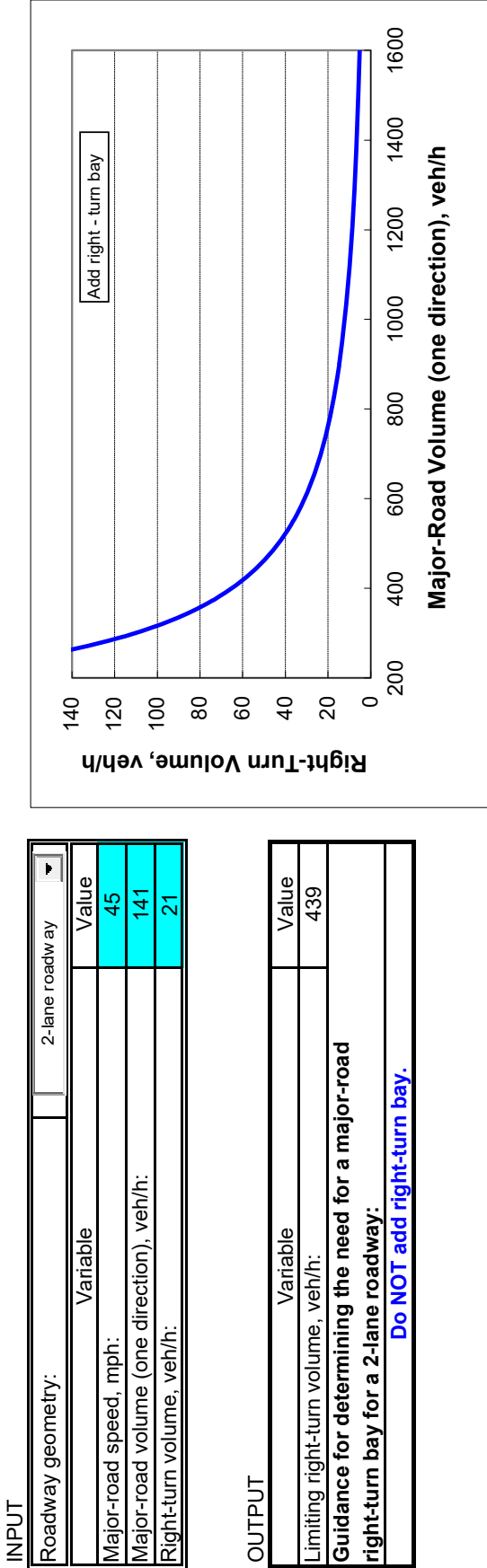
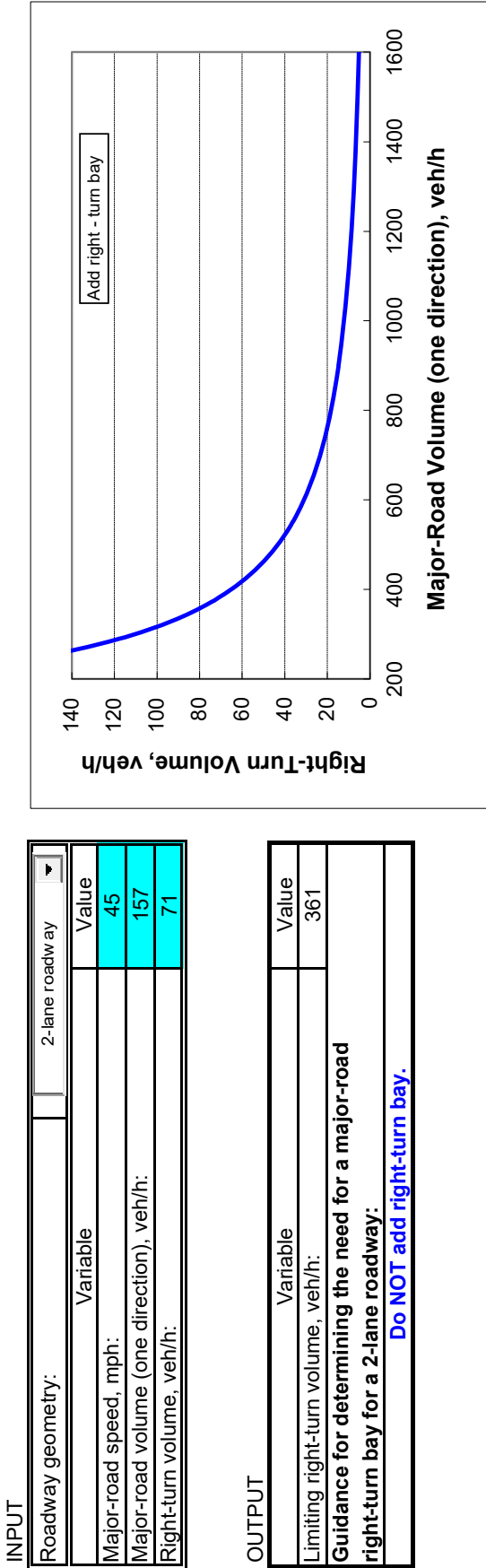


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.





STRINGFELLOW
PLANNING & DESIGN

Comment Response for No.2 Road

Item 2.

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



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Comprehensive Plan Amendment Application



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

REQUESTED ACTION: SMALL SCALE FUTURE LAND USE MAP AMENDMENT:
LARGE SCALE FUTURE LAND USE MAP AMENDMENT: ☒
TEXT AMENDMENT: ☐

REQUESTED FUTURE LAND USE DESIGNATION: Medium Density Residential

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

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

PROPERTY INFORMATION: Parcel Tax ID: 27-20-25-0003-000-03100 Alt. Key: 3852069
Parcel Tax ID: 27-20-25-0002-000-00200 Alt. Key: 1101051

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

ADDRESS OF PROPERTY: Number Two Road

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

SIZE OF EXISTING PARCEL: +/- 161.3ac SQ. FT./ACRES (circle one)

LEGAL DESCRIPTION (attach separate sheet if necessary):

See Attached

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

SURROUNDING LAND USE & ZONING DESIGNATIONS:

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

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

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

SIGNATURE OF APPLICANT: St. [Signature] - managing member

SIGNATURE OF OWNER (if different): _____

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

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

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

THE FOLLOWING MUST BE SUBMITTED AT THE TIME OF APPLICATION:

- X One (1) current (no older than 2 years) signed and sealed survey of the subject property, including total acreage of the land use change
- X Legal Description of the subject property (Word format)
- X Vicinity Map
- X Traffic Impact Analysis, per section 8.02.10
- X For residential projects, verification from the Lake County School Board of submittal of the "School Planning and Concurrence 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

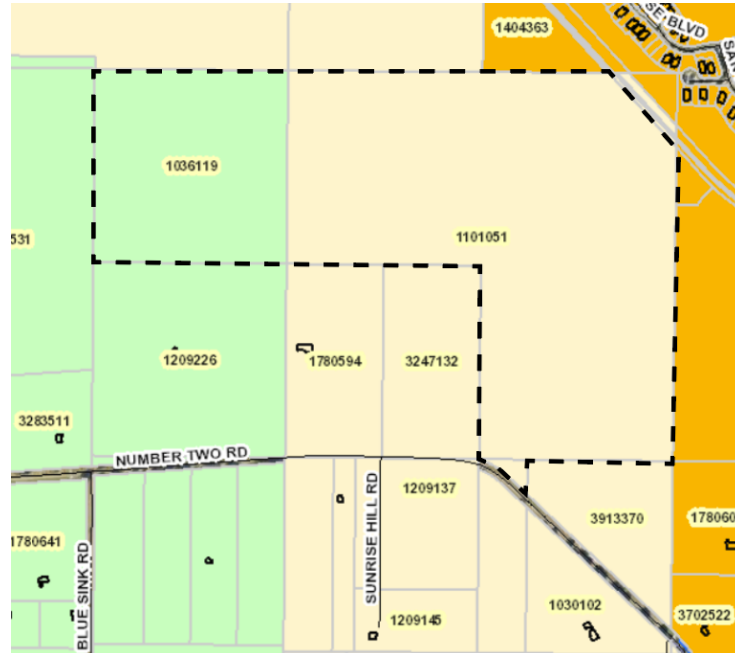
_____ Application deposit made payable to: Town of Howey-in-the-Hills in the amount directed by the Town Clerk

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:** _____

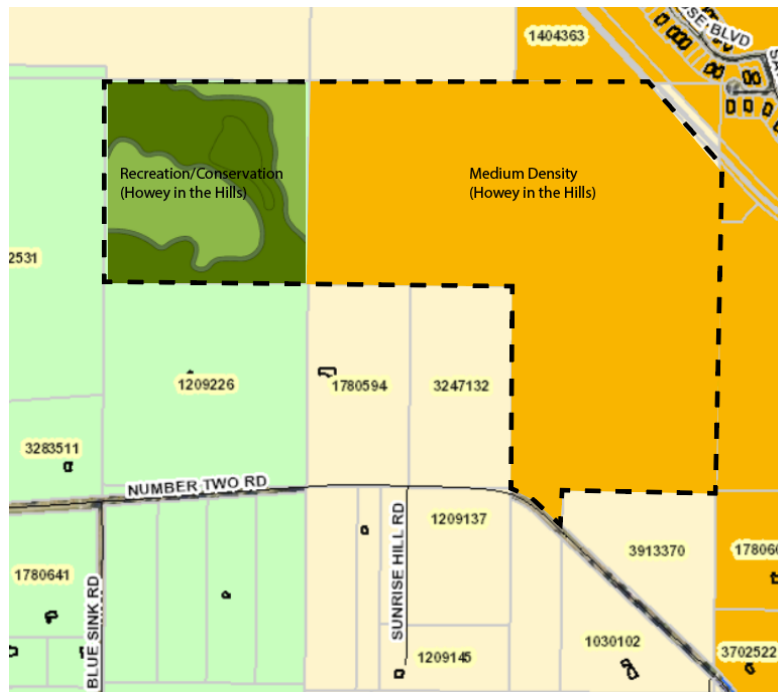


Comprehensive Plan Justification - No. 2 Road Justification & Background

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:



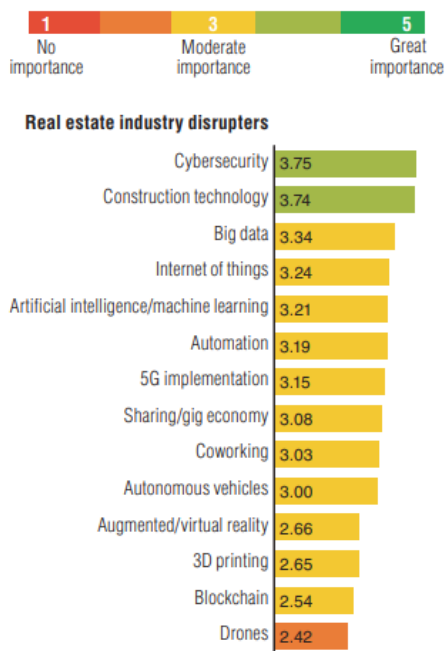


Justification & Background

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:

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



Source: Emerging Trends in Real Estate 2022 survey.

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

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

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

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

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

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



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Comprehensive Plan Justification - No. 2 Road Justification & Background

Item 2.

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



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July 21, 2022

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

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

Re: Environmental Assessment Report

Dear Mr. Luthra:

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

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

SOILS

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

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

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

Jacksonville Office
1157 Beach Boulevard
Jacksonville Beach, FL 32250

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

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

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

407.894.5969
877.894.5969
407.894.5970 fax

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

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

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

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

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

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

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

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

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

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

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

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

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

throughout.

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

LAND USE TYPES/VEGETATIVE COMMUNITIES

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

Uplands:

211 Improved Pastures

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

434 Hardwood – Conifer Mixed

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

Wetlands and Surface Waters:

534 Reservoirs less than 10 acres

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

630 Wetland Forested Mixed

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

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

640 Vegetated Non-Forested Wetlands

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

PROTECTED SPECIES

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

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

Reptiles and Amphibians

brown anole (*Anolis sagrei*)

green anole (*Anolis caroliniana*)

gopher tortoise (*Gopherus polyphemus*)

six-lined racerunner (*Cnemidophorus sexlineatus sexlineatus*)

Birds

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

Mammals

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

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

Gopher Tortoise (Gopherus polyphemus)

State Listed as "Threatened" by FFWCC

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

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

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

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

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

Bald Eagle (*Haliaeetus leucocephalus*)

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

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

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

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

USFWS CONSULTATION AREAS

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

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

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

Sand Skink (Neoseps reynoldsi)

Federally Listed as "Threatened" by USFWS

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

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

Florida Scrub-Jay (*Aphelocoma coerulescens*)
Federally Listed as “Threatened” by USFWS

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

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

Everglade Snail Kite (*Rostrhamus sociabilis*)
Federally Listed as “Endangered” by USFWS

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

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

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

ENVIRONMENTAL CONSTRAINTS

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

St. Johns River Water Management District (SJRWMD)

There is a SJRWMD Environmental Resource Permit (ERP), Permit #19298-4, associated with the lake in the northeastern portion of the site. This ERP approved 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 permissible by SJRWMD as long as the issues of elimination and reduction of wetland impacts have been addressed and as long as the mitigation offered is sufficient to offset the functional losses incurred via the proposed impacts. Coordination with the Division of Historical Resources (DHR) and the FFWCC will be necessary as part of the ERP process.

Florida Department of Environmental Protection (FDEP)

State 404 Program

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

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

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

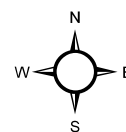
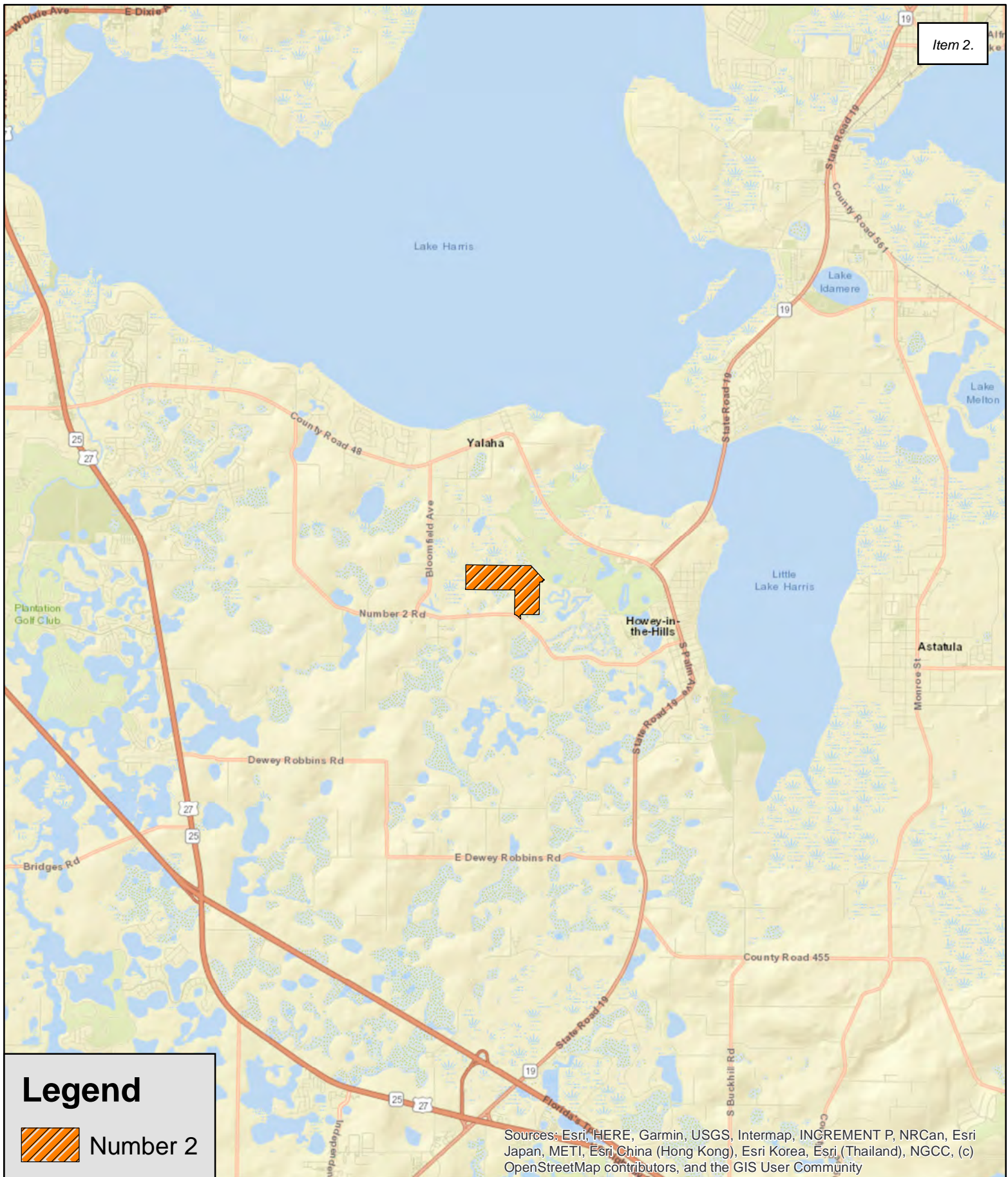
The environmental limitations described in this document are based on observations and technical information available on the date of the on-site evaluation. This report is for general planning purposes only. The limits of any on-site wetlands/surface waters can only be determined and verified through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

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

Regards,

Mark Ausley
Director

Attachments

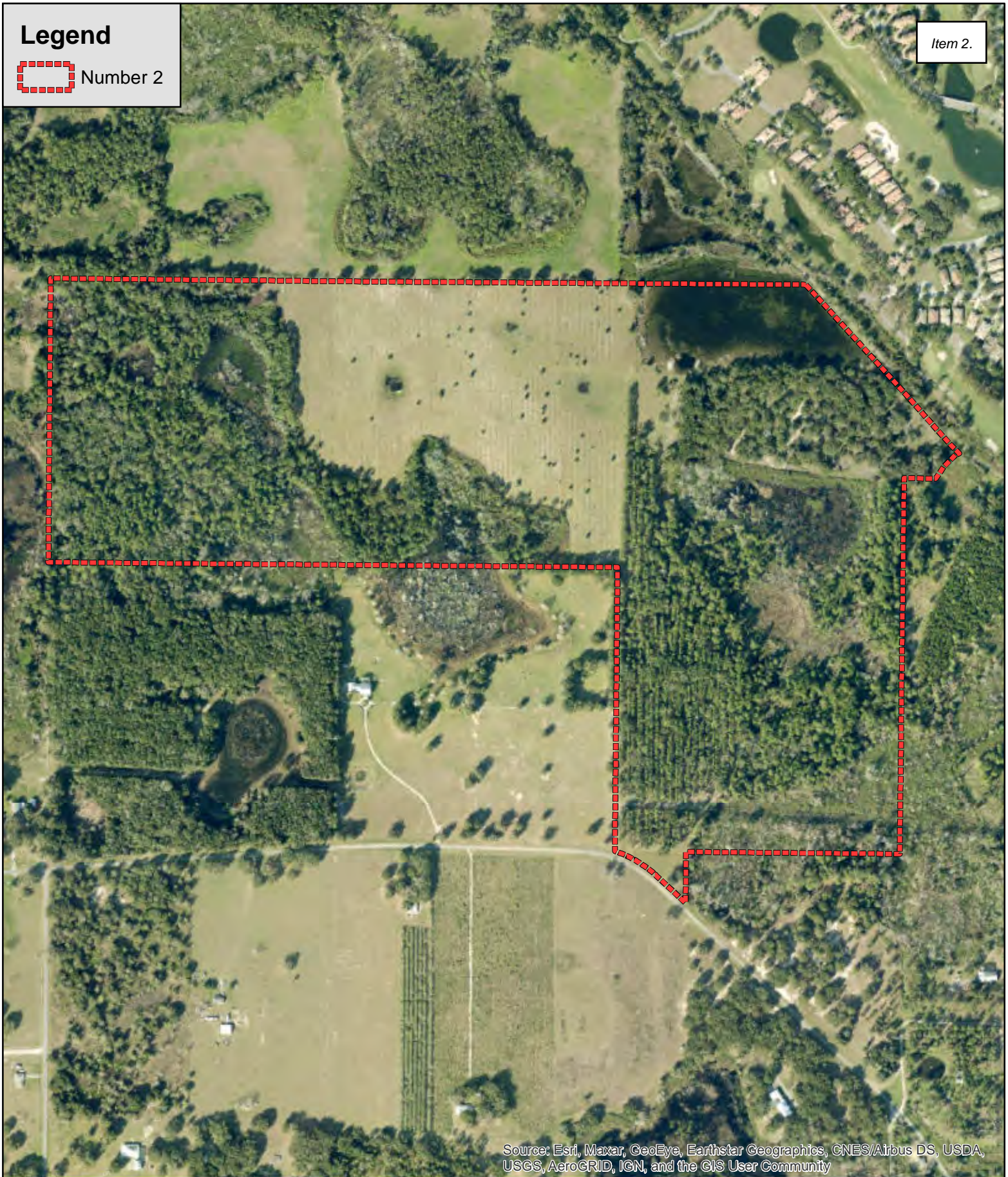


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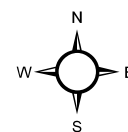


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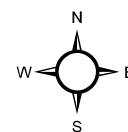
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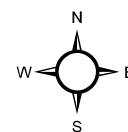
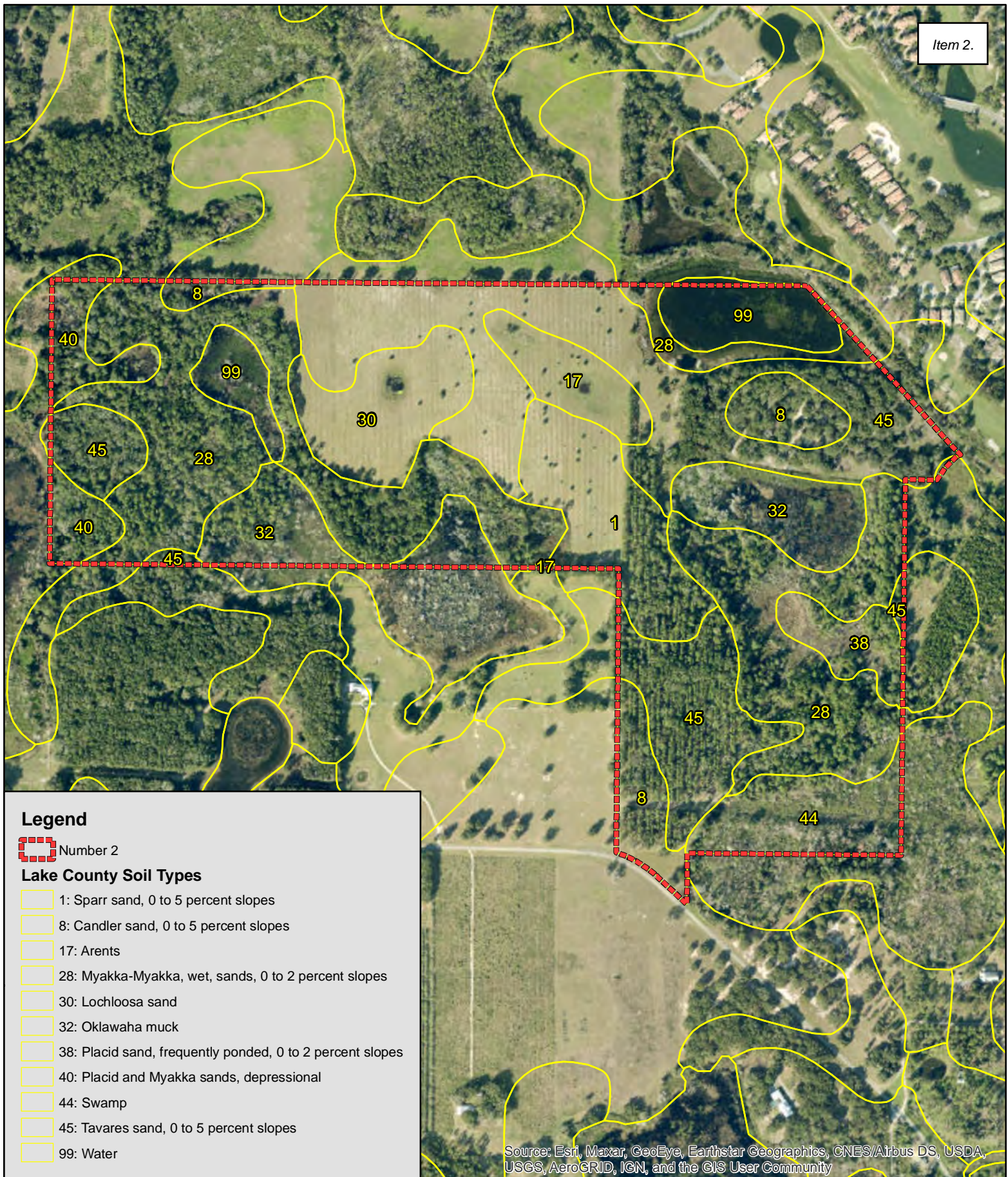


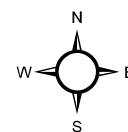
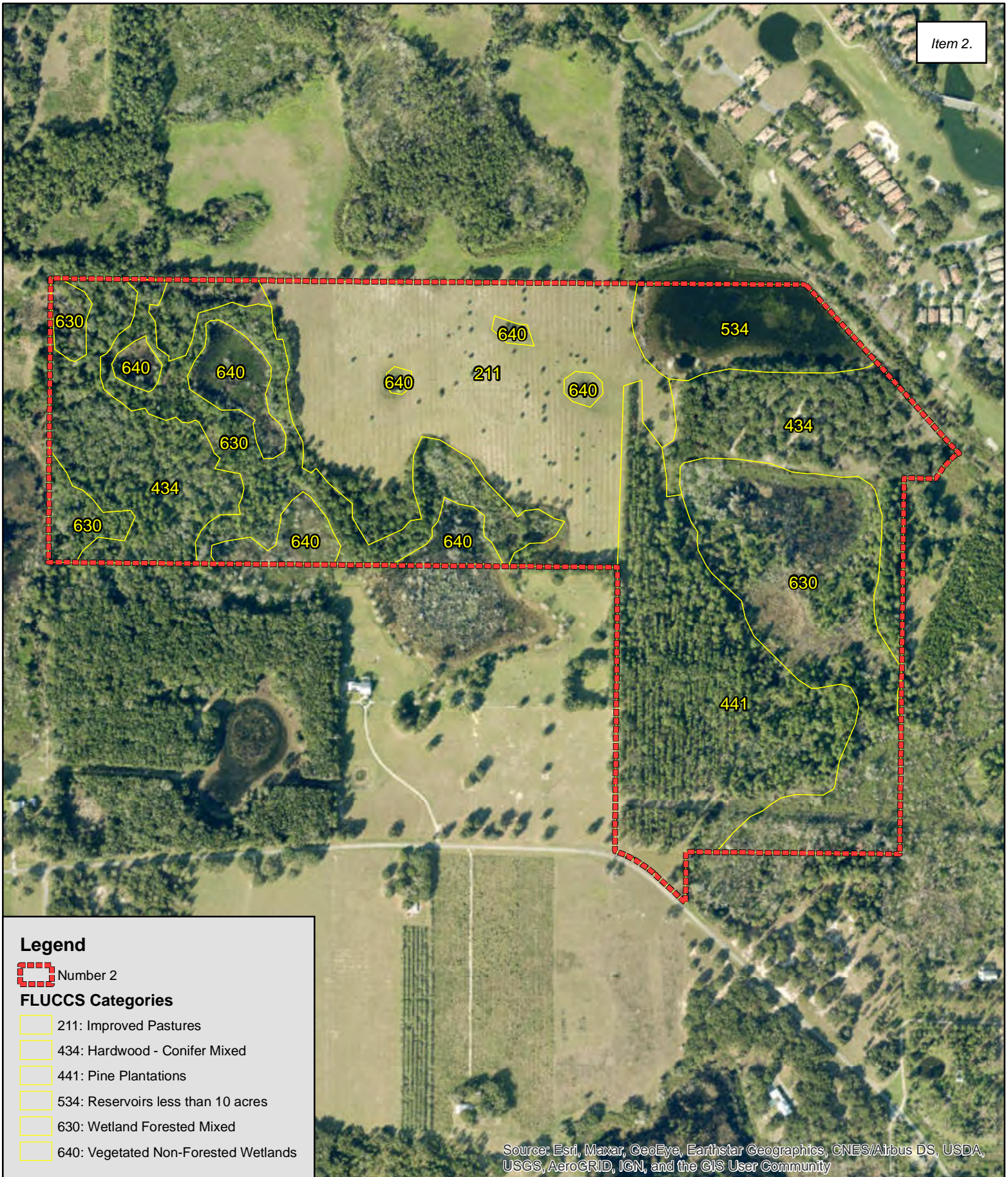
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

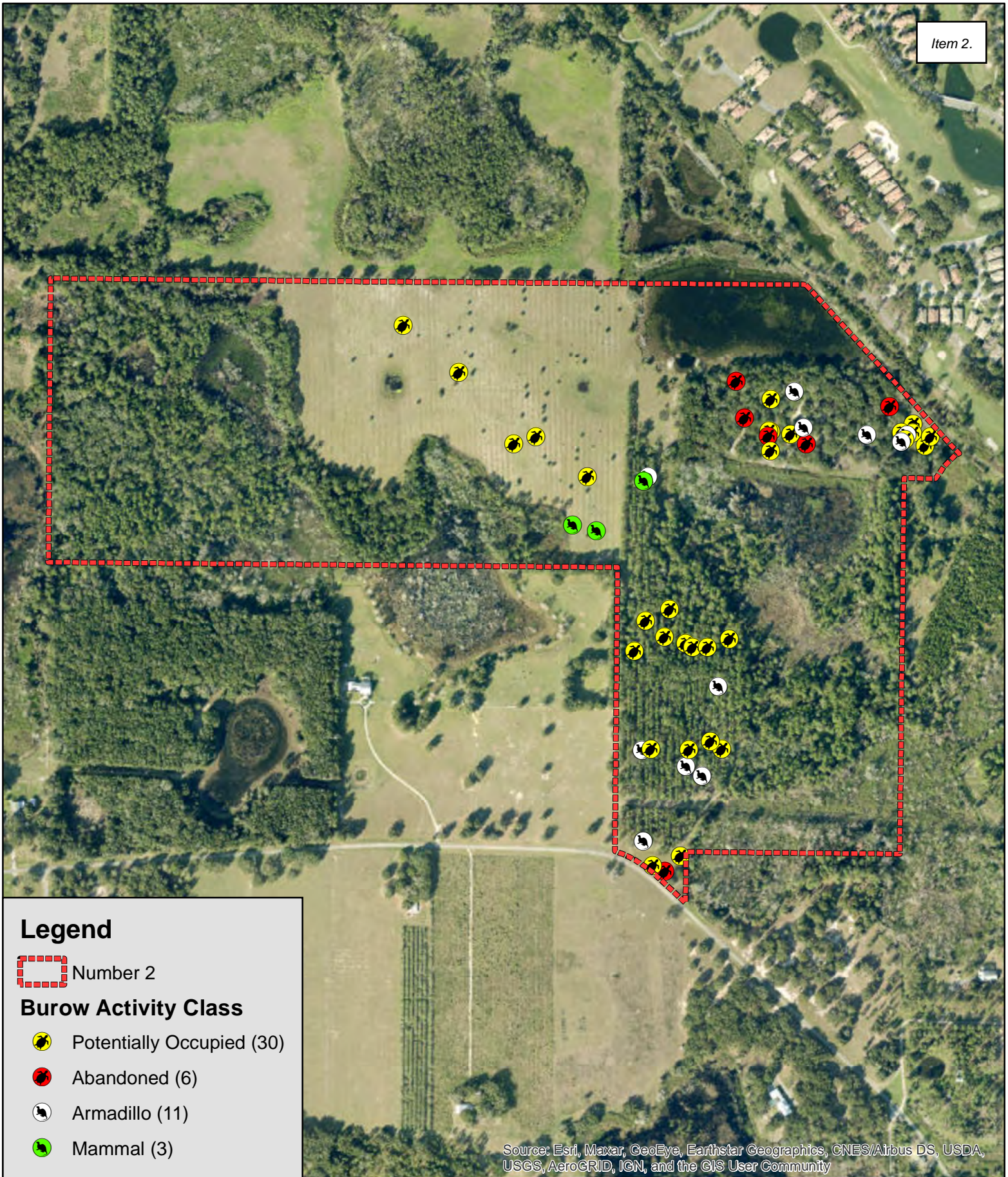


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












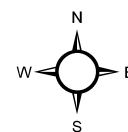
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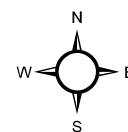
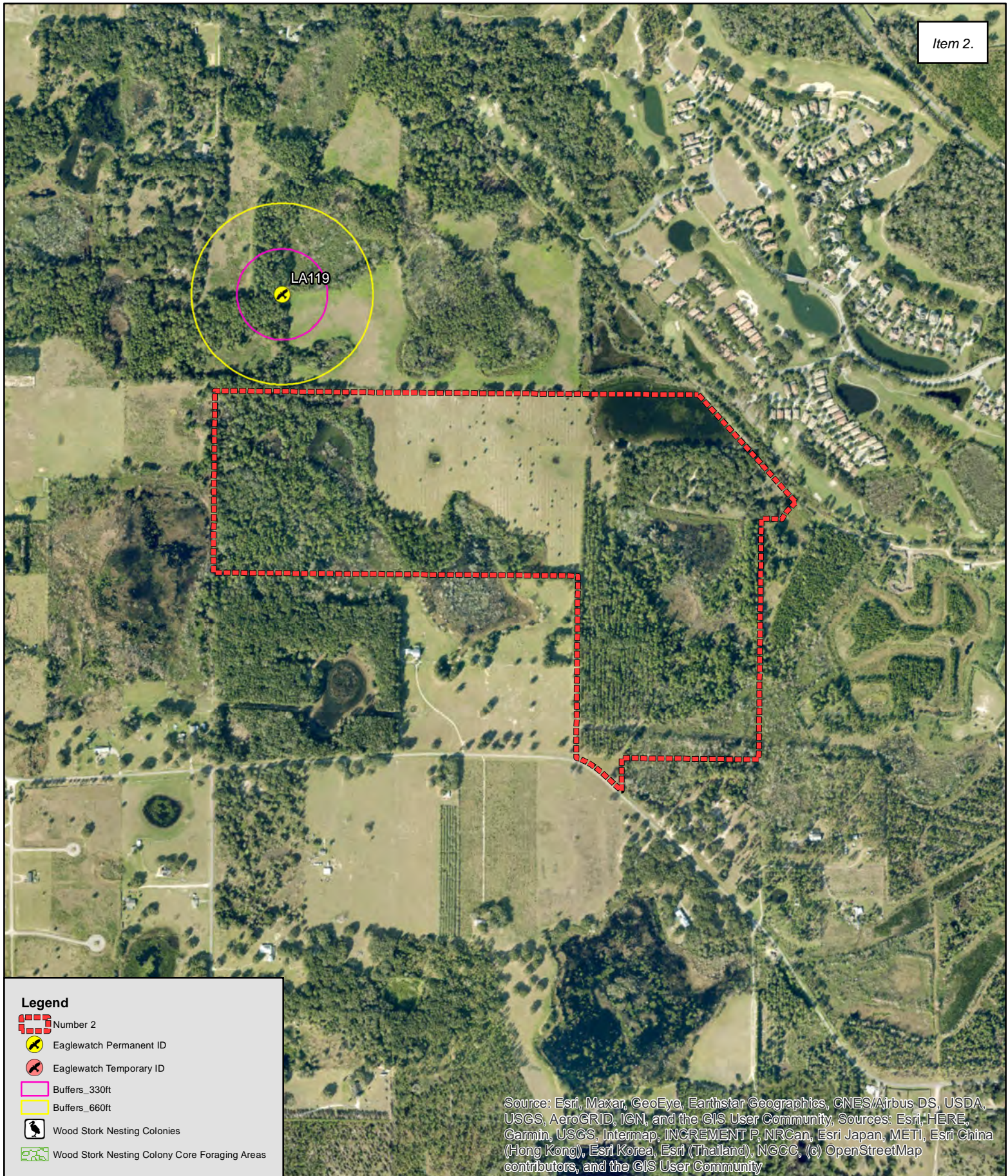
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Burow Activity Class

-  Potentially Occupied (30)
-  Abandoned (6)
-  Armadillo (11)
-  Mammal (3)

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community





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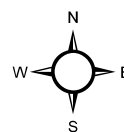


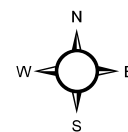
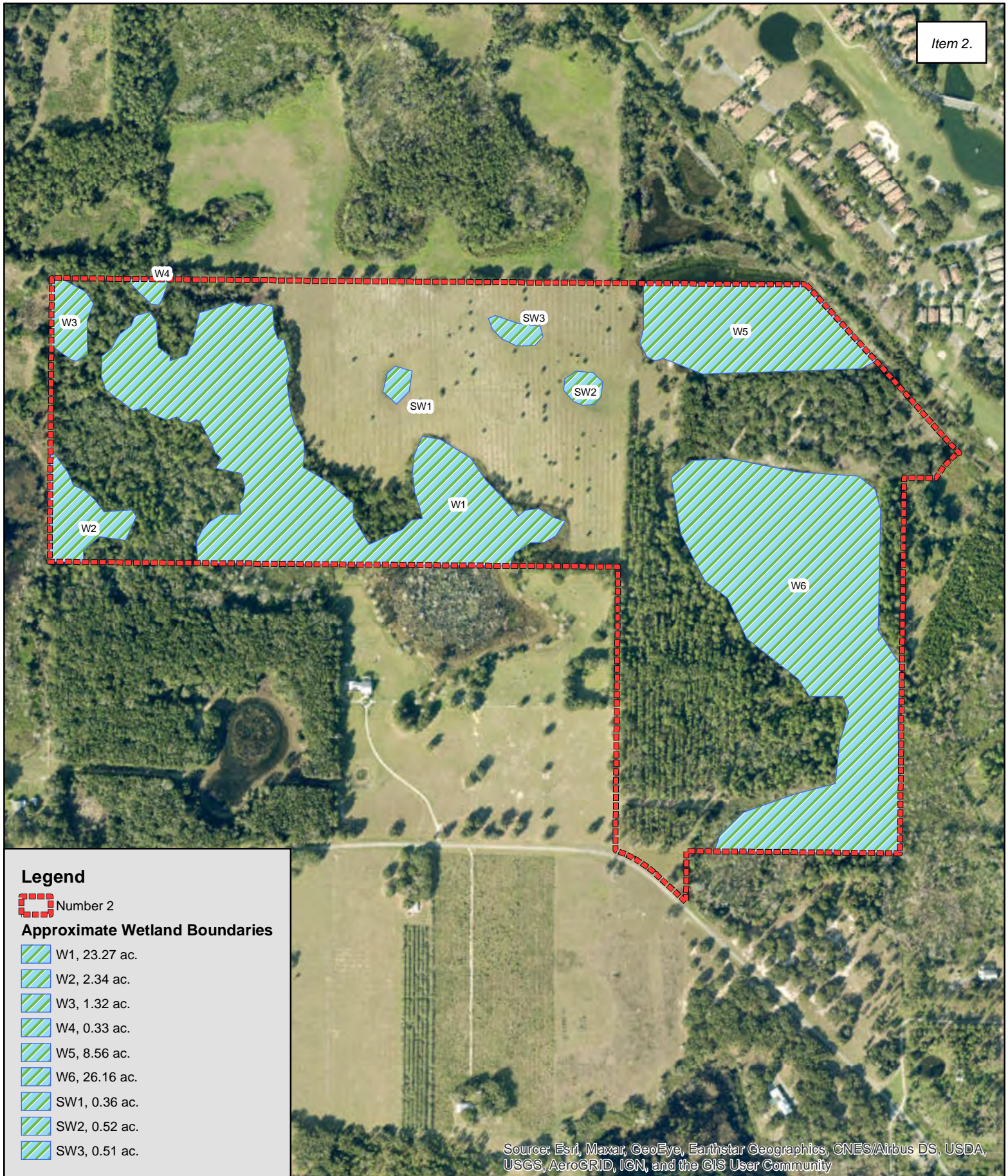
Number 2

Item 2.

SAND SKINK CONSULTATION AREA
SCRUB-JAY CONSULTATION AREA
SNAIL KITE CONSULTATION AREA

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community





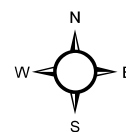
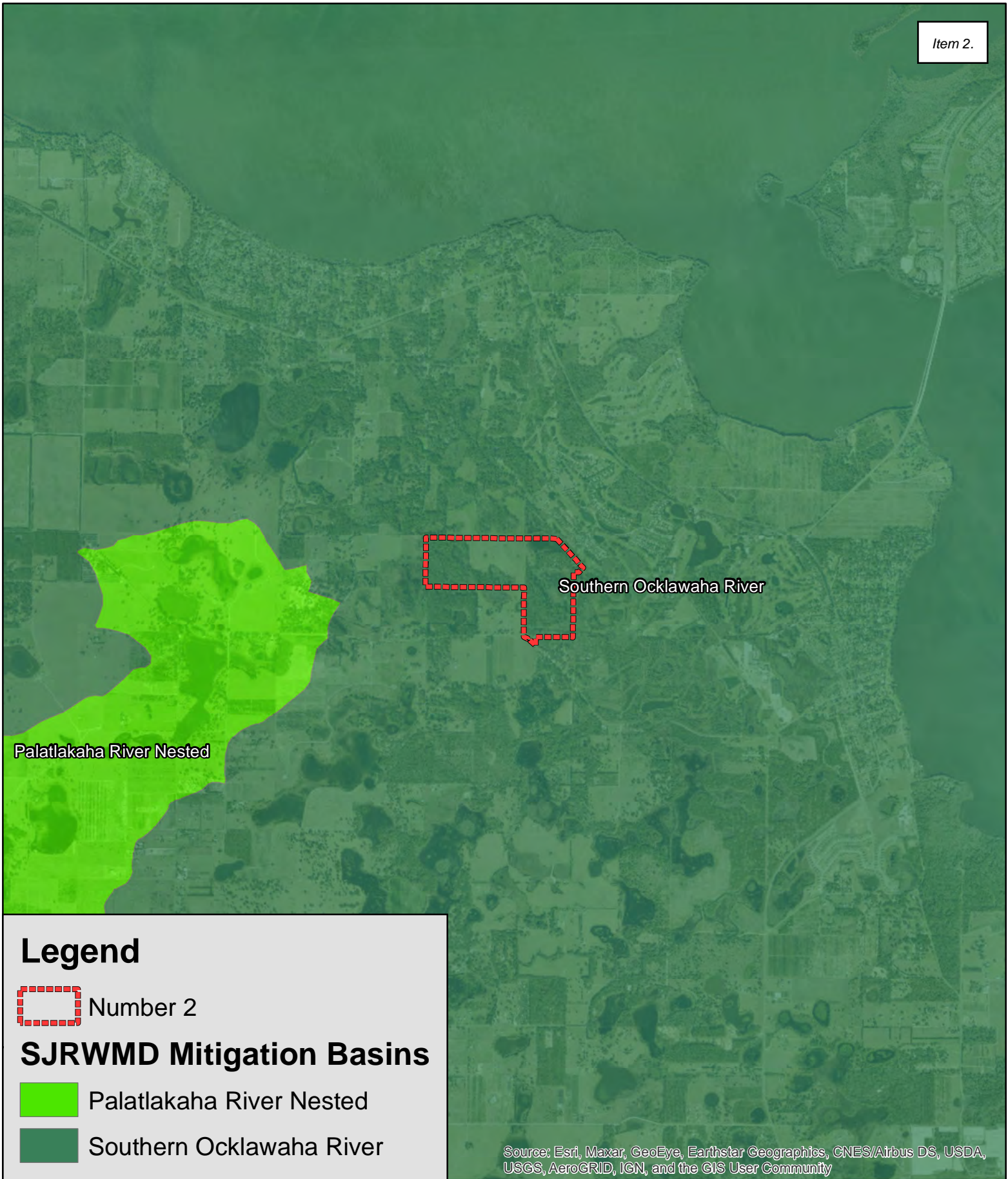


Table 1 :		Potentially Occurring Listed Wildlife and Plant Species in Lake County, F		Item 2.
Scientific Name	Common Name	Federal Status	State Status	
<u>FISH</u>				
<i>Pteronotropis welaka</i>	Bluenose Shiner	N	ST	
<u>REPTILES</u>				
<i>Alligator mississippiensis</i>	American Alligator	SAT	FT(S/A)	
<i>Drymarchon corais couperi</i>	Eastern Indigo Snake	LT	FT	
<i>Gopherus polyphemus</i>	Gopher Tortoise	C	ST	
<i>Lampropeltis extenuata</i>	Short-Tailed Snake	N	ST	
<i>Pituophis melanoleucus mugitus</i>	Florida Pine Snake	N	ST	
<i>Plestiodon reynoldsi</i>	Sand Skink	LT	FT	
<u>BIRDS</u>				
<i>Antigone canadensis pratensis</i>	Florida Sandhill Crane	N	ST	
<i>Aphelocoma coerulescens</i>	Florida Scrub-Jay	LT	FT	
<i>Athene cunicularia floridana</i>	Florida Burrowing Owl	N	ST	
<i>Egretta caerulea</i>	Little Blue Heron	N	ST	
<i>Egretta tricolor</i>	Tricolored Heron	N	ST	
<i>Falco sparverius paulus</i>	Southeastern American kestrel	N	ST	
<i>Grus americana</i>	Whooping Crane	XN	FXN	
<i>Mycteria americana</i>	Wood Stork	LT	FT	
<i>Picoides borealis</i>	Red-Cockaded Woodpecker	LE	FE	
<u>MAMMALS</u>				
<i>Trichechus manatus</i>	West Indian Manatee	LT	FT	
<u>VASCULAR PLANTS</u>				
<i>Bonamia grandiflora</i>	Florida bonamia	LT	E	
<i>Carex chapmanii</i>	Chapman's Sedge	N	T	
<i>Centrosema arenicola</i>	Sand Butterfly Pea	N	E	
<i>Chionanthus pygmaeus</i>	pygmy fringe tree	LE	E	
<i>Clitoria fragrans</i>	scrub pigeon-wing	LT	E	
<i>Coelorachis tuberculosa</i>	Piedmont Jointgrass	N	T	
<i>Coeleataenia abscissa</i>	Cutthroat Grass	N	E	
<i>Cucurbita okeechobeensis</i>	Okeechobee Gourd	LE	E	
<i>Eriogonum longifolium</i> var <i>gnaphalifolium</i>	Scrub Buckwheat	LT	E	
<i>Hartwrightia floridana</i>	Hartwrightia	N	T	
<i>Hasteola robertorum</i>	Florida Hasteola	N	E	
<i>Illicium parviflorum</i>	Star Anise	N	E	
<i>Justicia cooleyi</i>	Cooley's Water-Willow	LE	E	
<i>Lechea cernua</i>	Nodding Pinweed	N	T	
<i>Matelea floridana</i>	Florida Spiny-Pod	N	E	
<i>Monotropa hypopithys</i>	Pinesap	N	E	
<i>Najas filifolia</i>	Narrowleaf Naiad	N	T	
<i>Nemastylis floridana</i>	Celestial Lily	N	E	
<i>Nolina brittoniana</i>	Britton's Beargrass	LE	E	
<i>Paronychia chartacea</i> ssp <i>chartacea</i>	Paper-Like Nailwort	LT	E	
<i>Pechuma plumula</i>	Plume Polypody	N	E	
<i>Pechuma ptilota</i> var. <i>bourgeauana</i>	Comb Polypody	N	E	
<i>Polygala lewtonii</i>	Lewton's Polygala	LE	E	
<i>Polygonella myriophylla</i>	Small's Jointweed	LE	E	
<i>Prunus geniculata</i>	Scrub Plum	LE	E	

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

FEDERAL LEGAL STATUS

LE-Endangered: species in danger of extinction throughout all or a significant portion of its range.

LT-Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.

SAT-Endangered due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.

C-Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.

XN-Non-essential experimental population.

N-Not currently listed, nor currently being considered for listing as Endangered or Threatened.

STATE LEGAL STATUS - ANIMALS

FE- Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service

FT- Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service

FXN- Federal listed as an experimental population in Florida

FT(S/A)- Federal Threatened due to similarity of appearance

ST- State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.

SSC-Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* for Pandion haliaetus (Osprey) indicates that this status applies in Monroe county only.)

N-Not currently listed, nor currently being considered for listing.

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

STATE LEGAL STATUS - PLANTS

E-Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.

T-Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.

N-Not currently listed, nor currently being considered for listing.

LOCALiQ

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

PO Box 631244 Cincinnati, OH 45263-1244

PROOF OF PUBLICATION

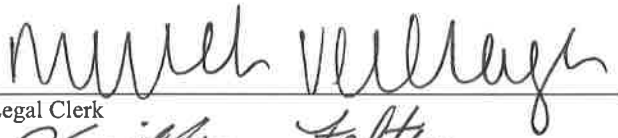
John Brock
Town of Howey in the Hills
101 N Palm AVE
Howey In The Hills FL 34737-3418

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

3/7/27

My commission expires

Publication Cost: \$345.40

Order No: 8623332

of Copies:

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PO #: 2nd Cedar Creek Comp Plan

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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-IN- THE-HILLS, FLORIDA

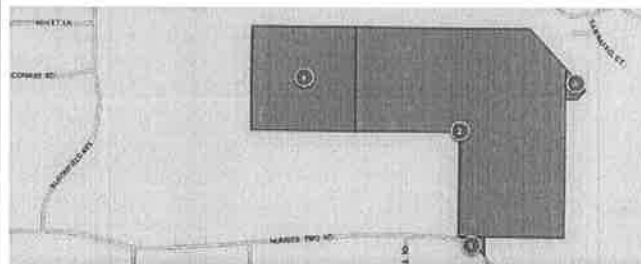
Ordinance No. 2023-006

AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO LAND USE; PROVIDING FINDINGS OF THE TOWN COUNCIL; AMENDING THE FUTURE LAND 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

Drake Point

Proposed Drake Point
Sewer Plant



Yalaha Bakery

Yalaha Bakery

*0.7mi from Bakery
*1.75mi from Pro Shop

Cedar Creek

Proposed Cedar Creek
Sewer Plant

*1.3mi from Bakery
*1.2mi from Pro Shop

Mission Inn Pro Shop

The Howey Ma

Mission Inn Resort & Club

Howey-In-The-Hills

Existing Sewer Plant

COUNTRY PURE FOODS/SILVER

N Palm Ave
Lakeshore Blvd

48

48



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.

ORDINANCE 2023-007

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

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

Section 1. Findings. In enacting this ordinance, the Town Council of the Town of Howey-in-the-Hills, Florida makes the following findings and declarations:

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

(2) The Town's Comprehensive Plan designates or will designate the Property on the Town's Future Land Use Map for a combination of future land uses consisting of "Medium Density Residential," "Public/Utility," and "Conservation."

(3) Current zoning of the Property is Lake County / Agriculture.

(4) The owner of the Property intends to develop and use the Property for single-family residential purposes and has requested rezoning of the Property to Town / Medium Density Residential 2 (MDR-2).

(5) The Town Council finds that rezoning the Property from Lake County / Agriculture to Town / MDR-2 will be consistent with both the Town's Comprehensive Plan and the Town's Land Development Code ("LDC") and will not adversely affect the public health, safety, and welfare of the Town and its residents and property owners.

Section 2. Amendment of the Official Zoning Map. The Town Council hereby amends the Town's Official Zoning Map to zone the Property for Medium Density Residential 2 (MDR-2).

Section 3. Development and Use of the Property. Development and use of the Property under its MDR-2 zoning is subject to the conditions, requirements, restrictions, and other terms of the following:

- (1) This Ordinance 2023-007;
- (2) The Town's Comprehensive Plan and Land Development Code; and
- (3) The Town Code and all other Town ordinances governing the development of the Property.

Section 4. Severability. If any part of this ordinance is declared by a court of competent jurisdiction to be void, unconstitutional, or unenforceable, the remaining parts of this ordinance shall remain in full effect. To that end, this ordinance is declared to be severable.

Section 5. Conflicts. If this ordinance conflicts with other ordinances in regulation of the development and use of the Property, this ordinance shall control and supersede to the extent of the conflict.

Section 6. Codification. The amendment to the Official Zoning Map in Section 2 shall be codified and made part of the Town's LDC and Official Zoning Map, but not the Town's Code of Ordinances.

Section 7. Effective Date; Potential "Sunset" Date.

a) **Effective Date.** This Section 7 of this ordinance shall take effect upon enactment. The remaining sections of this ordinance shall take effect on the later of

- i. The date of enactment of this ordinance by the Town Council,
- ii. The date on which the annexation of the Property takes effect pursuant to Chapter 171 of Florida Statutes and the IBSA, or
- iii. The date on which an amendment to the Town's comprehensive plan, designating the future land use for the Property to be a combination of Medium Density Residential, Public/Utility, and Conservation, takes effect.

b) **Potential "Sunset" Date.** If this entire ordinance has not taken effect as of _____ 1, 202__, it shall be deemed repealed and void without further action by the Town Council.

ORDAINED AND ENACTED this ____ day of _____, 2023, by the Town
Council of the Town of Howey-in-the-Hills, Florida.

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

By: its Town Council

By: _____
Hon. Martha MacFarlane, Mayor

ATTEST:

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

John Brock
Town Clerk

Thomas J. Wilkes
Town Attorney

Planning and Zoning Meeting held _____, **2023**

First Reading held _____, **2023**

Second Reading held _____, **2023**

Advertised _____, **2023**, _____, **2023**

and _ _____, **2023**

Attachment A
to
Ordinance 2023-007

LEGAL DESCRIPTIONS OF THE “PROPERTY”

1. Parcel ID No.’s: 27-20-25-0002-000-00200
28-20-25-0001-000-00100
27-20-25-0003-000-03100
27-20-25-0001-000-03300
2. Alternate Key No.’s: 1101051
1036119
3852069
3887680

3. LEGAL DESCRIPTIONS:

PARCEL 1:

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

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

COURSES; S68'35'23"W A DISTANCE OF 16.30 FEET, S44'30'53"W A DISTANCE OF 80.19 FEET, S33'10'29"W A DISTANCE OF 65.77 FEET; THENCE DEPARTING SAID NORTHWESTERLY LINE RUN N89'29'24"W A DISTANCE OF 148.97 FEET TO A POINT ON THE WEST LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF AFORESAID SECTION 27; THENCE ALONG SAID WEST LINE RUN N00'27'46"E A DISTANCE OF 395.61 FEET TO THE POINT OF BEGINNING.

Plus:

PARCEL 2:

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

Plus:

PARCEL 3:

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

Plus:

PARCEL 4:





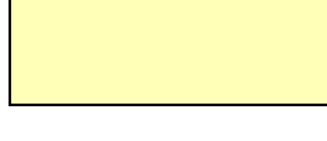

THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA.

#49470575 v1


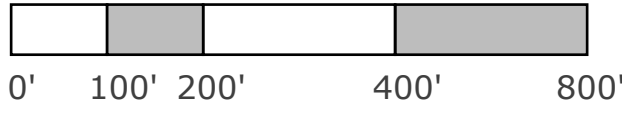
CEDAR CREEK - CONCEPTUAL PLAN



Legend

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

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

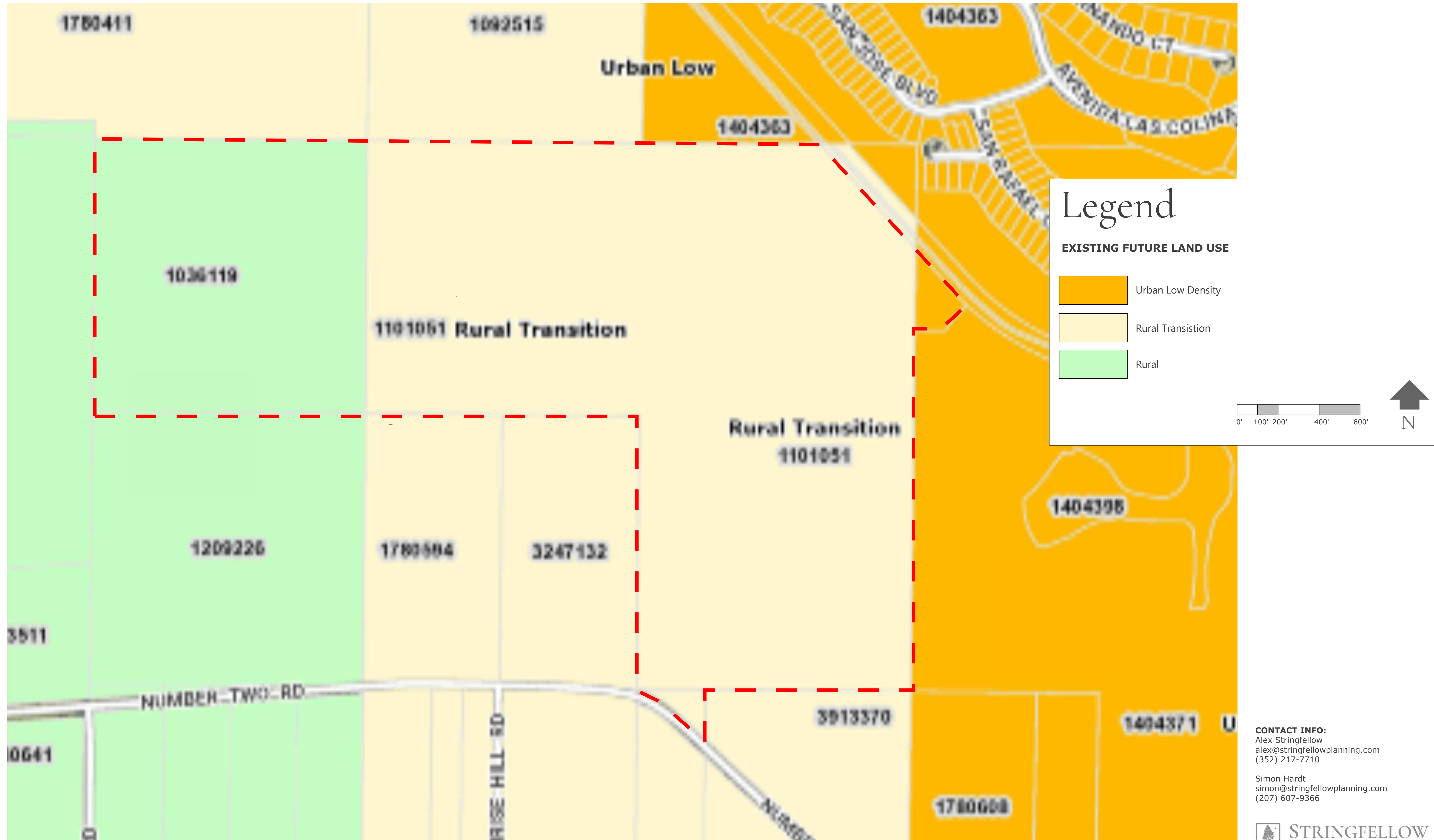


CONTACT INFO:
Alex Stringfellow
alex@stringfellowplanning.com
(352) 217-7710

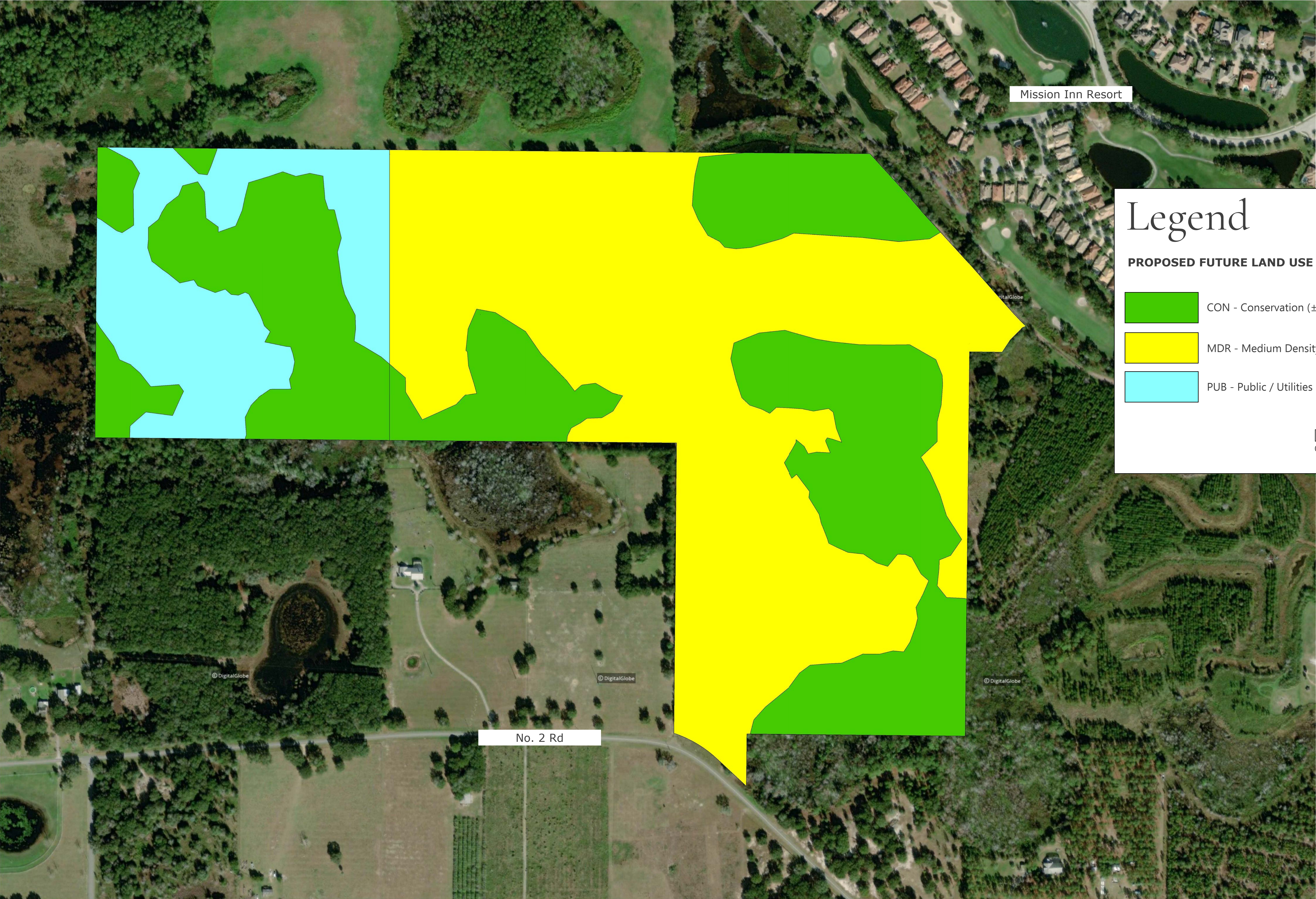
Simon Hardt
simon@stringfellowplanning.com
(207) 607-9366



CEDAR CREEK - EXISTING FUTURE LAND USE MAP



CEDAR CREEK - PROPOSED FUTURE LAND USE



Legend

PROPOSED FUTURE LAND USE

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

0' 100' 200' 400' 800'

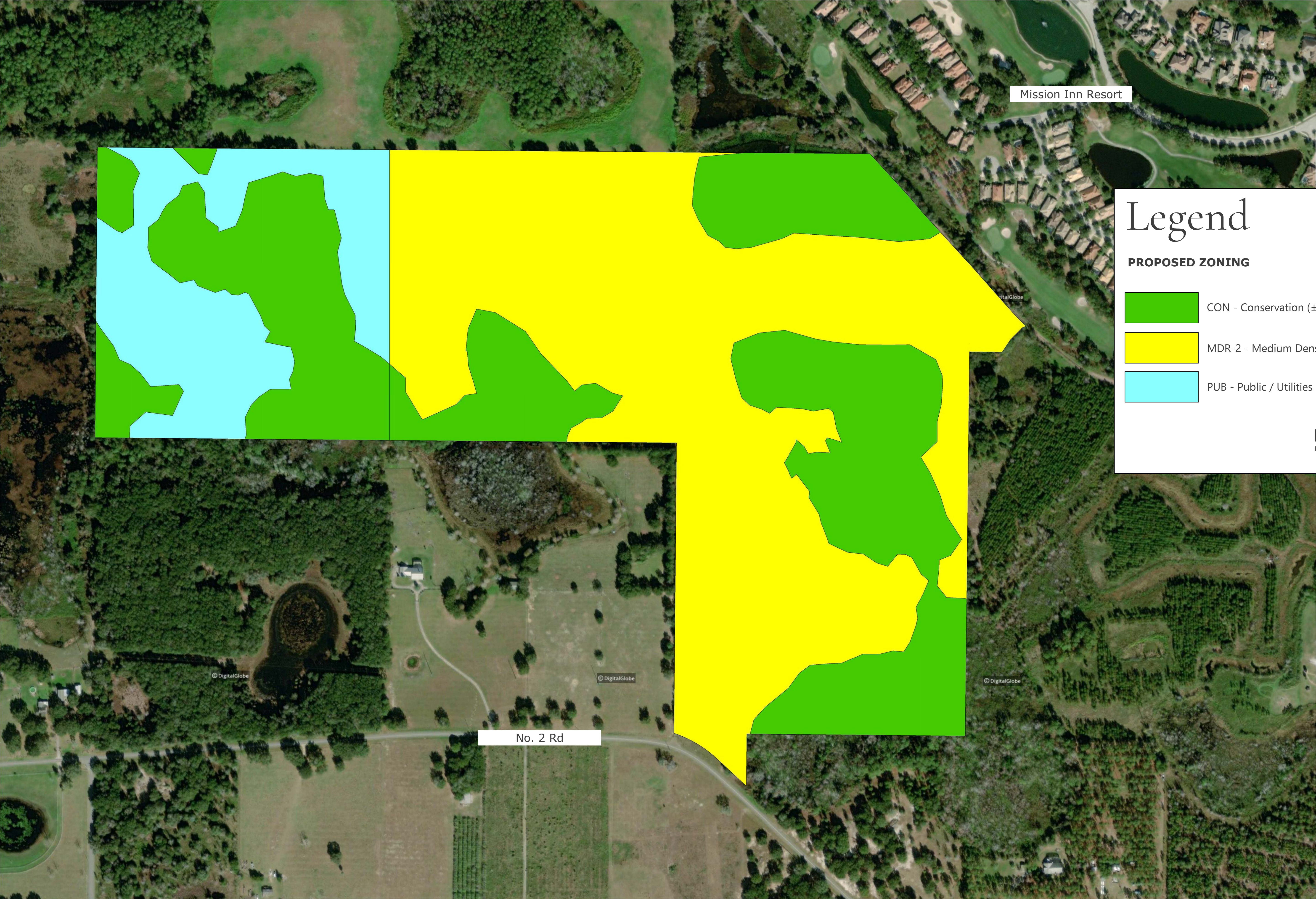
N

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



CEDAR CREEK - PROPOSED ZONING



Legend

PROPOSED ZONING

<div></div>	CON - Conservation (± 59.94 Acres)
<div></div>	MDR-2 - Medium Density Residential (± 80.38 Acres)
<div></div>	PUB - Public / Utilities (± 20.66 Acres)

0' 100' 200' 400' 800'

N

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TMHConsulting@cfl.rr.com
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 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 extended 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 inefficient 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 conducted 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 property. 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 in 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 alternate access to sub-neighborhoods within the project, 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 compliance 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 the western 40 acres. The Public area will include some stormwater retention area and provides the opportunity for placement of a sewage treatment 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 structures. 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.

 **Govt Public Notices**
received this notice directly (for example, people in apartments, nursing homes, schools and businesses)). You can do this by posting this notice in a public place or distributing copies by hand or mail.
This notice is being sent to you by the Clermont Water Systems.
Water System IDs # 3354779 and #3350215
8444386 2/13/2023

 Public Notices

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

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 THE COUNTY GRILLTOWN ZONING TO TOWN "MEDIUM DENSITY RESIDENTIAL 2" ZONING; PROVIDING FOR SEVERABILITY, CONFLICTS, CODIFICATION, AND AN EFFECTIVE DATE.

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

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

NOTICE OF UNCLAIMED FUNDS
TO: UNKNOWN HEIRS OF MARIA

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

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DAILY COMMERCIAL on 02/13/2023.

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

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

REQUESTED ACTION

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Comp Plan Amendment | <input type="checkbox"/> Variance | <input type="checkbox"/> Site Plan (check one below) |
| <input type="checkbox"/> PUD | <input checked="" type="checkbox"/> Rezoning | <input type="checkbox"/> Preliminary |
| <input type="checkbox"/> Conditional Use | <input type="checkbox"/> Subdivision Minor | <input type="checkbox"/> Final |
| <input type="checkbox"/> Land Development Code Text | <input type="checkbox"/> Other | <input type="checkbox"/> Subdivision (check one below) |
| | | <input type="checkbox"/> Preliminary Subdivision |
| | | <input type="checkbox"/> Final Subdivision |
| | | <input type="checkbox"/> Final Plat |

PROPERTY INFORMATION:Address: Number 2 RoadGeneral Location: West and North of Number 2 Road approximately 0.3 miles west of Heald Lane.Current Zoning: ACurrent Land Use: Rural TransitionParcel Size: +/- 161.3 Acres

Tax Parcel #:

Legal Description Attached ☒ Yes ☐ NoSurvey Attached ☒ Yes ☐ NoPre-Application Meeting Date: _____
(Attach Pre-Application Form)

Application Fee: \$ _____

Applicant's Signature: _____
(Signature) (Date)_____
(Print)Owner's Signature: _____ 12/16/2022
(Provide letter of (Signature) (Date)
Authorization)Sadique Jaffer - Managing Member
(Print)

Applications must be complete to initiate the review process.



TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

PETITION FOR REZONING CHECKLIST AND REQUIREMENTS

VARIANCE APPLICATION CHECKLIST

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

PUBLIC NOTIFICATION (Sec. 4.13.03)

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

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

REZONING HEARING PROCESS

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

REZONING REQUEST

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

Proposed Zoning:

Requested Zoning: MDR - 2

Zoning on Adjacent Parcels: North: A and PUD (County)

East: PUD (County)

South: PUD and R-1 (County)

West: A (County)

Parcel Size:

REZONING REQUIREMENTS

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

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

Blue Sky Capital Group LLC - Sadique Jaffer, Managing Member

Print Applicant Name

Applicant Signature

12/16/2022

Date



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.

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

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

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



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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.](#)



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

Item 3.

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

Current Land Use Density =

Lake County Rural Transition 1DU/AC * 80.5 Net Acres = 80.5 units

Lake County Rural Land Use 1DU/5AC * 19.5 Net Acres = 4 Units

Allowable Density in Lake County = 84.5 Units

Proposed: 180 Units

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

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

Student Generation Estimates.

The student generation for these additional units is estimated below:

180 units * .405 (students per home) = 73 students

This change represents an increase of +/- 39 students.

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

Sincerely,

Alex Stringfellow | Principal

Ph: (352)-217-7710

alex@stringfellowplanning.com

StringfellowPlanning.com



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PLANNING & DESIGN



July 21, 2022

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

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

Re: Environmental Assessment Report

Dear Mr. Luthra:

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

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

SOILS

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

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

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

Jacksonville Office
1157 Beach Boulevard
Jacksonville Beach, FL 32250

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

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

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

407.894.5969
877.894.5969
407.894.5970 fax

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

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

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

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

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

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

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

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

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

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

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

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

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

throughout.

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

LAND USE TYPES/VEGETATIVE COMMUNITIES

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

Uplands:

211 Improved Pastures

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

434 Hardwood – Conifer Mixed

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

Wetlands and Surface Waters:

534 Reservoirs less than 10 acres

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

630 Wetland Forested Mixed

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

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

640 Vegetated Non-Forested Wetlands

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

PROTECTED SPECIES

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

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

Reptiles and Amphibians

brown anole (*Anolis sagrei*)

green anole (*Anolis caroliniana*)

gopher tortoise (*Gopherus polyphemus*)

six-lined racerunner (*Cnemidophorus sexlineatus sexlineatus*)

Birds

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

Mammals

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

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

Gopher Tortoise (Gopherus polyphemus)

State Listed as "Threatened" by FFWCC

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

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

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

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

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

Bald Eagle (*Haliaeetus leucocephalus*)

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

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

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

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

USFWS CONSULTATION AREAS

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

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

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

Sand Skink (Neoseps reynoldsi)

Federally Listed as "Threatened" by USFWS

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

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

Florida Scrub-Jay (*Aphelocoma coerulescens*)
Federally Listed as “Threatened” by USFWS

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

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

Everglade Snail Kite (*Rostrhamus sociabilis*)
Federally Listed as “Endangered” by USFWS

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

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

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

ENVIRONMENTAL CONSTRAINTS

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

St. Johns River Water Management District (SJRWMD)

There is a SJRWMD Environmental Resource Permit (ERP), Permit #19298-4, associated with the lake in the northeastern portion of the site. This ERP approved 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 permissible by SJRWMD as long as the issues of elimination and reduction of wetland impacts have been addressed and as long as the mitigation offered is sufficient to offset the functional losses incurred via the proposed impacts. Coordination with the Division of Historical Resources (DHR) and the FFWCC will be necessary as part of the ERP process.

Florida Department of Environmental Protection (FDEP)

State 404 Program

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

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

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

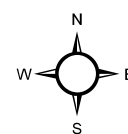
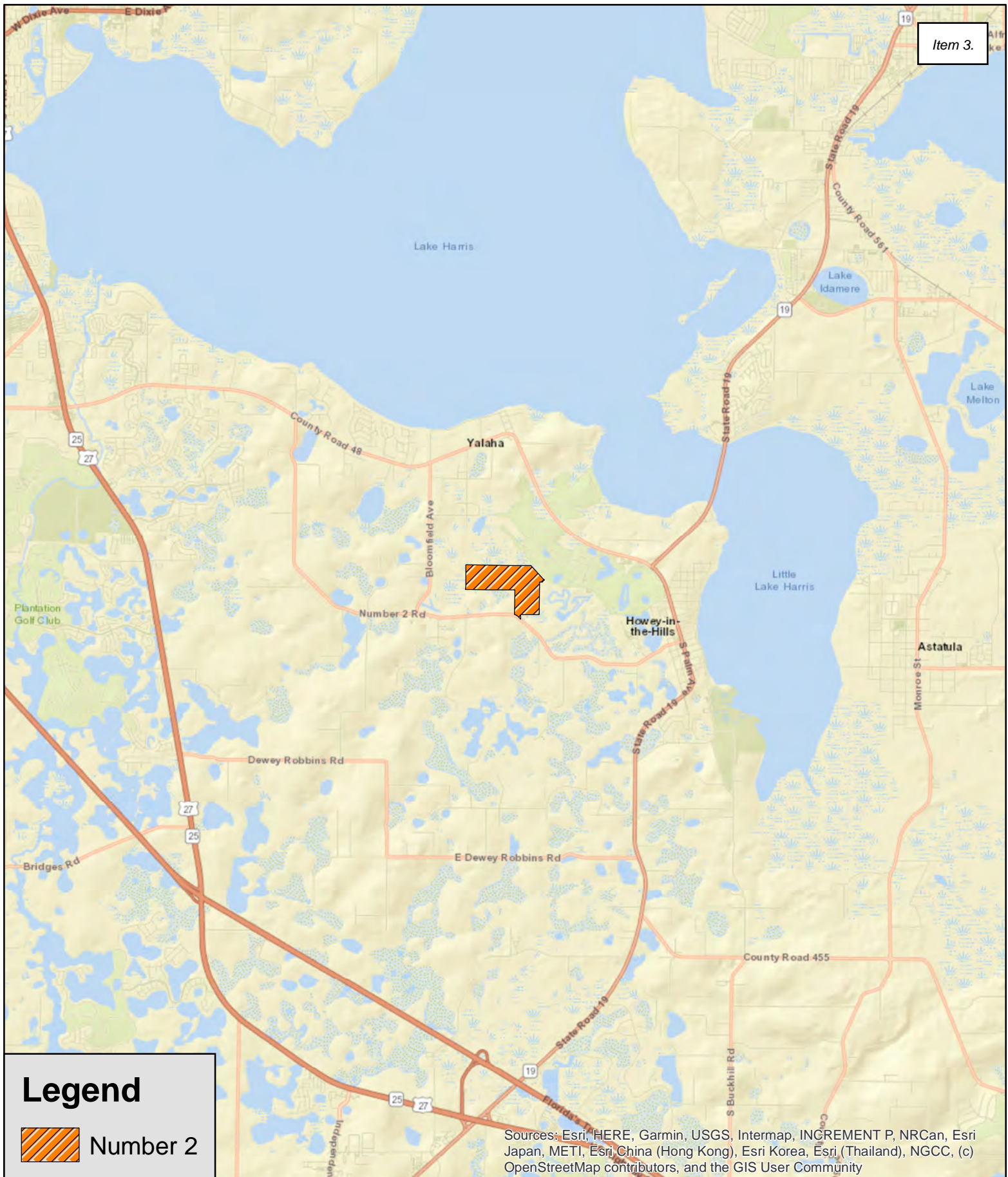
The environmental limitations described in this document are based on observations and technical information available on the date of the on-site evaluation. This report is for general planning purposes only. The limits of any on-site wetlands/surface waters can only be determined and verified through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

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

Regards,

Mark Ausley
Director

Attachments

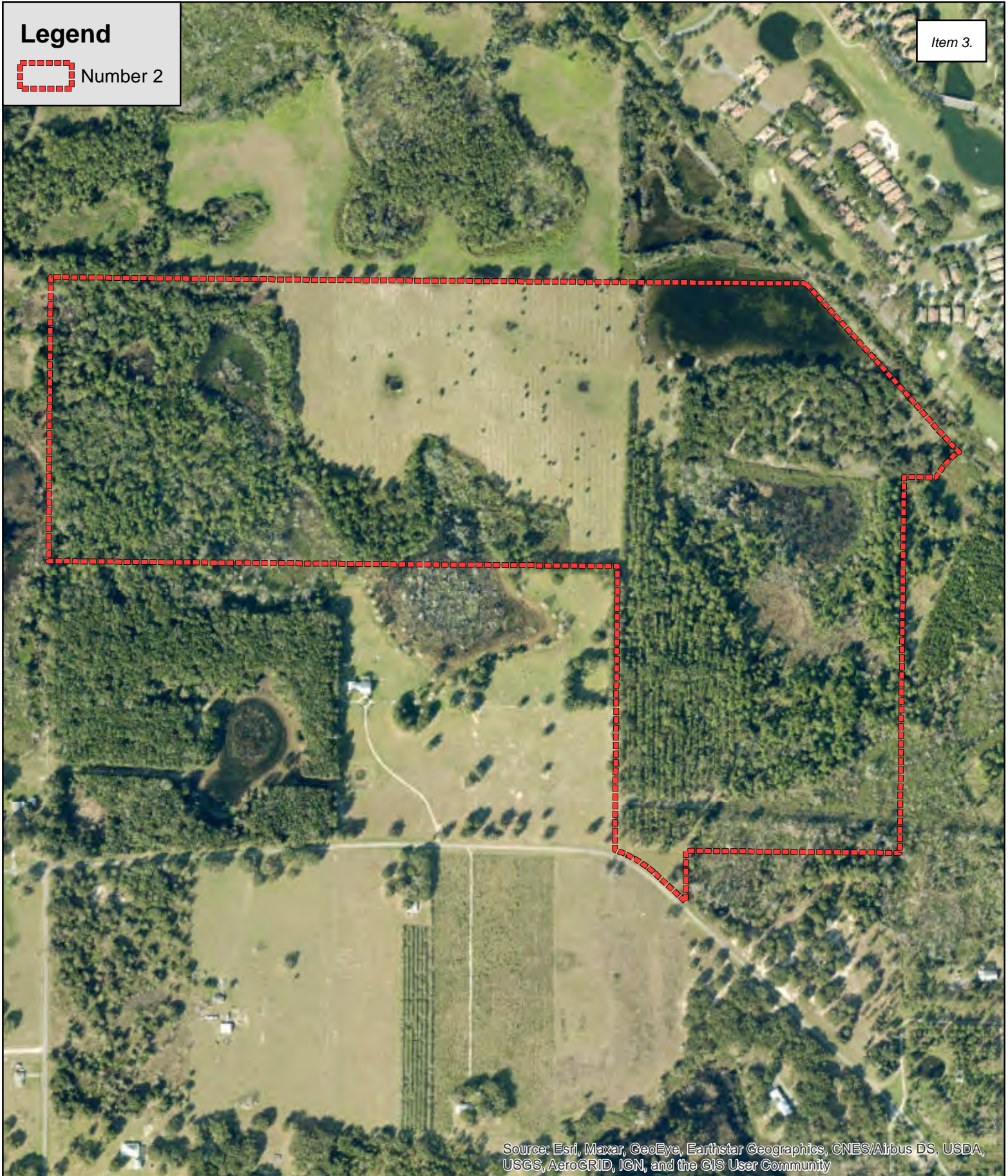


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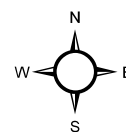


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Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

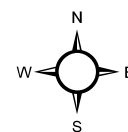


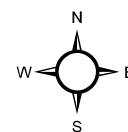
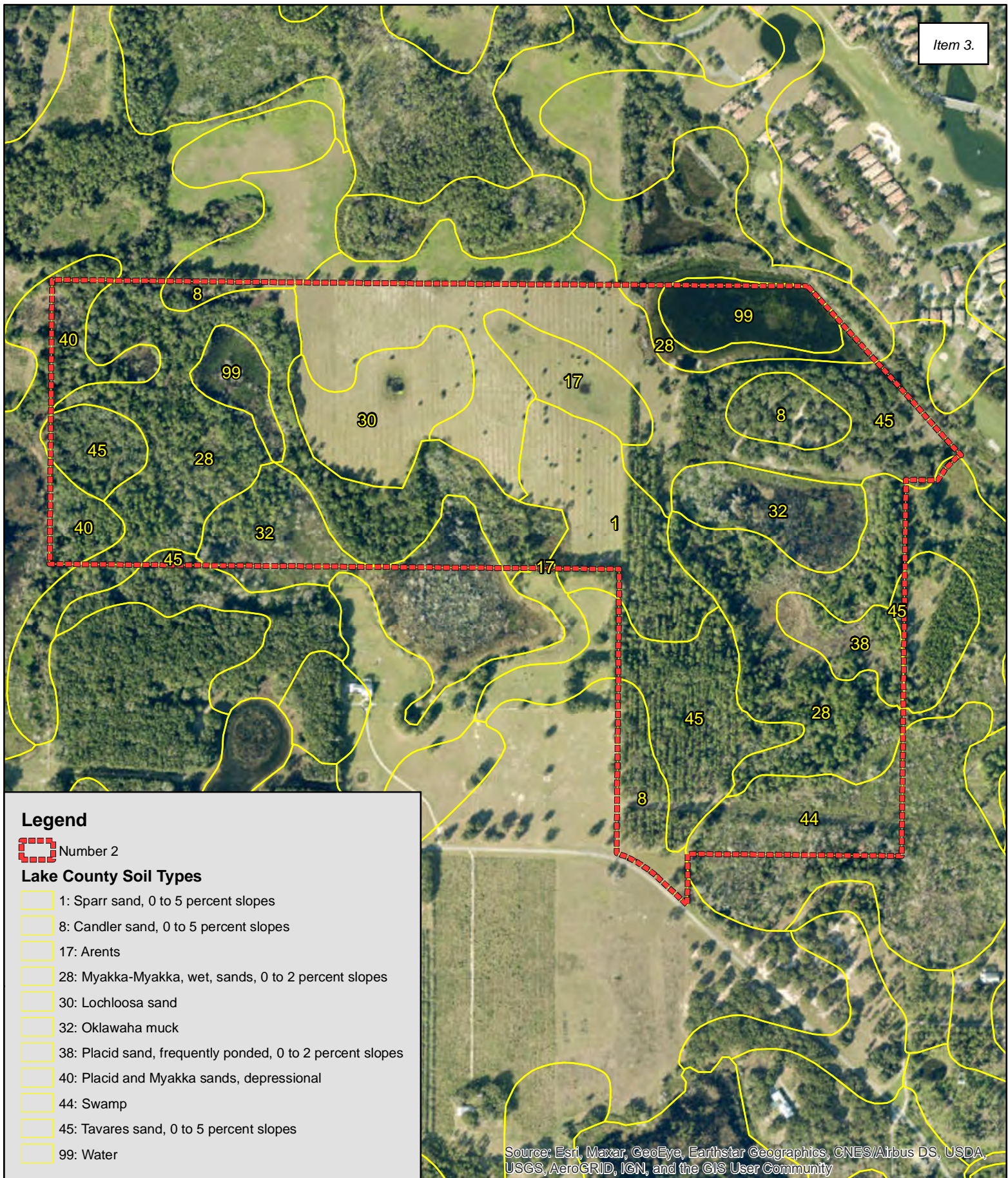
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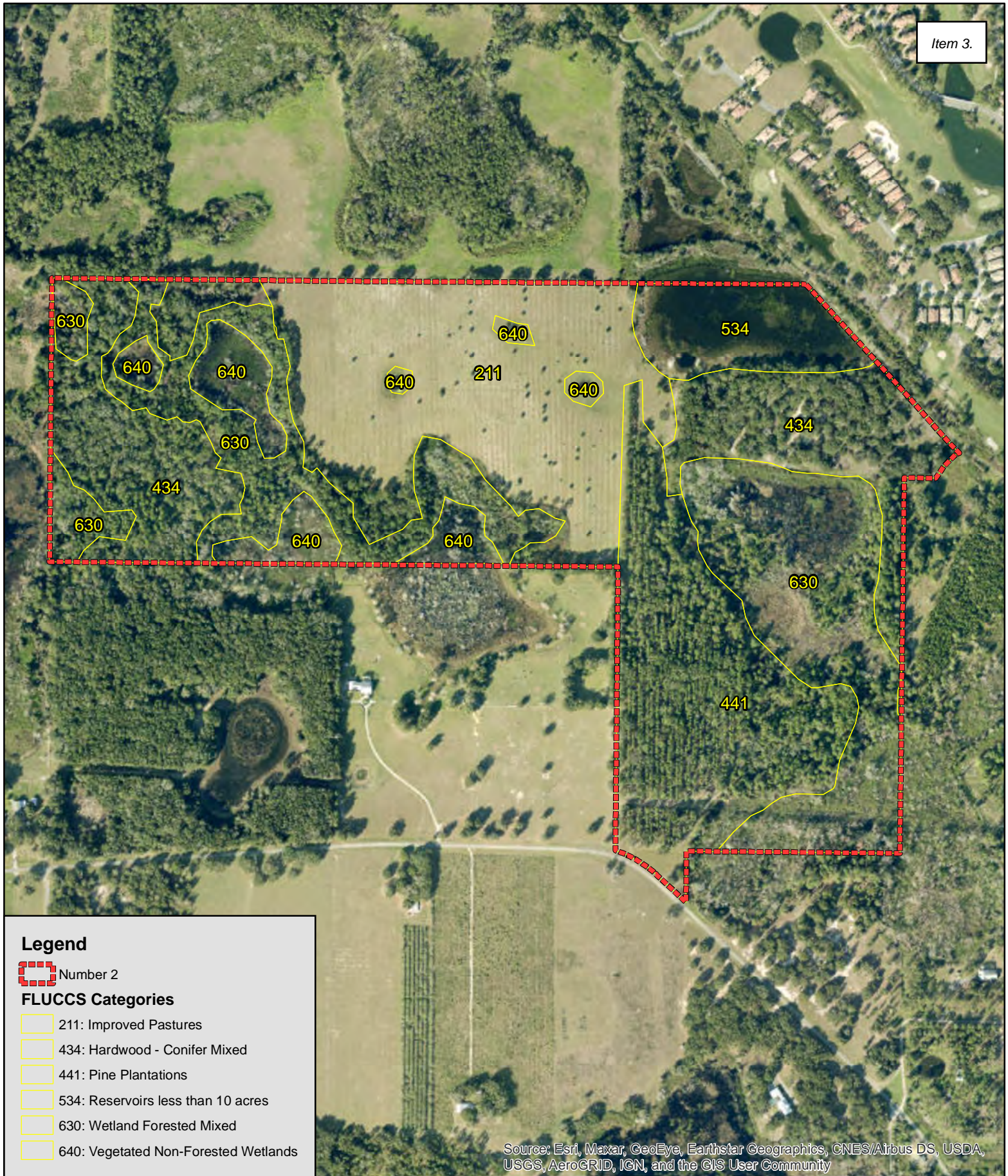


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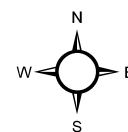
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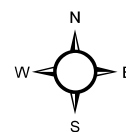
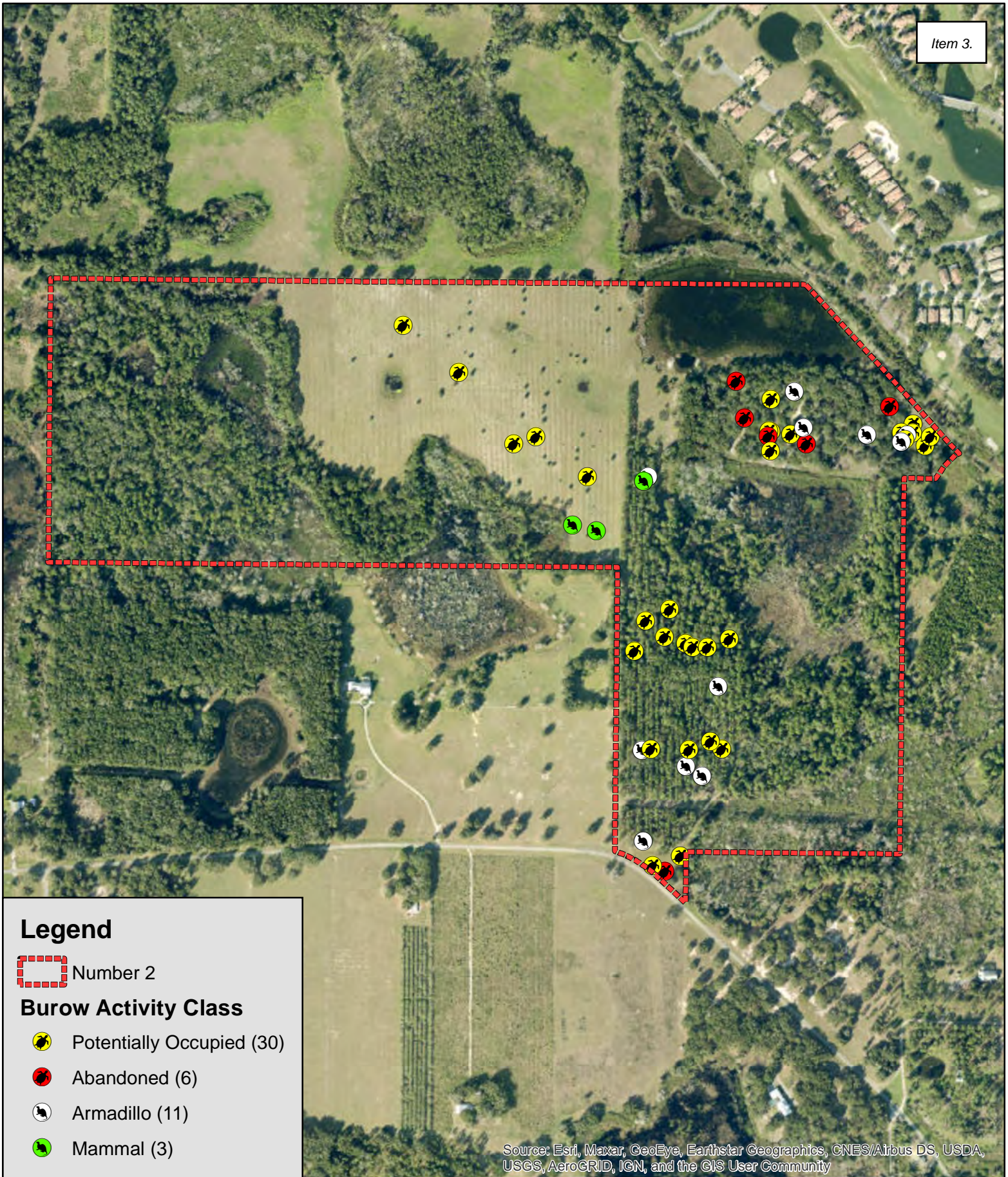
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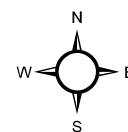
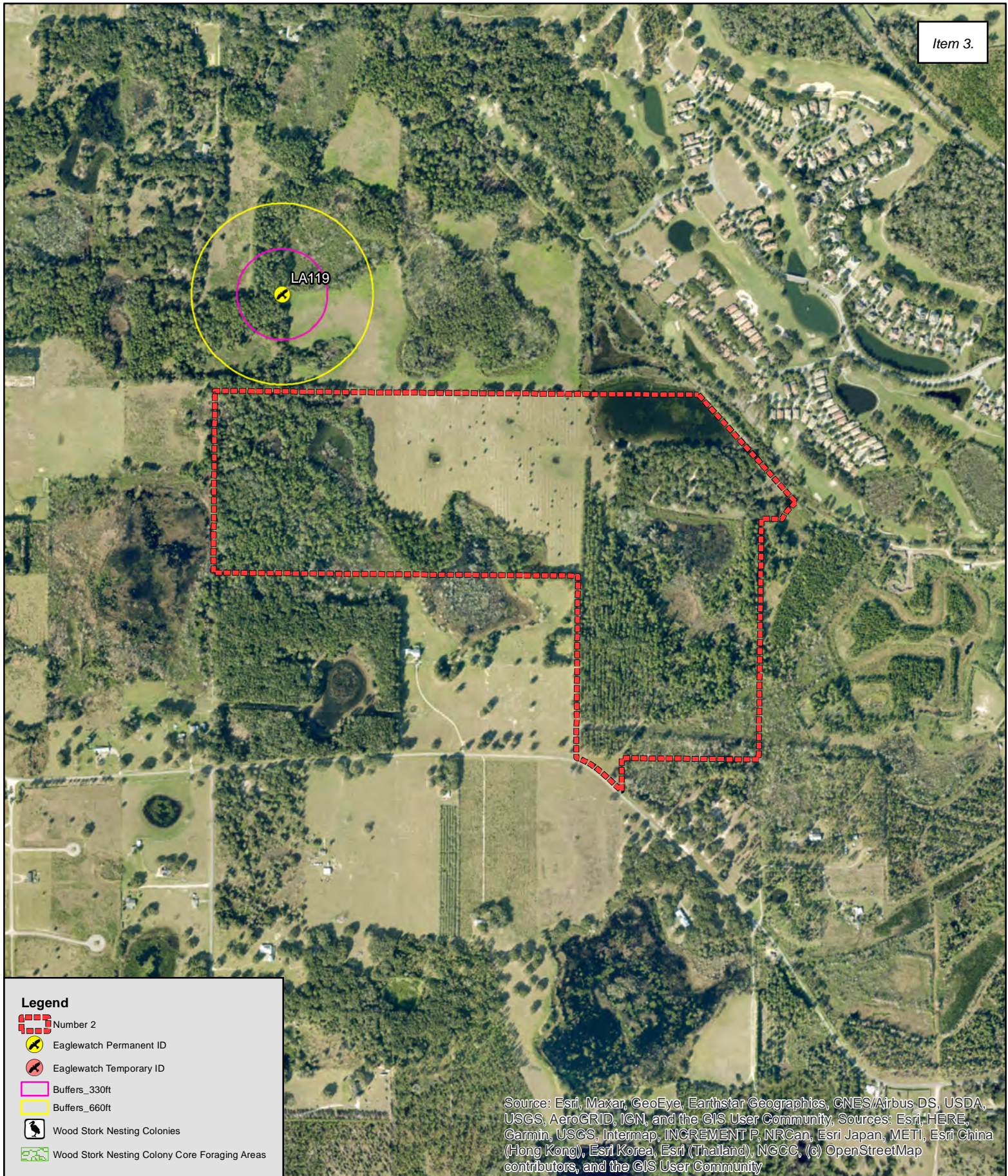
FLUCCS Categories

-  211: Improved Pastures
-  434: Hardwood - Conifer Mixed
-  441: Pine Plantations
-  534: Reservoirs less than 10 acres
-  630: Wetland Forested Mixed
-  640: Vegetated Non-Forested Wetlands

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community







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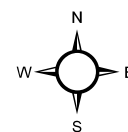


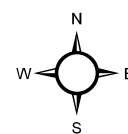
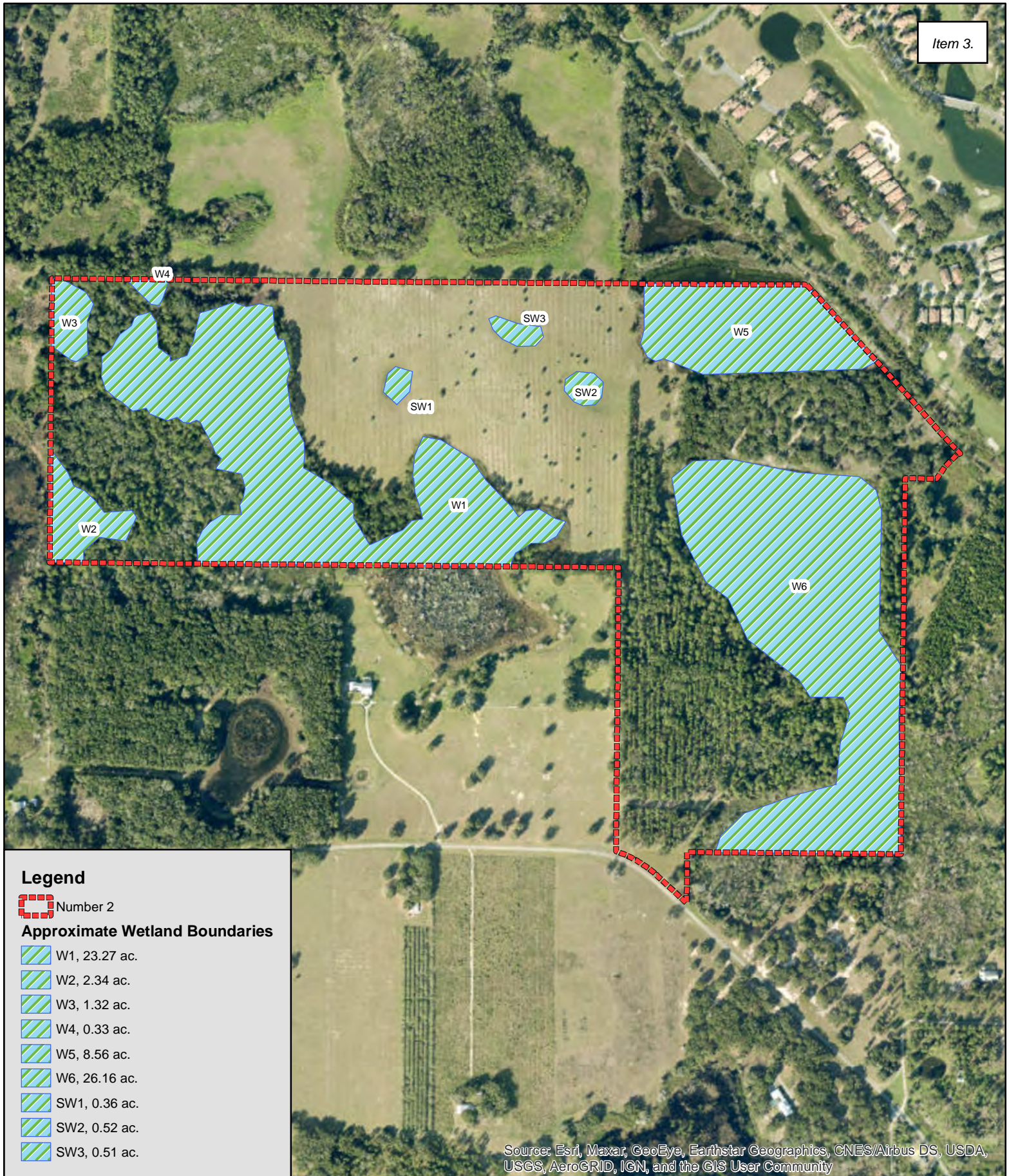
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Item 3.

SAND SKINK CONSULTATION AREA
SCRUB-JAY CONSULTATION AREA
SNAIL KITE CONSULTATION AREA

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community





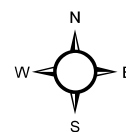
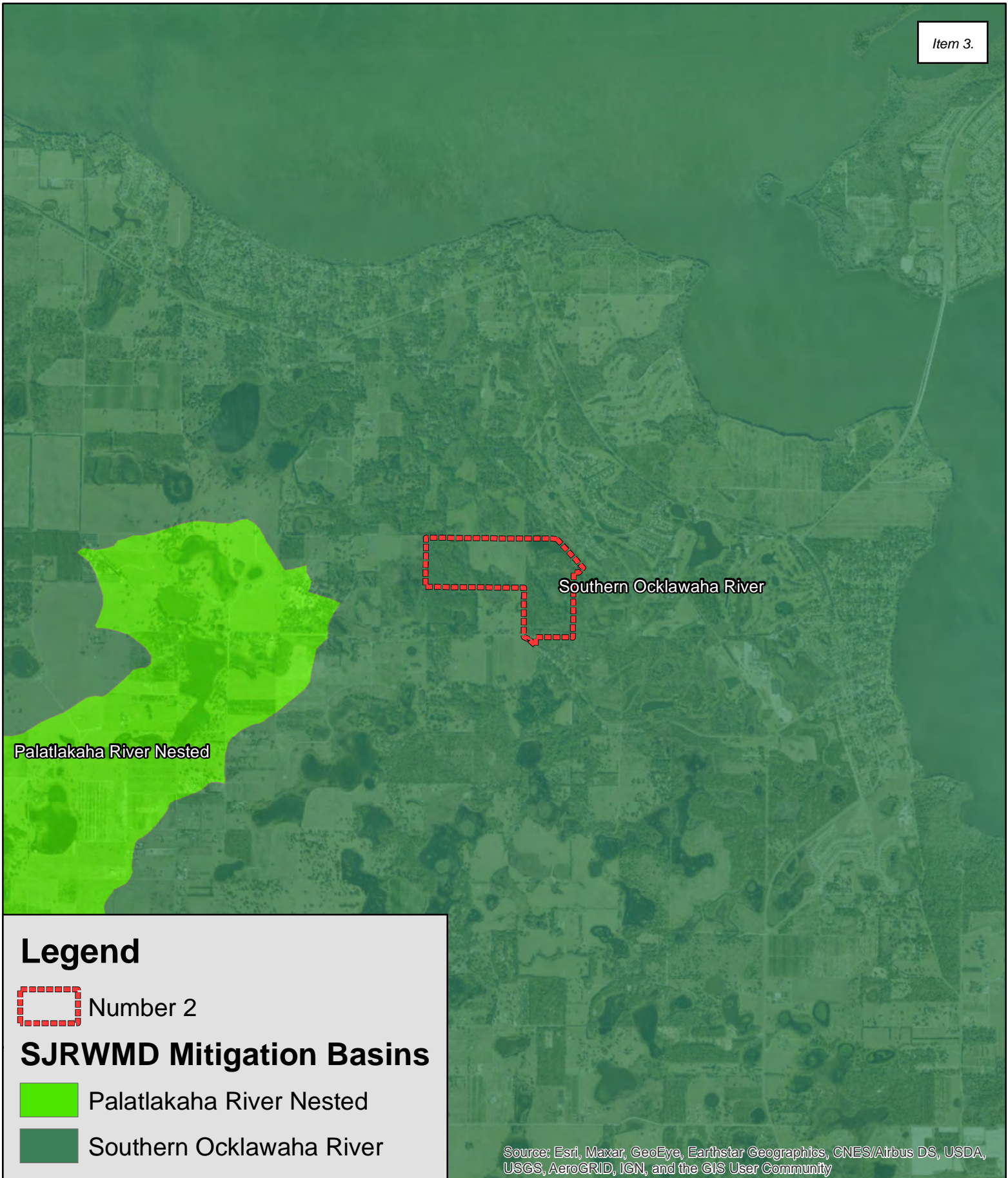


Table 1 :		Potentially Occurring Listed Wildlife and Plant Species in Lake County, F		Item 3.
Scientific Name	Common Name	Federal Status	State Status	
<u>FISH</u>				
<i>Pteronotropis welaka</i>	Bluenose Shiner	N	ST	
<u>REPTILES</u>				
<i>Alligator mississippiensis</i>	American Alligator	SAT	FT(S/A)	
<i>Drymarchon corais couperi</i>	Eastern Indigo Snake	LT	FT	
<i>Gopherus polyphemus</i>	Gopher Tortoise	C	ST	
<i>Lampropeltis extenuata</i>	Short-Tailed Snake	N	ST	
<i>Pituophis melanoleucus mugitus</i>	Florida Pine Snake	N	ST	
<i>Plestiodon reynoldsi</i>	Sand Skink	LT	FT	
<u>BIRDS</u>				
<i>Antigone canadensis pratensis</i>	Florida Sandhill Crane	N	ST	
<i>Aphelocoma coerulescens</i>	Florida Scrub-Jay	LT	FT	
<i>Athene cunicularia floridana</i>	Florida Burrowing Owl	N	ST	
<i>Egretta caerulea</i>	Little Blue Heron	N	ST	
<i>Egretta tricolor</i>	Tricolored Heron	N	ST	
<i>Falco sparverius paulus</i>	Southeastern American kestrel	N	ST	
<i>Grus americana</i>	Whooping Crane	XN	FXN	
<i>Mycteria americana</i>	Wood Stork	LT	FT	
<i>Picoides borealis</i>	Red-Cockaded Woodpecker	LE	FE	
<u>MAMMALS</u>				
<i>Trichechus manatus</i>	West Indian Manatee	LT	FT	
<u>VASCULAR PLANTS</u>				
<i>Bonamia grandiflora</i>	Florida bonamia	LT	E	
<i>Carex chapmanii</i>	Chapman's Sedge	N	T	
<i>Centrosema arenicola</i>	Sand Butterfly Pea	N	E	
<i>Chionanthus pygmaeus</i>	pygmy fringe tree	LE	E	
<i>Clitoria fragrans</i>	scrub pigeon-wing	LT	E	
<i>Coelorachis tuberculosa</i>	Piedmont Jointgrass	N	T	
<i>Coeleataenia abscissa</i>	Cutthroat Grass	N	E	
<i>Cucurbita okeechobeensis</i>	Okeechobee Gourd	LE	E	
<i>Eriogonum longifolium</i> var <i>gnaphalifolium</i>	Scrub Buckwheat	LT	E	
<i>Hartwrightia floridana</i>	Hartwrightia	N	T	
<i>Hasteola robertorum</i>	Florida Hasteola	N	E	
<i>Illicium parviflorum</i>	Star Anise	N	E	
<i>Justicia cooleyi</i>	Cooley's Water-Willow	LE	E	
<i>Lechea cernua</i>	Nodding Pinweed	N	T	
<i>Matelea floridana</i>	Florida Spiny-Pod	N	E	
<i>Monotropa hypopithys</i>	Pinesap	N	E	
<i>Najas filifolia</i>	Narrowleaf Naiad	N	T	
<i>Nemastylis floridana</i>	Celestial Lily	N	E	
<i>Nolina brittoniana</i>	Britton's Beargrass	LE	E	
<i>Paronychia chartacea</i> ssp <i>chartacea</i>	Paper-Like Nailwort	LT	E	
<i>Pechuma plumula</i>	Plume Polypody	N	E	
<i>Pechuma ptilota</i> var. <i>bourgeauana</i>	Comb Polypody	N	E	
<i>Polygala lewtonii</i>	Lewton's Polygala	LE	E	
<i>Polygonella myriophylla</i>	Small's Jointweed	LE	E	
<i>Prunus geniculata</i>	Scrub Plum	LE	E	

<i>Pteroglossaspis ecristata</i>	Giant Orchid	N	T	Item 3.
<i>Salix floridana</i>	Florida Willow	N	E	
<i>Sideroxylon alachuense</i>	Silver Buckthorn	N	E	
<i>Stylisma abdita</i>	Scrub Stylisma	N	E	
<i>Vicia ocalensis</i>	Ocala Vetch	N	E	
<i>Warea amplexifolia</i>	Clasping Warea	LE	E	
<i>Warea carteri</i>	Carter's Warea	LE	E	

FEDERAL LEGAL STATUS

LE-Endangered: species in danger of extinction throughout all or a significant portion of its range.

LT-Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.

SAT-Endangered due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.

C-Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.

XN-Non-essential experimental population.

N-Not currently listed, nor currently being considered for listing as Endangered or Threatened.

STATE LEGAL STATUS - ANIMALS

FE- Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service

FT- Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service

FXN- Federal listed as an experimental population in Florida

FT(S/A)- Federal Threatened due to similarity of appearance

ST- State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.

SSC-Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* for Pandion haliaetus (Osprey) indicates that this status applies in Monroe county only.)

N-Not currently listed, nor currently being considered for listing.

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

STATE LEGAL STATUS - PLANTS

E-Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.

T-Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.

N-Not currently listed, nor currently being considered for listing.

PARCEL 1:

COMMENCE AT THE NORTH 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 BEING THE BEGINNING OF THE FIRST COURSE; THENCE ALONG SAID SOUTHWESTERLY LINE RUN THE FOLLOWING THREE COURSES: 1) S88°35'23"W A DISTANCE OF 89.21 FEET, S41°38'46"E A DISTANCE OF 180.33 FEET, TO A POINT ON A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 1406.26 FEET, TO WHICH A RADIAL LINE BEARS S48°23'43"W; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°21'46" AN ARC DISTANCE OF 107.08 FEET, TO A POINT ON THE NORTHWESTERLY LINE OF THE LANDS DESCRIBED AS ENVIRONMENTAL EASEMENT NO. 22, AS FOUND ON PAGE 1463 OF OFFICIAL RECORDS BOOK 1121, PAGES 1441 THROUGH 1478, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG SAID NORTHWESTERLY LINE RUN THE FOLLOWING THREE (3) COURSES: S68°35'23"W A DISTANCE OF 16.30 FEET, S44°30'53"W A DISTANCE OF 80.19 FEET, S33°10'29"W A DISTANCE OF 65.77 FEET; THENCE DEPARTING SAID NORTHWESTERLY LINE RUN N89°29'24"W A DISTANCE OF 148.97 FEET TO A POINT ON THE WEST LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF AFORESAID SECTION 27; THENCE ALONG SAID WEST LINE RUN N00°27'46"E A DISTANCE OF 395.61 FEET TO THE POINT OF BEGINNING.

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.

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.

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



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

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 PLANNED 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±

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)

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

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

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



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

P.I.B. LAND DEVELOPMENT & INVESTMENTS

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

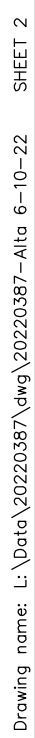
SHEET 1 OF 2

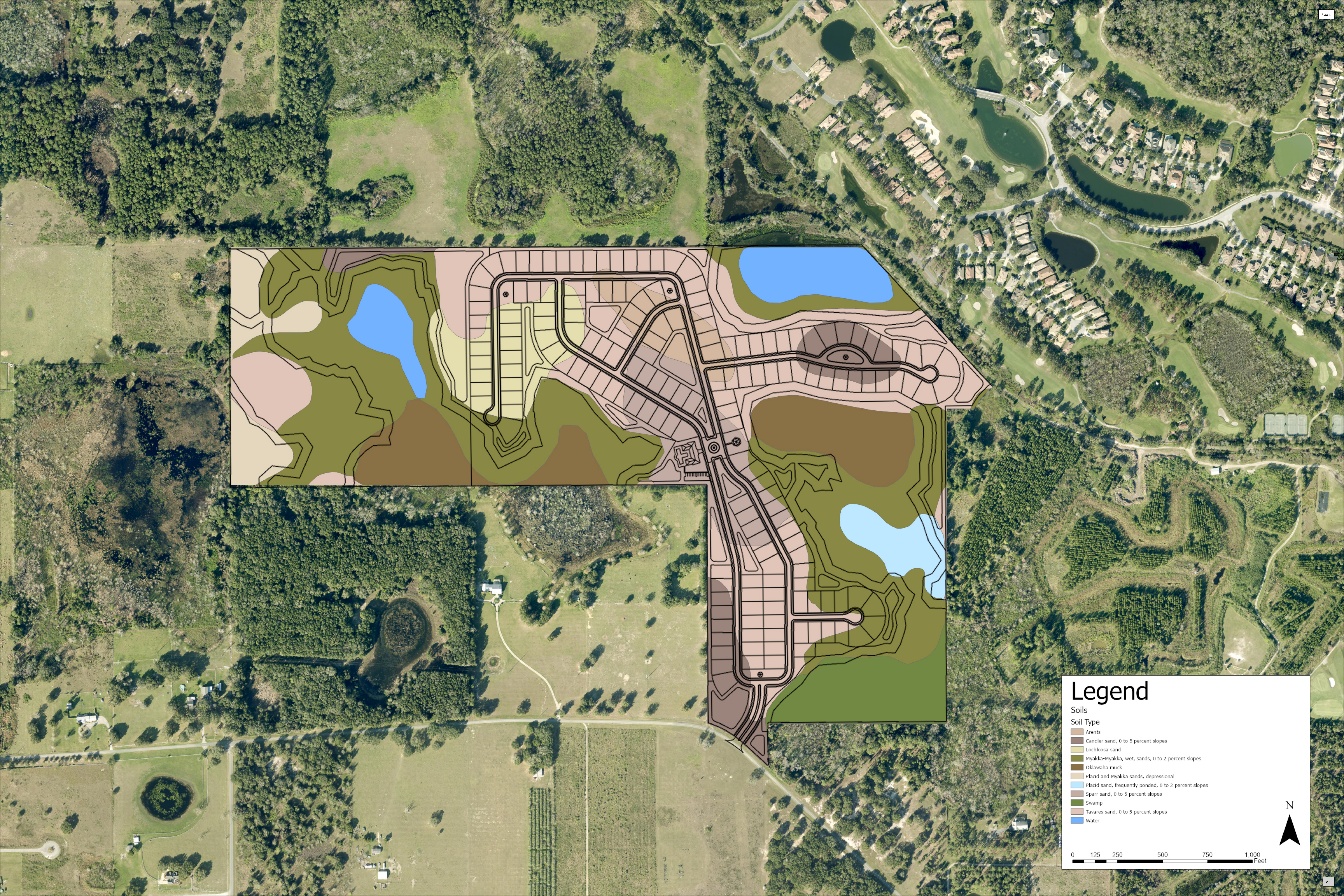


FOR:
P.I.B. LAND DEVELOPMENT &
INVESTMENTS

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

281



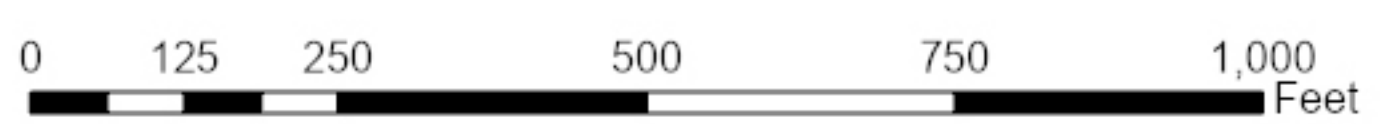


Legend

Soils

Soil Type

- Arents
- Candler sand, 0 to 5 percent slopes
- Lochloosa sand
- Myakka-Myakka, wet, sands, 0 to 2 percent slopes
- Oklawaha muck
- Placid and Myakka sands, depressional
- Placid sand, frequently ponded, 0 to 2 percent slopes
- Sparr sand, 0 to 5 percent slopes
- Swamp
- Tavares sand, 0 to 5 percent slopes
- Water





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 | 97% Capacity |
| • Tavares Middle School | 82% Capacity |
| • Tavares High School | 94% Capacity |

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

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

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

Sincerely,


Helen LaValley
Growth Planning Department

Att: Adequate Public Facilities Determination



Lake County Schools Adequate Public Facilities Determination

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

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

*Students generated may differ from distribution percentages due to rounding

CSA #10

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

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

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

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

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

Issue Date:

6/15/2022



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

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

Traffic Comments by Thomas Harowski

Comment – The completion date of 2025 seems wholly unrealistic.

Response:

The completion date changed to 2028.

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

Response:

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

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

Response:

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

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

Response:

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

**TPD No. 5659
December 23, 2022**

Traffic Comments by Griffey Engineering, Inc.

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

Response:

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

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

Response:

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

TRAFFIC IMPACT ANALYSIS
RESIDENTIAL DEVELOPMENT
HOWEY-IN-THE-HILLS, FLORIDA



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

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

May 2022
Revised December 2022

TPD № 5659

PROFESSIONAL ENGINEERING CERTIFICATION

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

PROJECT: Residential Development
LOCATION: Howey-in-the-Hills, Lake County
CLIENT: Blue Sky Capital Group, LLC

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

NAME: Turgut Dervish
P.E. No.: 20400
DATE: December 21st, 2020
SIGNATURE: _____



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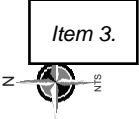
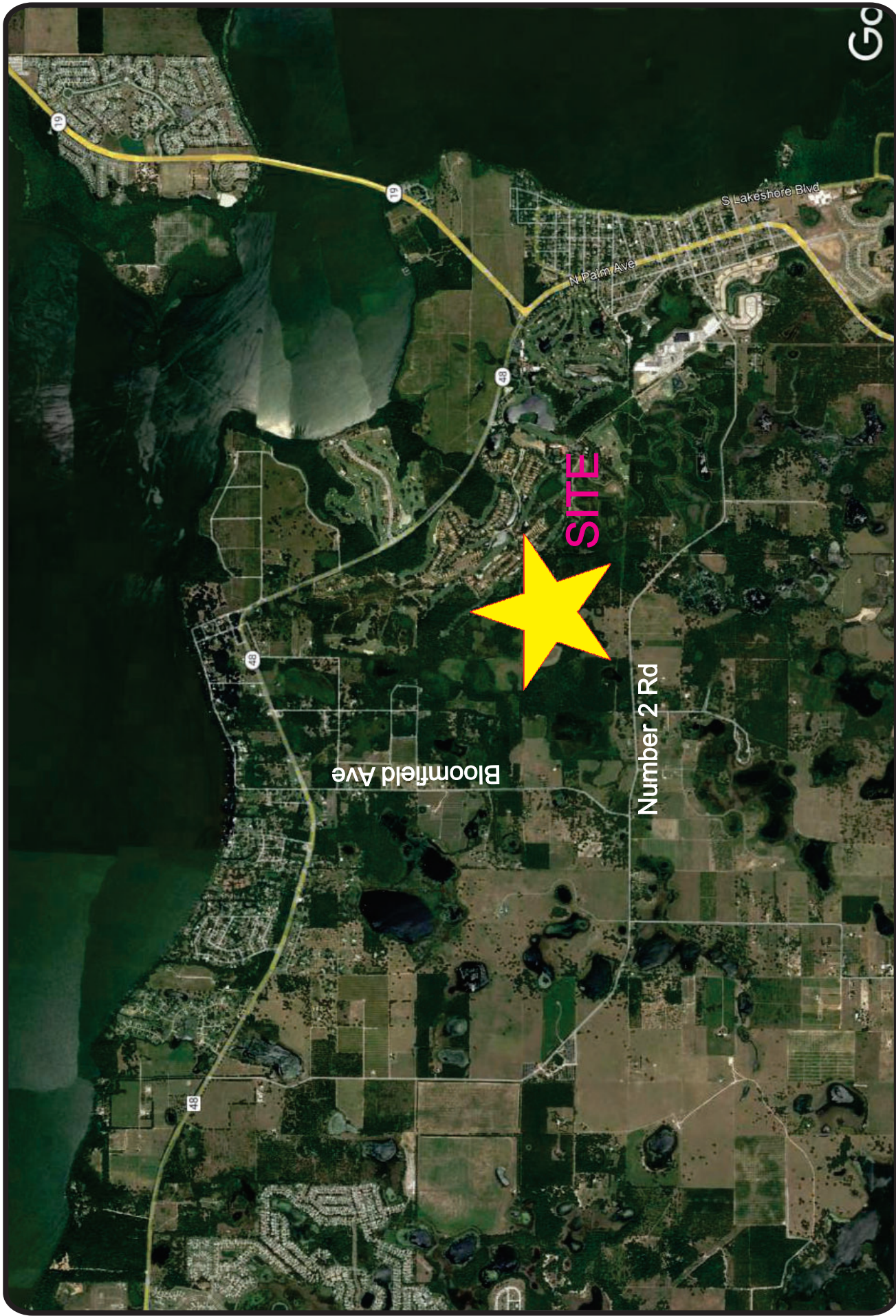
INTRODUCTION

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.

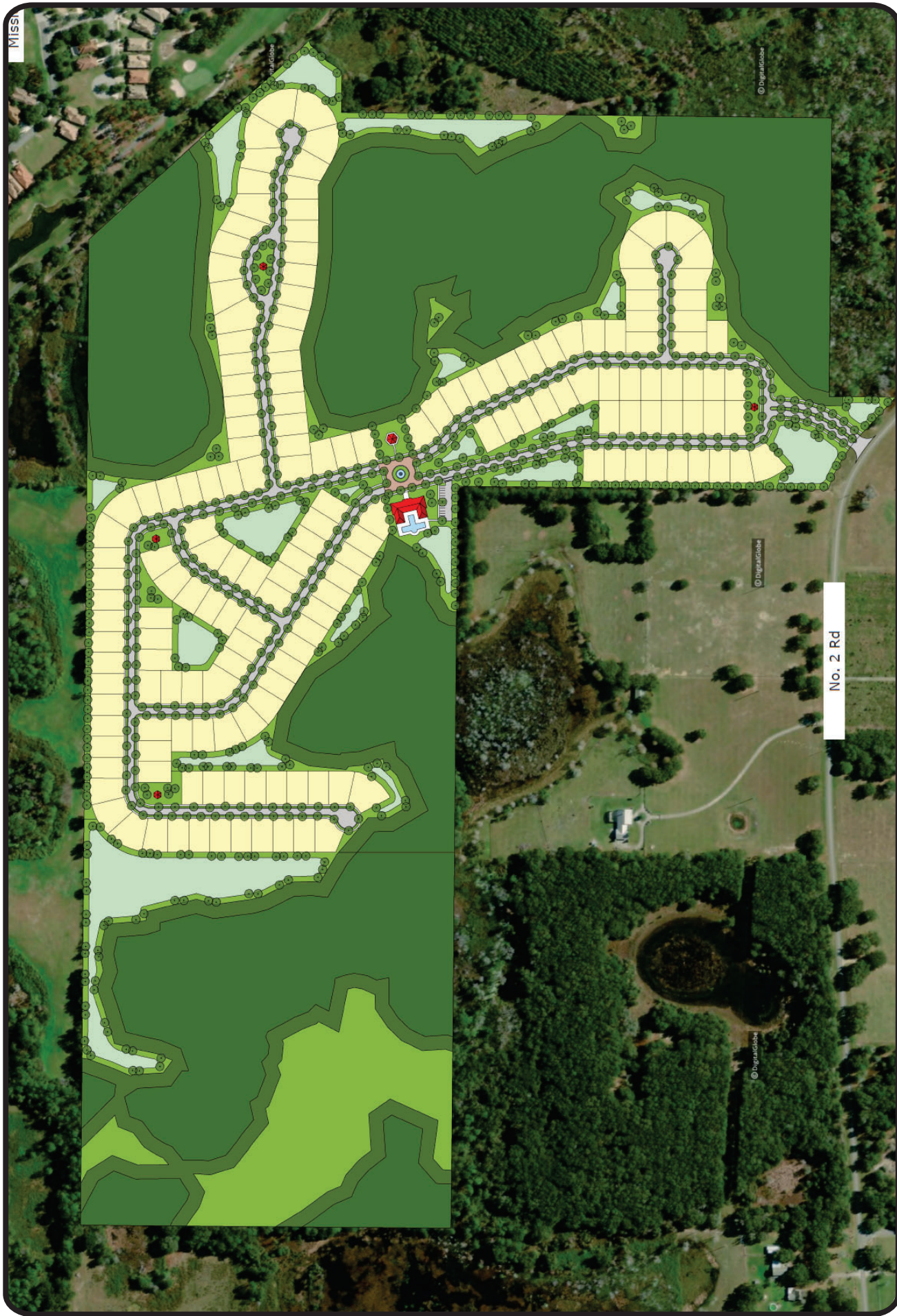




Site Location

Howey in the Hills
Project № 5659
Figure 1





Item 3.



Conceptual Site Plan

Howey in the Hills
Project No 5659
Figure 2



EXISTING CONDITIONS ANALYSIS

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

Roadway Segment Analysis

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

Intersection Analysis

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

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



Table 1
Existing Roadway Capacity Analysis

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

* Based on FDOT and Lake County 2020 traffic counts

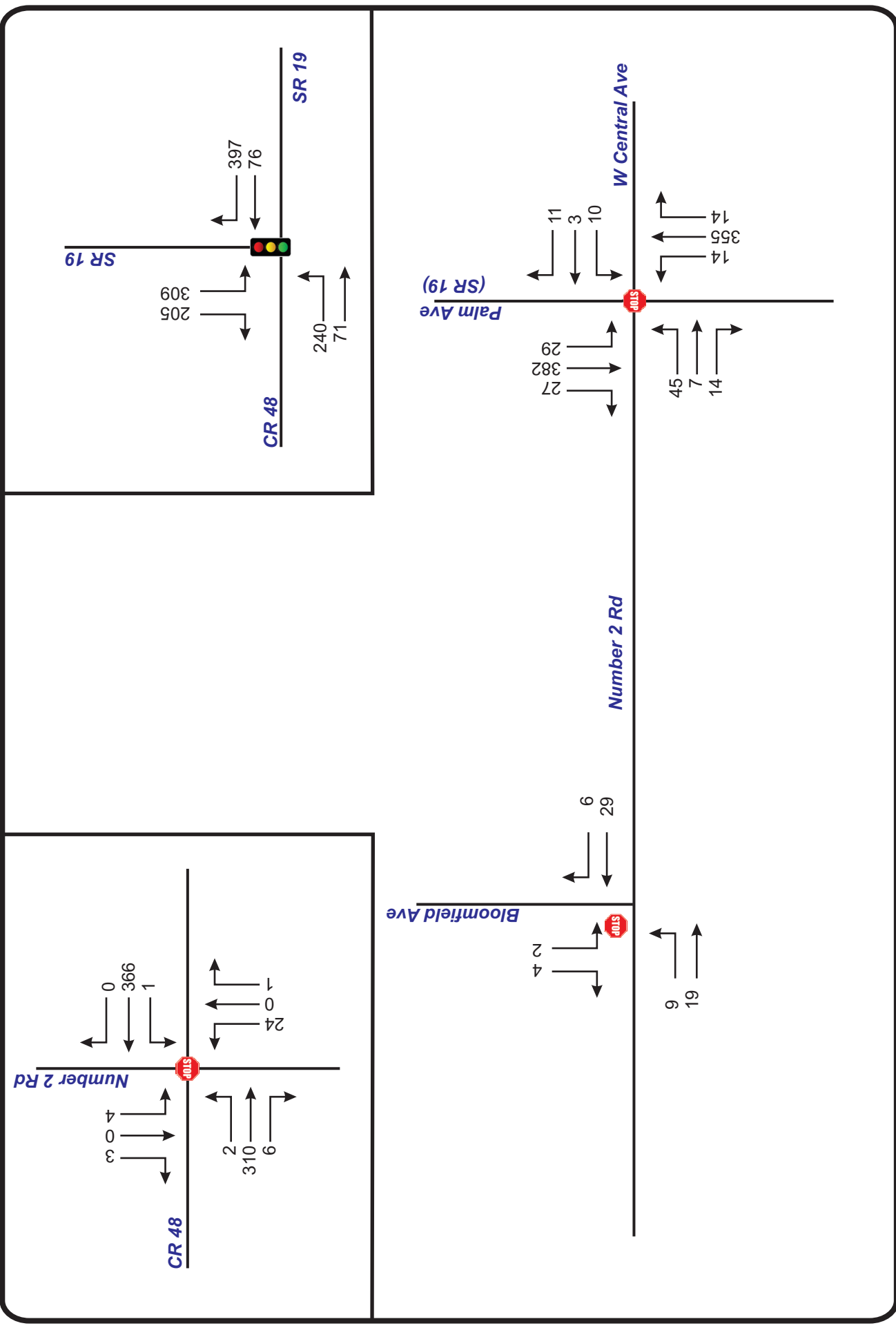
** Not included in the County's Database

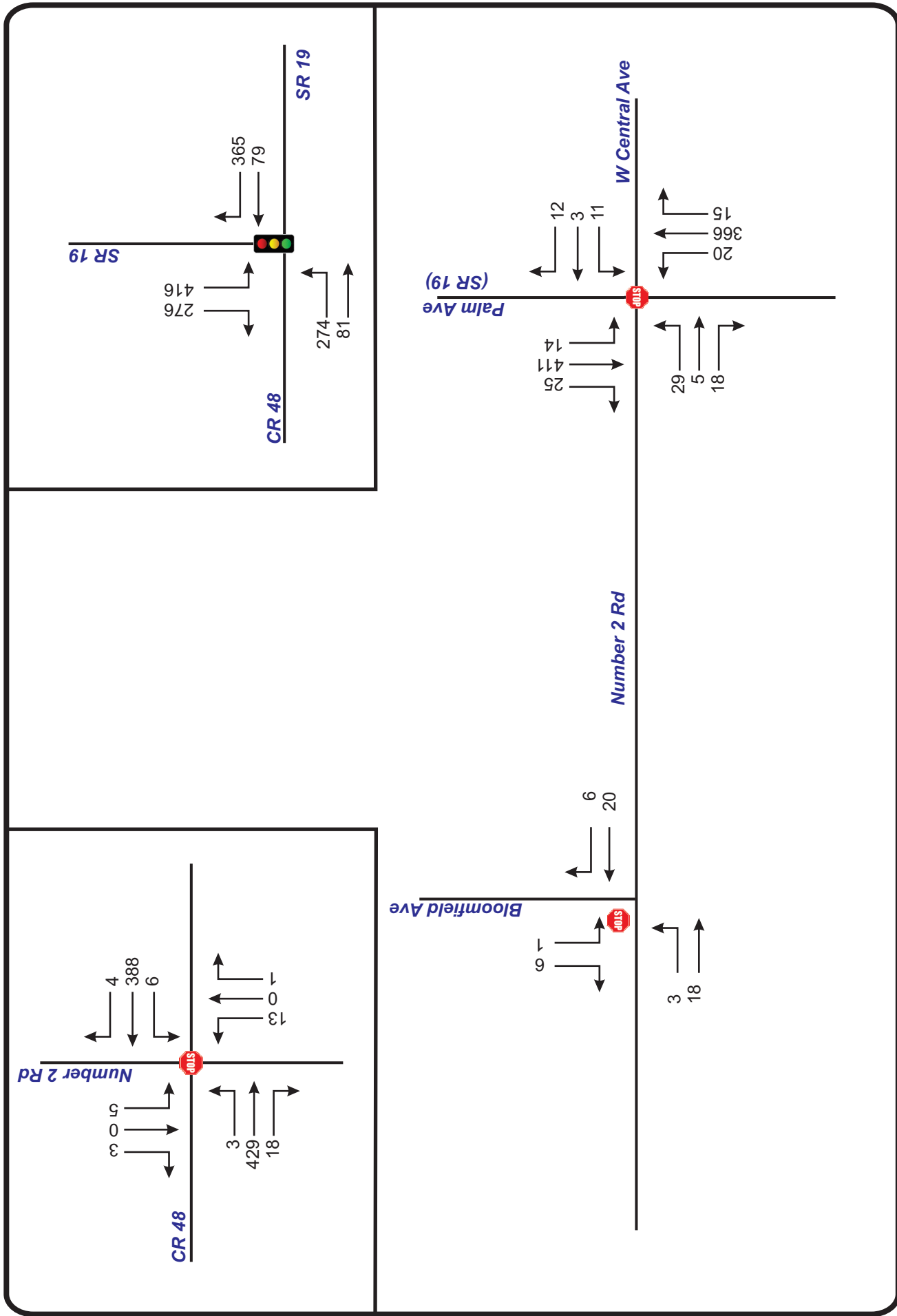
***Obtained from FDOT Quality/LOS Handbook

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

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







PROPOSED DEVELOPMENT AND TRIP GENERATION

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

Trip Generation

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

Table 3
Trip Generation Calculation Summary

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

* Equation used, $R^2 > 0.75$

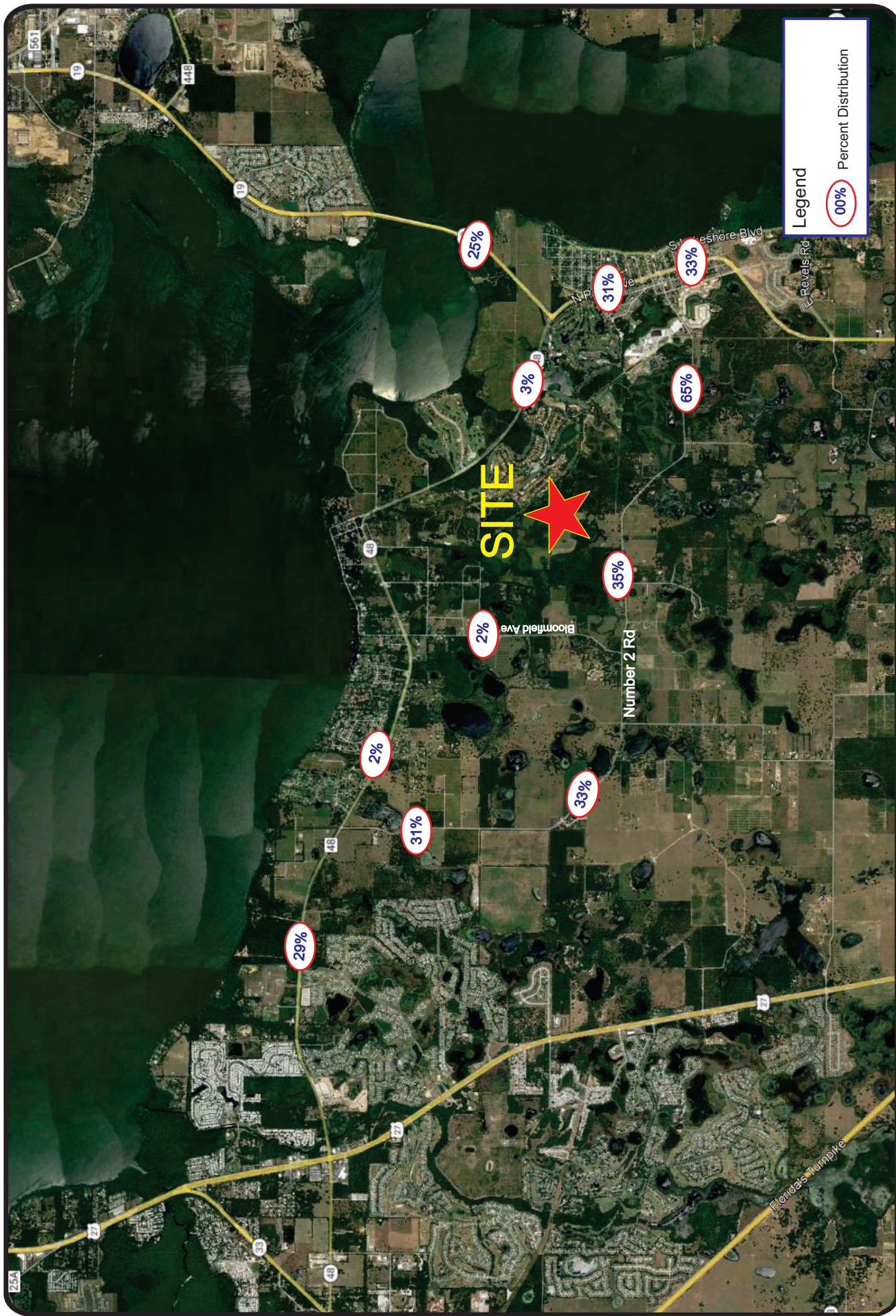
** DU = Dwelling Unit

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

Trip Distribution and Assignment

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





Item 3.



Trip Distribution

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

* Highest Trips on the Segment

Intersection Analysis

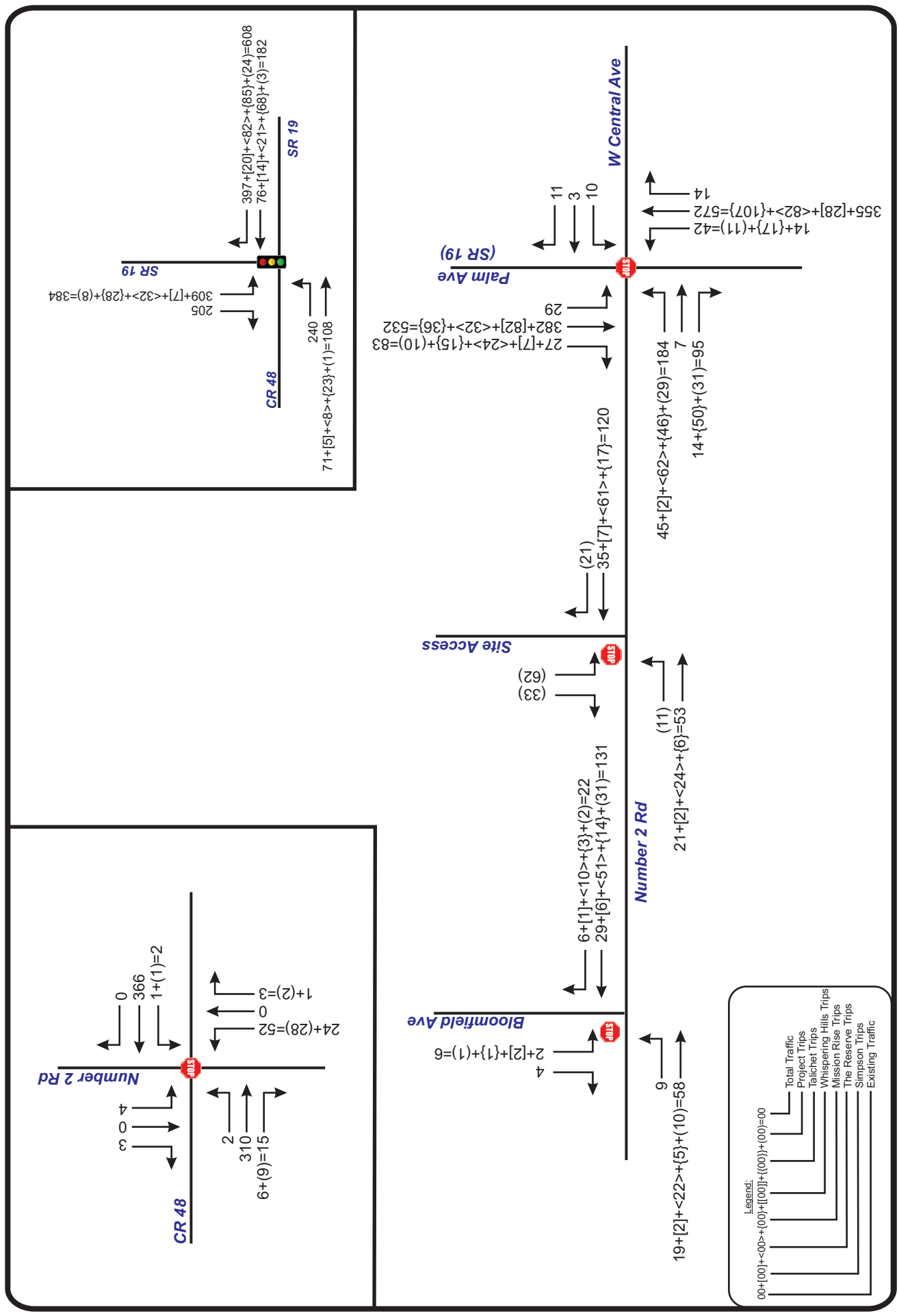
To assess the projected operating conditions at the study intersections, intersection capacity analyses were conducted using the *Highway Capacity Software (HCS)* in accordance with the procedures of the *Highway Capacity Manual*. **Figure 5a** and **5b** show the total traffic volumes with the project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

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



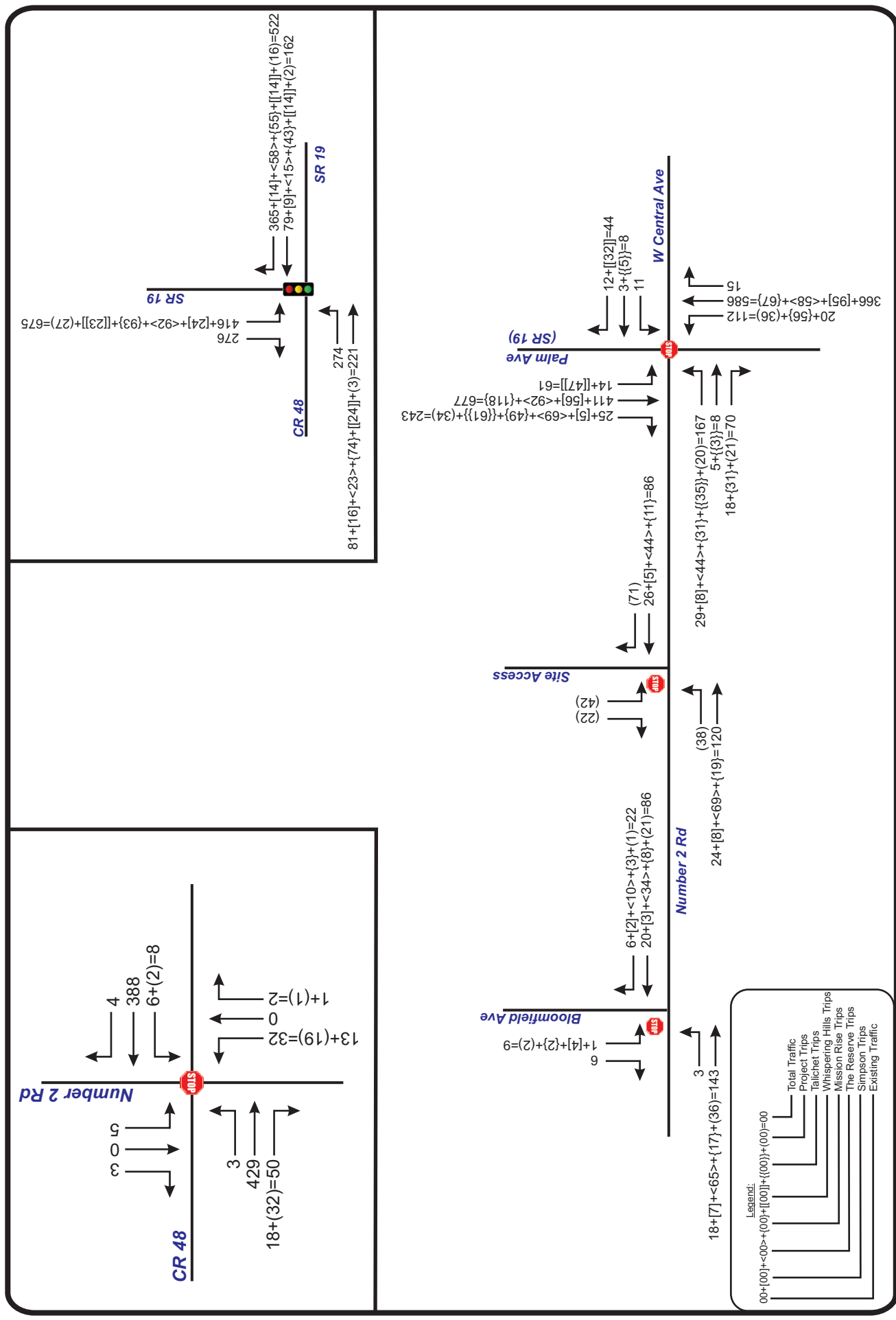
Projected AM Peak Hour Volumes

Howey in the Hills
Project No 5659
Figure 5a





Projected PM Peak Hour Volumes



Howey in the Hills
Project No 5659
Figure 5b



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

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

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

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

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



Turn Lane Analysis

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

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

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

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

TL = 290 + 25 = 315 feet

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

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

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

TL = 290 + 0 = 290 feet



STUDY CONCLUSIONS

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

- The development is expected to generate 1,733 new net daily trips, of which 127 will occur in the A.M. peak hour and 173 will occur during the P.M. peak hour.
- The study roadway segments currently operate at satisfactory Levels of Service in the existing conditions and will continue to do so upon completion of the project in 2028, except for the segment of SR 19 from CR 48 to Central Avenue. This segment will fail with the addition of approved project trips which are more than double the existing traffic on the segment.
- The study intersections currently operate at overall satisfactory Level of Service. In the projected conditions, the intersections will continue to operate at a satisfactory Level of Service with project trips added, except for the intersection of Palm Avenue and Central Avenue. This intersection will have a failing eastbound approach due to the existing stop control. This condition will continue to prevail until a signal becomes warranted and installed.
- The proposed development will be served by a full access driveway on Number 2 Road which is projected to operate satisfactorily. Based upon the procedures of the NCHRP Report 457, turn lanes are not warranted at the driveway. While not required, the Developer will consider the construction of turn lanes to address sight distance concerns.



APPENDICES

APPENDIX A

Study Methodology and Related Correspondence

Turgut Dervish

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

Okay. Let's go to work.

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

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

Tom,
 Table 2 is the significance test showing the project's highest impacts on the roadway segments. You are correct that 100% of the trips end up on Number 2 Road but with 65% going east and 35% going west. Therefore, the project's highest percent impact on Number 2 Road is 65%. In the analysis, the segment was broken into two subsegments at the request of the county. As for the distribution map showing 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 and 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 these trips stopping in Howey proper?

Thomas A. Harowski, AICP

President

Please make note of my NEW email address: Tom@TMHConsultingInc.com

(386) 316-8426

From: Turgut Dervish <turgut@tpdtraffic.com>

Sent: Tuesday, June 7, 2022 4:08 PM

To: Tom Harowski <tom@tmhconsultinginc.com>; Lewis, Sharon E <SELewis@lakecountyfl.gov>; tmhconsulting@cfl.rr.com

Cc: Rita Merhi <rita@tpdtraffic.com>; John Brock <jbrock@howey.org>; Sean O'Keefe <sokeefe@howey.org>; Don Griffey <dag@griffeyengineering.com>

Subject: RE: TPD#5659

Tom,

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

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

From: Tom Harowski <tom@tmhconsultinginc.com>

Sent: Monday, June 6, 2022 1:36 PM

To: Turgut Dervish <turgut@tpdtraffic.com>; Lewis, Sharon E <SELewis@lakecountyfl.gov>; tmhconsulting@cfl.rr.com

Cc: Rita Merhi <rita@tpdtraffic.com>; John Brock <jbrock@howey.org>; Sean O'Keefe <sokeefe@howey.org>; Don Griffey <dag@griffeyengineering.com>

Subject: RE: TPD#5659

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

Thomas A. Harowski, AICP

President

Please make note of my NEW email address: Tom@TMHConsultingInc.com

(386) 316-8426

Rita Merhi

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

Dervish,

Please see comments in the attached . Thanks



SHARON E LEWIS, MSCTM
 Traffic Project Engineer

PUBLIC WORKS
 Engineering

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

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

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

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

Sharon/Tom,

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

Thanks,
 Turgut

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

Table 2
Significance Analysis

Roadway Segment	# of Lns	Adopted				Existing		PHPD Trips	Project Trips as % of Capacity	Significance*
		LOS	Capacity	Direction	Volume	%	Volume			
CR 48	US 27 to Lime Ave	2L	D	1,080	EB	468	26%	43	3.9%	No
	Lime Ave to SR 19	2L	D	1,080	EB	400	3%	4	0.4%	No
SR 19	Lime Park Rd to CR 48	2L	D	920	SB	662	25%	37	4.0%	No
	CR 48 to Central Ave	2L	D	700	SB	415	31%	46	6.6%	Yes
Member 2 Road	Central Ave to CR 455	2L	D	1,200	SB	4150	33%	49	4.1%	No
	CR 48 to SR 19	2L	D	675	WB	28	66%	66	14.2%	Yes

* Project as % of Capacity

** Not Included in the County's Database

5. Traffic Impact Assessment

a) Roadway

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

b) Intersections

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



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

FROM: Turgut Dervish, P.E.

DATE: May 24, 2022

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

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

1. Proposed Development

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

2. Trip Generation

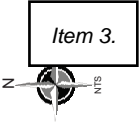
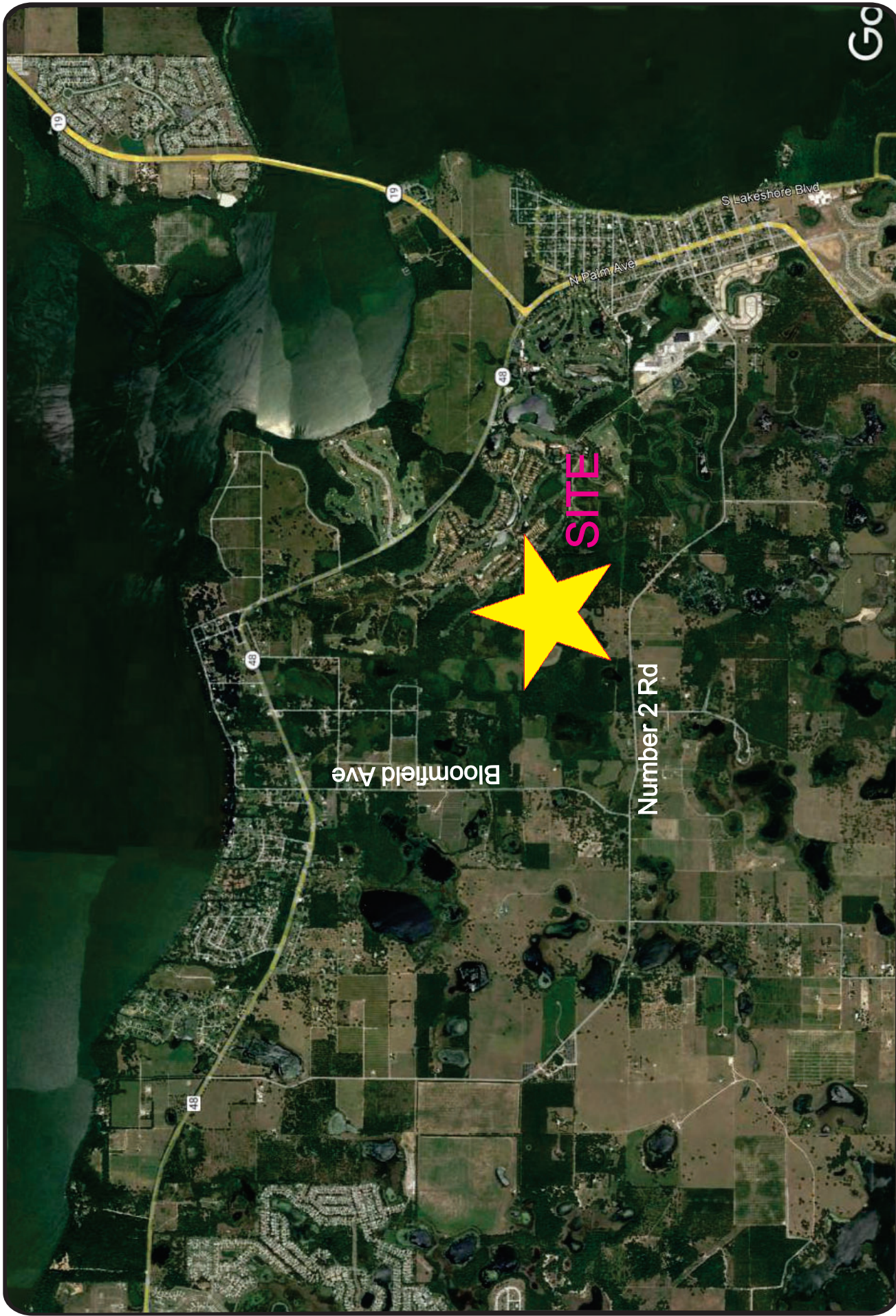
Trip generation data from the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* will be used for the trip generation estimation of the development. **Table 1** provides a summary of the trip generation for the proposed development calculated with the ITE data. The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

Table 1
Trip Generation Calculation Summary

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

*ITE Equations Used, $R^2 > 0.75$.

**DU=Dwelling Units



Item 3.

Site Location

Howey in the Hills
Project № 5659
Figure 1





Conceptual Site Plan



Howey in the Hills
Project No 5659
Figure 2



3. Trip Distribution

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

4. Impact Area

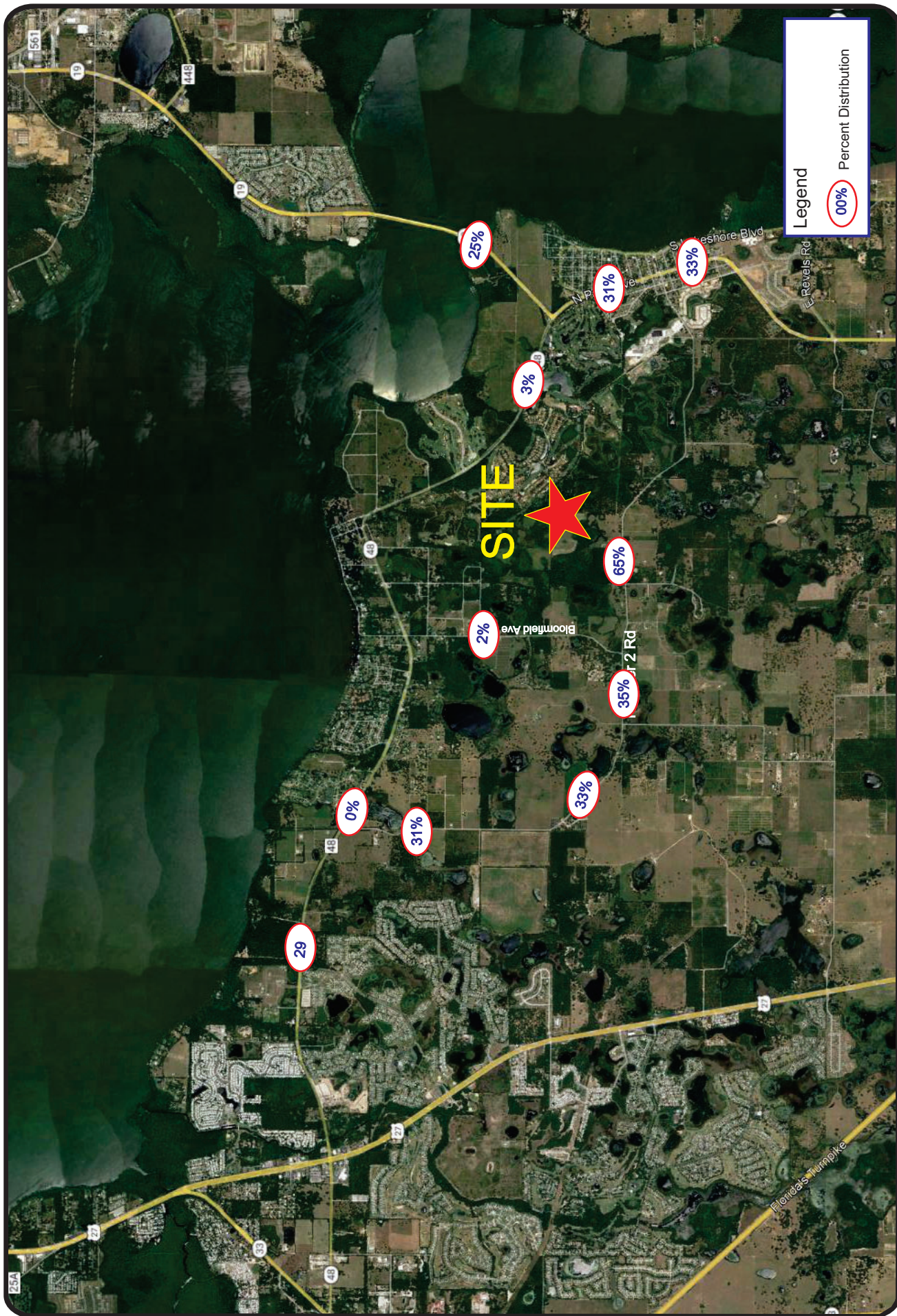
As per the Lake Sumter MPO TIS guidelines, a Tier 2 Traffic Impact Study (TIS) is required for this project. A minimum of one-mile impact area plus all roadway which the project trips consume 5% or more of the roadway capacity. Based upon the project's significance as per **Table 2**, the following roadway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

The roadway segments to be included in the analysis:

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

The intersections to be included in the area analysis are:

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



Howey in the Hills
Project No 5659
Figure 3



Table 2
Significance Analysis

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

* Project as % of Capacity

** Not Included in the County's Database

5. Traffic Impact Assessment

a) Roadway

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

b) Intersections

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

- 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)

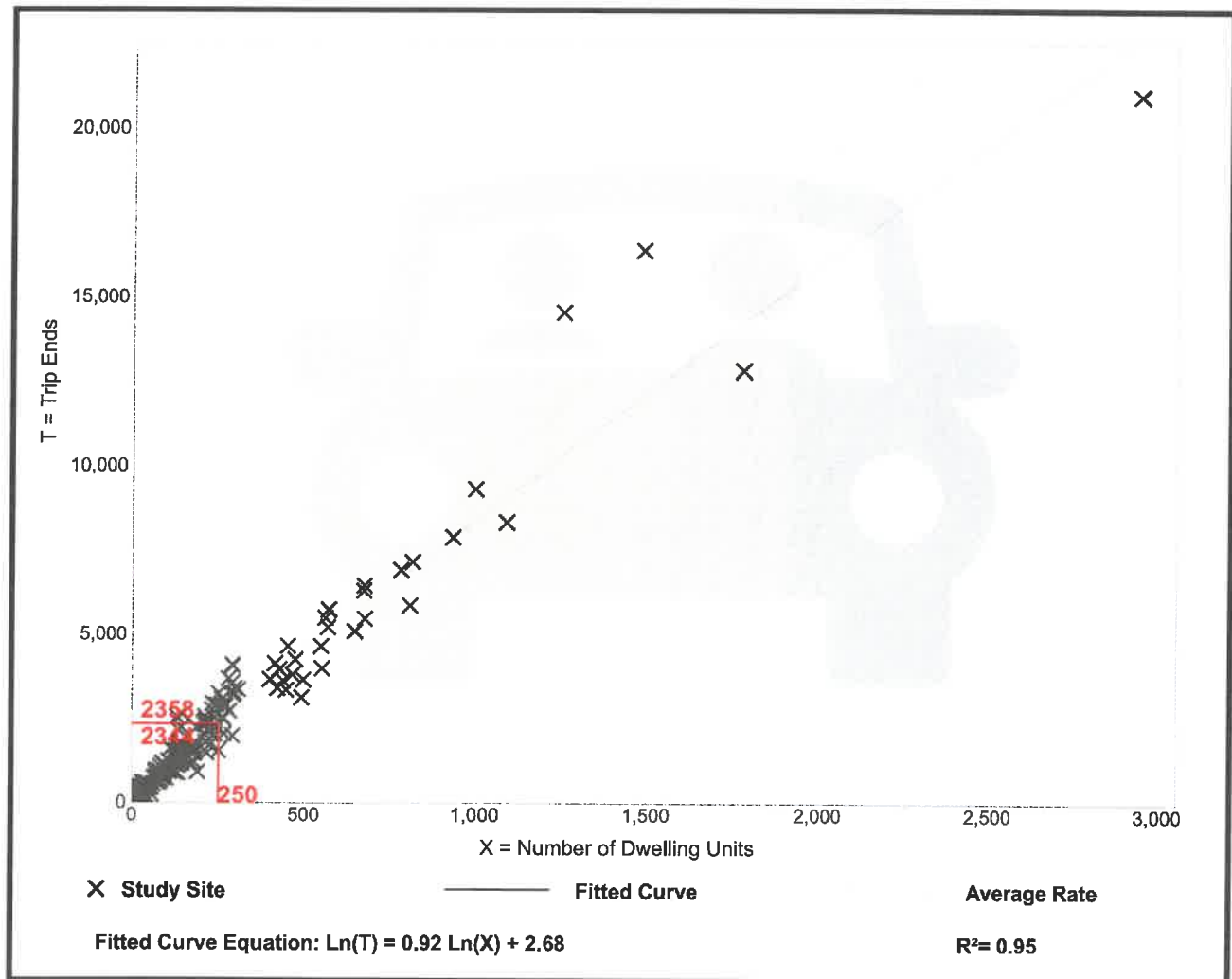
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



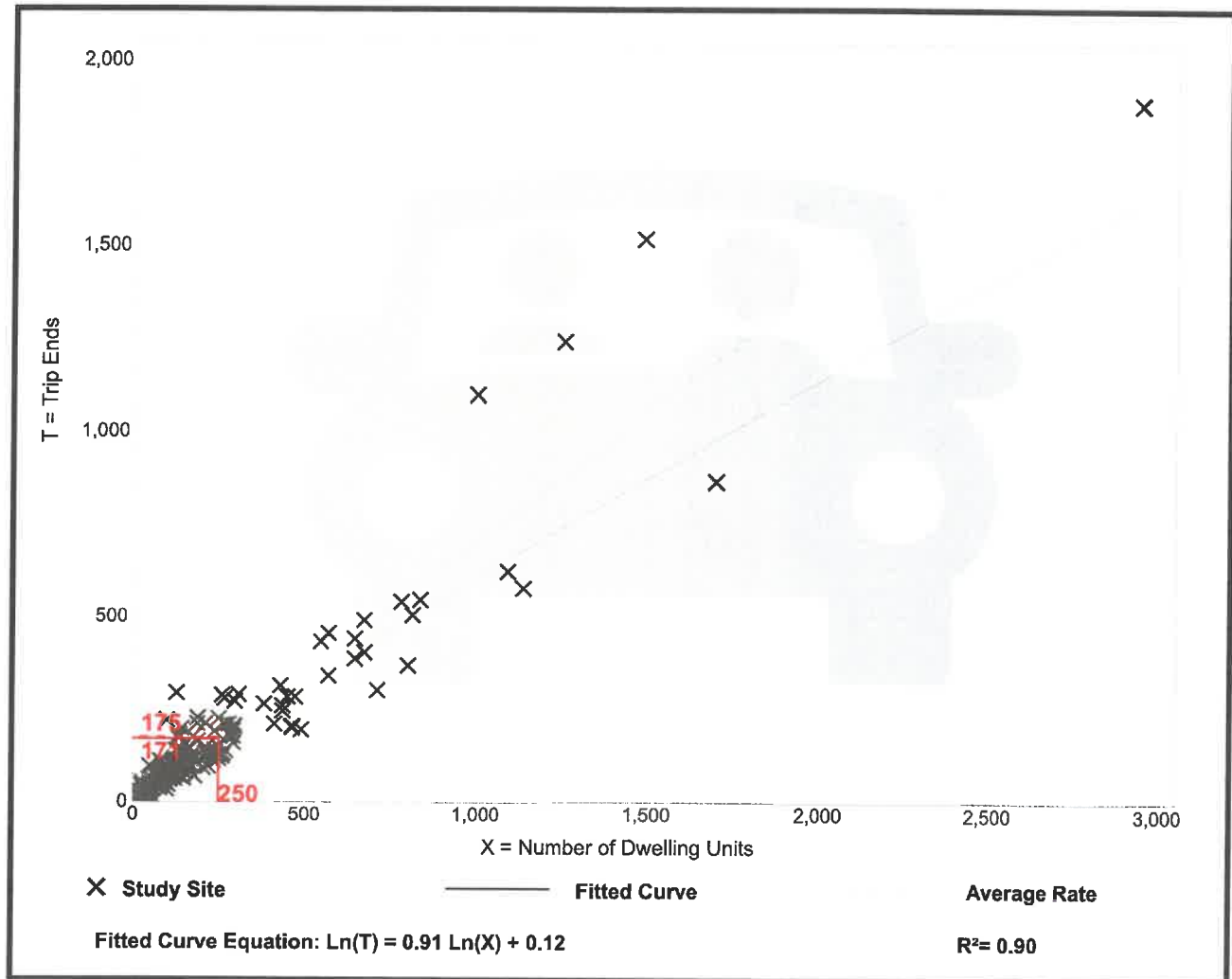
Single-Family Detached Housing (210)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate

0.94

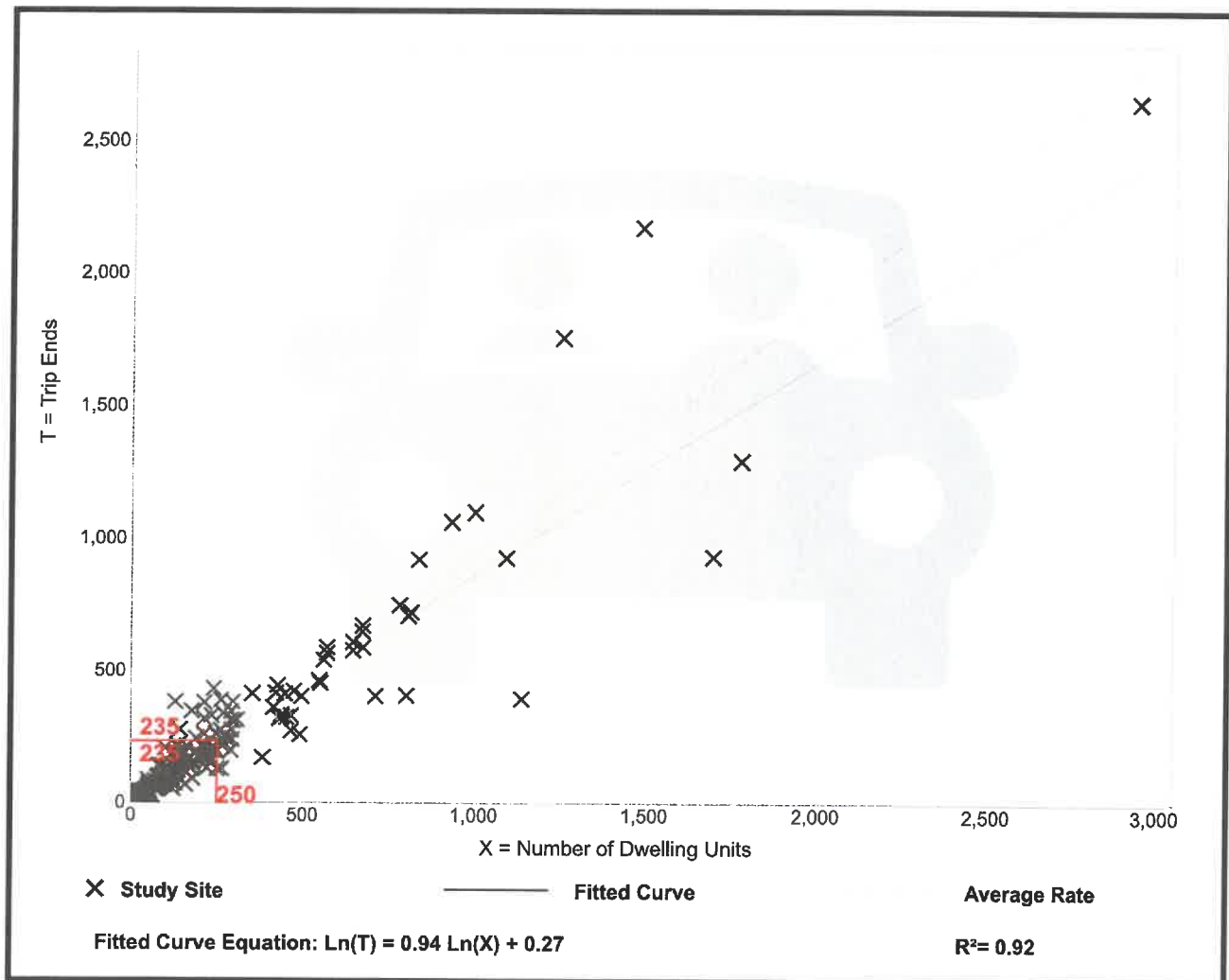
Range of Rates

0.35 - 2.98

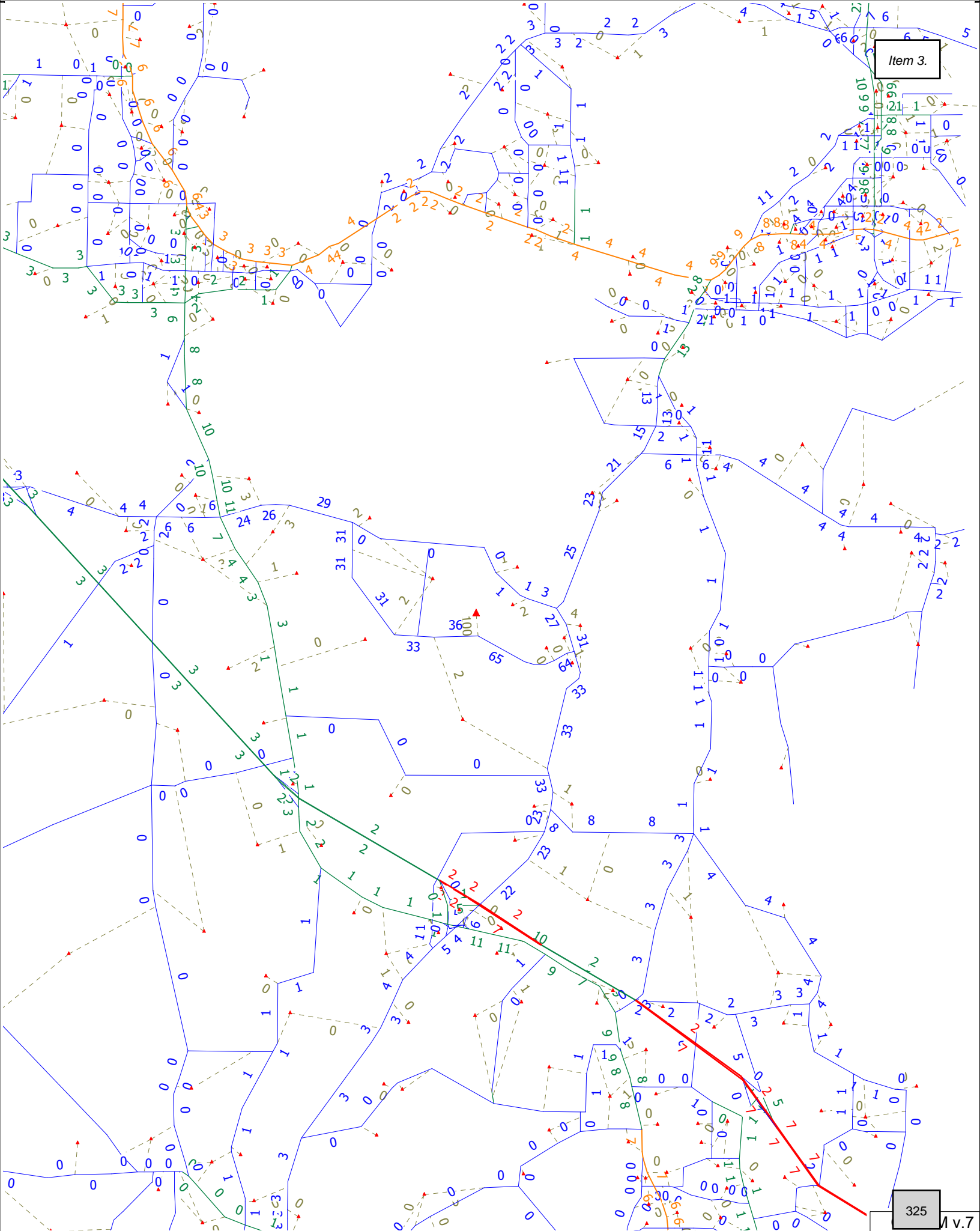
Standard Deviation

0.31

Data Plot and Equation



Attachment B
Model Distribution Plot



APPENDIX B

Lake County 2022 CMP Database

Lake County CMP Database

Segment ID	County Station	Foot Station	Data Source	Speed Limit	Segment Length (mi)	Road Name	From	To	Lanes (2021)	Urban / Rural	Divided / Undivided	Maintaining Agency	Jurisdiction	Adopted LOS Standard	Daily Service Volume	2022 ADOT	2022 Daily V/C	2022 Peak Hour V/C	2022 Peak Hour LOS	Growth Rate	2027 ADOT	2027 Daily V/C	2027 Peak Hour Directional Service Volume (2027)	2027 Peak Hour Volume	2027 Peak Hour SBWB	2027 Peak Hour V/C			
1120	409		County	35	1.80	CR 468	PINE RIDGE DAILY ROAD	GREEN ROAD	2	2	UNDIVIDED	COUNTY	FRUITLAND PARK	D	13,320	7,726	0.56	0.56	0.56	D	3.00%	8,960	0.67	860	398	445	0.65		
1130	436		County	45	1.13	CR 468		SR 44	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,360	9,173	0.74	0.74	0.74	C	1.75%	12,360	10,005	0.81	870	440	0.77		
1145	612		County	55	3.65	CR 464 REALIGNMENT		SR 44	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,360	16,576	2.14	0.85	0.85	C	3.50%	17,540	10,627	2.54	410	768	1.018		
1150	207		County	55	0.94	CR 470	SOUTHERN COUNTY LINE	FLORIDA TURNPIKE	2	4	RURAL	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,000	11,303	0.85	0.70	0.70	D	8.00%	26,860	10,996	0.79	1,500	797	0.53		
1155	206		County	55	2.39	CR 470	FLORIDA TURNPIKE	BAY AVENUE	2	2	RURAL	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,600	8,626	0.66	0.66	0.66	D	1.00%	12,600	9,276	0.74	860	458	292		
1160	499		County	35	0.54	CR 470	BAY AVENUE	CR 33	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,360	8,626	0.71	0.40	0.40	C	1.00%	12,360	9,276	0.75	860	458	292		
1170	469		County	35	2.59	CR 473	FOUNTAIN LAKE BOULEVARD	CR 44	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,060	6,957	0.49	0.45	0.45	C	1.00%	14,060	7,312	0.52	710	338	255		
1180	443		County	40	1.03	CR 473	FOUNTAIN LAKE BOULEVARD	CR 473	4	4	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	35,820	14,713	0.41	0.41	0.41	C	1.00%	35,820	15,464	0.43	1,800	852	485		
1190	4		County	55	5.21	CR 474	FOUNTAIN LAKE BOULEVARD	GREEN SWAMP ROAD	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	5,862	0.77	0.77	0.77	C	2.50%	7,740	6,745	0.67	410	717	272		
1200	3		County	55	3.39	CR 474	GREEN SWAMP ROAD	SR 33	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	5,862	0.77	0.77	0.77	C	2.50%	7,740	6,745	0.67	410	717	272		
1210	222		County	45	5.99	CR 478	JANUARY ROAD	SR 19	2	2	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	7,740	5,438	0.70	0.70	0.70	B	1.00%	21,790	3,259	0.15	1,080	182	212		
1220	289		County	55	3.17	CR 48	SUMMIT COUNTY LINE	CLEARWATER LAKE RD	2	2	UNDIVIDED	COUNTY	CITY OF FEEBURG	C	7,740	3,804	0.45	0.45	0.45	B	4.25%	7,740	4,315	0.66	410	138	222		
1225	248		County	55	2.41	CR 48	CLEARWATER LAKE RD	CR 33	2	2	UNDIVIDED	COUNTY	CITY OF FEEBURG	C	7,740	3,804	0.45	0.45	0.45	B	4.25%	7,740	4,315	0.66	410	138	222		
1230	263		County	45	0.48	CR 48	HAYWOOD WORM FARM RD	HAYWOOD WORM FARM RD	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	8,636	0.55	0.55	0.55	C	2.75%	15,930	10,120	0.64	790	424	340		
1235	262		County	45	0.68	CR 48	HAYWOOD WORM FARM RD	US 27	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	9,973	0.54	0.47	0.47	C	1.00%	16,820	9,598	0.97	840	421	394		
1240	252		County	40	4.89	CR 48	LINE AVENUE	LINE AVENUE	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,360	9,921	0.85	0.85	0.85	C	4.00%	21,790	11,849	0.55	1,080	611	462		
1245	255		County	40	2.04	CR 48	LINE AVENUE	SR 19	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,790	9,862	0.46	0.46	0.46	B	1.50%	41,000	10,754	0.49	1,080	462	455		
1250	283		County	40	1.14	CR 48	RANCH ROAD	CR 33	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	6,715	0.40	0.40	0.40	C	1.00%	16,820	6,847	0.41	840	307	339		
1260	253		County	35	0.77	CR 48	CR 33	CR 33	2	2	UNDIVIDED	COUNTY	CITY OF ASTATULA	C	16,820	10,160	0.60	0.59	0.59	C	1.00%	16,820	10,678	0.49	1,080	533	609		
1270	219		County	30	0.71	CR 50 (BANKET AVENUE)	CR 33	CR 33	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	5,582	0.56	0.56	0.56	C	1.00%	10,360	1,794	0.17	1,080	92	104		
1280	202		County	45	1.74	CR 50	CR 33	CR 33	2	2	UNDIVIDED	COUNTY	CITY OF MASCOTTE	C	10,360	5,582	0.56	0.56	0.56	C	1.00%	10,360	1,794	0.17	1,080	92	104		
1290	202		County	45	2.47	CR 50	N HANCOCK ROAD	CR 33	2	2	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	16,820	6,981	0.52	0.52	0.52	B	2.00%	21,790	7,553	0.35	1,080	251	442		
1300	210		County	45	5.99	CR 478	JANUARY ROAD	SR 19	2	2	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	7,740	5,438	0.70	0.70	0.70	B	1.00%	21,790	3,259	0.15	1,080	182	212		
1310	42		County	35	1.92	CR 50	ORANGE COUNTY LINE	CR 445	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	6,928	0.41	0.41	0.41	C	1.00%	16,820	7,116	0.43	870	366	473		
1320	417		County	35	1.08	CR 50A OLD 441	CR 50A OLD 441	SR 19	2	2	UNDIVIDED	COUNTY	CITY OF FAVARES	D	8,390	9,807	1.18	F	9.87	10,412	1.24	F	1.00%	8,390	10,412	1.24	F	9.87	10,412
1325	413		County	35	1.08	CR 50A OLD 441	DORA AVENUE	DORA AVENUE	2	2	UNDIVIDED	COUNTY	CITY OF FAVARES	D	8,390	9,807	1.18	F	9.87	10,412	1.24	F	1.00%	8,390	10,412	1.24	F	9.87	10,412
1330	413	115094	County	35	1.84	CR 50A OLD 441 / VALFRED ST	DORA AVENUE	DORA AVENUE	2	2	UNDIVIDED	COUNTY	CITY OF FAVARES	D	16,820	9,958	0.57	0.57	0.57	C	1.00%	16,820	10,045	0.00	840	514	446		
1340	420		County	35	0.79	CR 50A OLD 441	BAY ROAD	CR 44C / EUDORA AVENUE	2	2	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	9,917	0.96	0.96	0.96	D	2.50%	10,360	11,220	1.08	F	9.17	10,360		
1350	421		County	35	1.06	CR 50A OLD 441	LAKESHORE DRIVE	CR 44C / EUDORA AVENUE	2	2	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	14,760	16,951	1.12	F	750	20,430	1.38	F	4.25%	14,760	50,853	937	1.25	F	750
1360	415		County	35	0.73	CR 50A OLD 441	LAKESHORE DRIVE	CR 44C / EUDORA AVENUE	2	2	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	11,207	1.08	F	530	469	0.65	D	4.25%	10,360	13,860	1.33	F	530	577
1370	415		ADJACENT	25	0.63	CR 50A 5TH AVENUE	CR 50A 5TH AVENUE	CR 44	2	2	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	11,207	1.08	F	530	469	0.65	D	4.25%	10,360	13,860	1.33	F	530	577
1380	605		ADJACENT	30	0.26	CR 50A (HIGHLAND STREET)	5TH AVENUE	CR 46	2	2	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	13,320	2,792	0.21	0.21	0.21	C	3.50%	13,320	3,316	0.25	C	600	213		
1390	602		County	35	0.75	CR 50A OLD 441	ORANGE COUNTY LINE	CR 46	2	2	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	5,649	0.56	0.56	0.56	D	5.25%	10,360	7,555	0.73	D	540	419		
1400	401		County	45	1.62	CR 50A OLD 441	CR 448	CR 448	2	2	UNDIVIDED	COUNTY	CITY OF FAVARES	D	16,820	16,953	0.99	D	840	622	0.68	D	4.75%	16,820	20,914	1.24	F	840	754
1410	207		County	50	3.93	CR 50A	CR 448	CR 448	2	2	UNDIVIDED	COUNTY	ASTATULA/FAVARES	D	21,790	10,160	0.47	B	1,080	907	0.55	C	1.00%	21,790	10,678	0.49	C	1,080	533
1420	252		County	40	0.63	CR 50A	CR 48	CR 48	2	2	UNDIVIDED	COUNTY	TOWN OF ASTATULA	D	12,360	11,947	0.96	D	958	952	C	1.00%	12,360	12,556	1.01	F	958	599	
1430	252		ADJACENT	40	2.49	CR 50A	CR 485	CR 485	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,790	11,947	0.96	D	958	952	C	1.00%	21,790	12,556	1.01	F	958	599	
1440	242		County	35	1.74	CR 50A	HOMER CROSS ROAD	HOMER CROSS ROAD	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,530	7,897	0.85	C	410	384	0.78	C	1.00%	9,530	8,080	0.90	C	410	384
1450	238		County	40	1.77	CR 50A	TURNPIKE ROAD / CR 50A	CR 50A	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	12,360	8,115	0.66	C	840	288	0.66	C	1.00%	12,360	8,259	0.70	C	840	288
1460	219		County	35	0.96	CR 50A	TURNPIKE ROAD / CR 50A	CR 50A	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,360	8,115	0.66	C	840	288	0.66	C	1.00%	12,360	8,259	0.70	C	840	288
1470	214		ADJACENT	30	1.78	CR 50A	CR 50A	CR 50A	2	2	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	14,060	15,912	1.12	C	1,080	958	0.78	C	3.50%	14,060	17,450	0.78	C	1,080	958
1480	214		ADJACENT	30	1.18	CR 50A	EAST AVENUE	CR 50A	2	2	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	14,060	15,912	1.12	C	1,080	958	0.78	C	3.50%	14,060	17,450	0.78	C	1,080	958
1490	115095		State	0.23	0.23	CR 50A	CR 50A	CR 50A	2	2	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	14,060	15,912	1.12	C	1,080	958	0.78	C	3.50%	14,060	17,450	0.78	C	1,080	958
1500	203		ADJACENT	35	0.42	CR 50A	CR 50A	CR 50A	2	2	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	14,060	15,912	1.12	C	1,080	958	0.78	C	3.50%	14,060	17,450	0.78	C	1,080	958
1510	45		County	25	4.31	CR 50A	LOG HOUSE ROAD	CR 50A	2	2	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	14,060	15,912	1.12	C	1,080	958	0.78	C	3.50%	14,060	17,450	0.78	C	1,080	958
1520	10		County	55	1.56	CR 50A	LOG HOUSE ROAD	CR 50A	2	2	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	14,060	15,912	1.12	C	1,080	958	0.78	C	3.50%	14,060	17,450	0.78	C	1,080	958
1530	6		County	55	5.87	CR 50A	FLORIDA BOYS RANCH ROAD	CR 50A	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	3,797	0.22	B	410	368	0.16	C	2.00%	16,820	4,169	0.25	C	840	171
1540	237		County	55	1.16	CR 50A	FLORIDA BOYS RANCH ROAD	CR 50A	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	3,797	0.22	B	410	368	0.16	C	2.00%	16,820	4,169	0.25	C	840	171
1545	234		County	55	0.69	CR 50A	SCRIB JAY LN	SCRIB JAY LN	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,360	5,274	0.43	C	620	524	0.32	B	2.25%	12,360	5,612	0.45	C	620	524
1546	234		ADJACENT	55	1.37	CR 50A	SCRIB JAY LN	SCRIB JAY LN	2	2	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,360	5,274	0.43	C	620	524	0.32	B	2.						

Lake County CMP Database

Segment ID	County Station	Foot Station	Data Source	Speed Limit	Segment Length (mi)	Road Name	From	To	Lanes (2022)	Lanes (2027)	Urban / Rural	Divided / Undivided	Maintaining Agency	Jurisdiction	Adopted LOS Standard	2022 ADOT Volume	2022 ADOT VC	2022 Daily VC	2022 Peak Hour Volume	2022 Peak Hour SBWB Volume	2022 Peak Hour VC	2022 Peak Hour LOS	Growth Rate	Daily Service Volume (ADOT)	2027 ADOT VC	2027 Daily LOS	Peak Hour Directional Service Volume (2027)	2027 Peak Hour SBWB Volume	2027 Peak Hour VC	2027 Peak Hour LOS				
2070	39		County	45	1.50	N. HANCOCK ROAD	SR 90	SR 50	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLEMONT	D	37,810	17,618	0.47	C	1,900	860	0.43	C	1.00%	37,810	16,516	0.48	C	1,800	715	0.45	C		
2080	35		County	45	0.25	HOKES STREET	SR 90	HOKES STREET	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLEMONT	D	35,820	22,918	0.64	C	1,800	734	0.99	0.95	2.25%	35,820	26,615	0.72	C	1,800	821	1.16	0.62	C	
2085	35		ADJACENT	45	1.23	S. HANCOCK ROAD	JOHNS LAKE ROAD	JOHNS LAKE ROAD	2	2	URBAN	DIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	17,660	22,918	1.30	F	880	740	999	1.13	2.25%	17,660	26,615	1.45	F	880	821	1.16	1.27	F	
2090	17		County	45	1.75	HARTWOOD MARSH ROAD	JOHNS LAKE ROAD	HARTWOOD MARSH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLEMONT	D	16,820	12,491	0.74	C	840	710	487	0.86	1.50%	16,820	13,456	0.80	F	840	821	1.16	0.83	C	
2100	15		County	40	0.70	HARTWOOD MARSH ROAD	US 27	HARTWOOD MARSH ROAD	2	4	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,920	17,664	1.11	F	790	960	873	1.10	2.75%	35,820	13,456	0.96	C	1,800	641	999	0.96	C	
2104	AVG (146.150)		AVERAGE	40	1.41	HARTWOOD MARSH ROAD	US 27	HARTWOOD MARSH ROAD	2	4	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,920	17,664	1.11	F	790	960	873	1.10	N/A	35,820	16,110	0.84	C	1,800	641	999	0.84	C	
2110	20		County	40	2.47	HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,760	11,408	0.92	C	1,080	530	674	0.98	1.00%	21,760	11,389	0.95	C	1,080	547	708	0.98	C	
2120	465		County	30	0.75	LAKEVIEW AVENUE	SR 44	LAKEVIEW AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	1,646	0.16	C	530	300	94	0.18	1.00%	10,360	1,720	0.17	C	530	300	94	0.18	C	
2130	605		County	25	1.01	HASELTON STREET	LIMIT AVENUE	LIMIT AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	2,752	0.27	C	530	179	127	0.34	3.50%	10,360	3,316	0.32	C	530	213	150	0.40	C	
2140	32		County	35	0.35	HOKES STREET	LAKESHORE DRIVE	LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLEMONT	D	10,360	2,752	0.27	C	530	179	127	0.34	1.00%	10,360	3,316	0.32	C	530	213	150	0.40	C	
2150	31		County	35	0.37	HOKES STREET	LAKESHORE DRIVE	LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLEMONT	D	10,360	2,752	0.27	C	530	179	127	0.34	1.00%	10,360	3,316	0.32	C	530	213	150	0.40	C	
2155	34		County	35	0.97	HOKES STREET	LAKESHORE DRIVE	LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLEMONT	D	10,360	2,752	0.27	C	530	179	127	0.34	1.00%	10,360	3,316	0.32	C	530	213	150	0.40	C	
2160	456		County	35	1.05	HOKES STREET	LAKESHORE DRIVE	LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLEMONT	D	10,360	2,752	0.27	C	530	179	127	0.34	1.00%	10,360	3,316	0.32	C	530	213	150	0.40	C	
2165	34		County	35	1.05	HOKES STREET	LAKESHORE DRIVE	LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLEMONT	D	10,360	2,752	0.27	C	530	179	127	0.34	1.00%	10,360	3,316	0.32	C	530	213	150	0.40	C	
2169	456		County	35	0.59	HUFFSTETLER DRIVE	DAVID WALKER DRIVE	DAVID WALKER DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	1,169	0.11	C	530	73	53	0.15	1.00%	10,360	1,229	0.12	C	530	83	56	0.16	C	
2170	224		County	35	0.35	JAWARAY ROAD	CR 479A	CR 479A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	6,226	0.60	D	530	273	222	0.52	1.00%	10,360	9,362	0.90	D	530	331	333	0.78	D	
2180	26		County	35	1.57	JOHNS LAKE ROAD	CR 479A	CR 479A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	6,226	0.60	D	530	273	222	0.52	1.00%	10,360	9,362	0.90	D	530	331	333	0.78	D	
2186	473		County	35	0.25	KURT STREET	W. LAKEVIEW AVENUE	W. LAKEVIEW AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	8,972	0.84	D	710	566	403	0.84	2.75%	10,360	10,276	0.73	D	710	663	461	0.96	D	
2190	473		County	35	0.25	KURT STREET	W. LAKEVIEW AVENUE	W. LAKEVIEW AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	8,972	0.84	D	710	566	403	0.84	2.75%	10,360	10,276	0.73	D	710	663	461	0.96	D	
2200	469		County	35	0.50	KURT STREET	DAVID WALKER DRIVE	DAVID WALKER DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	8,972	0.84	D	710	566	403	0.84	2.75%	10,360	10,276	0.73	D	710	663	461	0.96	D	
2205	465		County	35	0.42	KURT STREET	MT HOMER ROAD / W. ARDICE AVENUE	MT HOMER ROAD / W. ARDICE AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	4,334	0.39	C	710	179	246	0.35	1.00%	10,360	4,555	0.42	C	710	186	259	0.36	C	
2210	520		County	25	0.45	W. LADY LAKE BOULEVARD	WEST TERMINI	US 27/US441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	5,912	0.39	C	710	179	246	0.35	1.00%	10,360	4,555	0.42	C	710	186	259	0.36	C	
2220	521		County	25	0.86	E. LADY LAKE BOULEVARD	US 27/US441	BERCHFIELD ROAD	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	10,360	1,298	0.13	C	530	66	39	0.12	1.00%	10,360	1,364	0.13	C	530	66	41	0.13	C	
2230	408		County	35	0.56	FAIRVIEW AVENUE	US 27/US441	FAIRVIEW AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	10,360	618	0.06	C	530	38	38	0.21	1.00%	10,360	650	0.06	C	530	40	22	0.08	C	
2240	0		NO COUNTY	40	0.64	LAKE DRIVE	CR 44	LAKE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	680	0.07	C	530	43	24	0.08	1.00%	10,360	715	0.07	C	530	45	25	0.08	C	
2250	509		County	35	0.50	LAKE ELIA ROAD	SWIMTER COUNTY LINE	SWIMTER COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	9,030	-	-	-	470	-	-	-	N/A	9,030	-	-	-	-	-	-	-	-	-
2254	511		ADJACENT	35	0.51	LAKE ELIA ROAD	MICRO RACETRACK ROAD	MICRO RACETRACK ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	2,817	0.17	C	530	175	101	0.33	6.50%	10,360	3,859	0.37	C	530	239	138	0.45	C	
2255	511		County	45	1.81	LAKE ELIA ROAD	ROLLING ACRES ROAD	ROLLING ACRES ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,652	0.10	C	530	66	71	0.08	1.00%	10,360	1,737	0.17	C	530	70	75	0.14	C	
2260	7		County	35	5.01	LAKE ERIE ROAD	ROLLING ACRES ROAD	ROLLING ACRES ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	1,652	0.10	C	840	66	71	0.08	1.00%	16,820	1,737	0.10	C	840	70	75	0.09	C	
2270	448		County	35	1.59	LAKE ERIE ROAD	LAKE ERIE ROAD	LAKE ERIE ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	7,740	884	0.11	B	410	23	47	0.12	5.00%	7,740	1,128	0.15	B	410	29	61	0.15	B	
2280	19		County	40	2.57	LAKE LOUISA DRIVE	LAKESHORE DRIVE	LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	EUSTIS/FAVARES	D	14,060	7,262	0.92	D	1,080	330	285	0.46	3.75%	14,060	7,600	0.96	D	1,080	360	311	0.51	D	
2290	9		County	35	1.13	LAKE LOUISA DRIVE	VISTA DEL LAZO BOULEVARD	VISTA DEL LAZO BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,760	5,071	0.23	B	1,080	268	545	0.50	3.75%	21,760	6,086	0.28	B	1,080	320	655	0.81	C	
2300	802		County	25	1.10	LAKE MAXX DRIVE	US 27	LAKE LOUISA ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,060	5,377	0.38	C	710	512	271	0.72	4.50%	14,060	6,701	0.48	C	710	639	338	0.90	D	
2310	435		County	25	0.20	LAKE STREET	US 441	LAKE STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	9,030	1,515	0.17	C	470	45	104	0.22	1.00%	9,030	1,592	0.18	C	470	109	0.23	C		
2320	435		County	25	0.20	LAKE STREET	US 441	LAKE STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	9,030	1,515	0.17	C	470	45	104	0.22	1.00%	9,030	1,592	0.18	C	470	109	0.23	C		
2330	435		County	25	0.20	LAKE STREET	US 441	LAKE STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	9,030	1,515	0.17	C	470	45	104	0.22	1.00%	9,030	1,592	0.18	C	470	109	0.23	C		
2340	14		County	45	1.62	LAKESHORE DRIVE (CLER)	OSWALT ROAD	LAKESHORE DRIVE (CLER)	2	2	TRANS	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,360	1,219	0.09	C	790	142	142	0.26	1.00%	15,360	1,469	0.13	C	790	142	142	0.26	C	
2350	22		County	40	0.87	LAKESHORE DRIVE (CLER)	MARGER ROAD	LAKE LOUISA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,360	1,219	0.09	C	790	142	142	0.26	1.00%	15,360	1,469	0.13	C	790	142	142	0.26	C	
2360	24		County	40	0.75	LAKESHORE DRIVE (CLER)	MARGER ROAD	LAKE LOUISA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,360	1,219	0.09	C	790	142	142	0.26	1.00%	15,360	1,469	0.13	C	790	142	142	0.26	C	
2364	23		County	35	0.75	LAKESHORE DRIVE (CLER)	MARGER ROAD	LAKE LOUISA ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,360	1,219	0.09	C	790	142	142	0.26	1.00%	15,360	1,469	0.13	C	790	142	142	0.26	C	
2368	484		County	35	1.65	LAKESHORE DRIVE (EUSTIS)	CLAY ROLLWAY ROAD	CLAY ROLLWAY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,320	6,987	0.52	D	680	433	296	0.64	2.75%	13,320	7,453	0.55	D	680	455	317	0.67	D	
2370	477		County	35	0.43	W. LAKEVIEW AVENUE	SR 19	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	7,701	0.74	D	530	356	294	0.67	2.75%	10,360	8,196	0.79	D	530	407	307	0.77	D	
2380	477		County	30	0.65	E. LAKEVIEW AVENUE	CR 468A	CR 468A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	2,689	0.26	C	530	180	206	0.39	1.00%	10,360	3,392	0.33	C	530	159	216	0.41	C	
2384	477		ADJACENT	30	0.34	E. LAKEVIEW AVENUE	JASMINE STREET / CROOKED LAKE COURT	JASMINE STREET / CROOKED																										

APPENDIX C

Intersection Counts/FDOT Seasonal Factors/Signal Timings

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

Item 3.

DATE: May 24, 2022 (Tuesday)

CITY: Howie in the Hills

LATITUDE: 0

LOCATION: Number 2 & CR 48

COUNTY: Lake County

LONGITUDE: 0

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

AM Peak

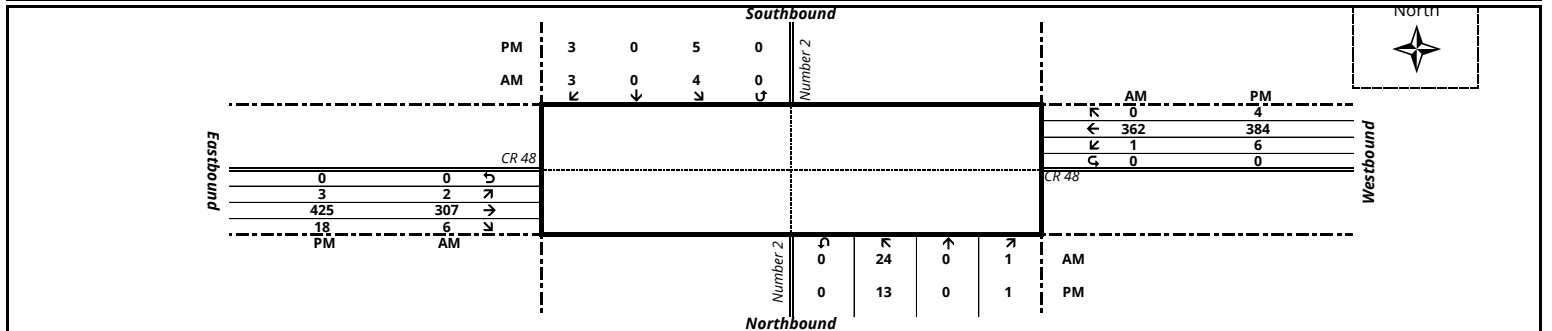
Peak Hour Factor: 0.888

07:00 AM to 08:00 AM	24	0	1	0	25	4	0	3	0	7	32	2	307	6	0	315	1	362	0	0	363	678	710
----------------------	----	---	---	---	----	---	---	---	---	---	----	---	-----	---	---	-----	---	-----	---	---	-----	-----	-----

PM Peak

Peak Hour Factor: 0.941

04:30 PM to 05:30 PM	13	0	1	0	14	5	0	3	0	8	22	3	425	18	0	446	6	384	4	0	394	840	862
----------------------	----	---	---	---	----	---	---	---	---	---	----	---	-----	----	---	-----	---	-----	---	---	-----	-----	-----



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

Item 3.

DATE: May 24, 2022 (Tuesday)

CITY: Howie in the Hills

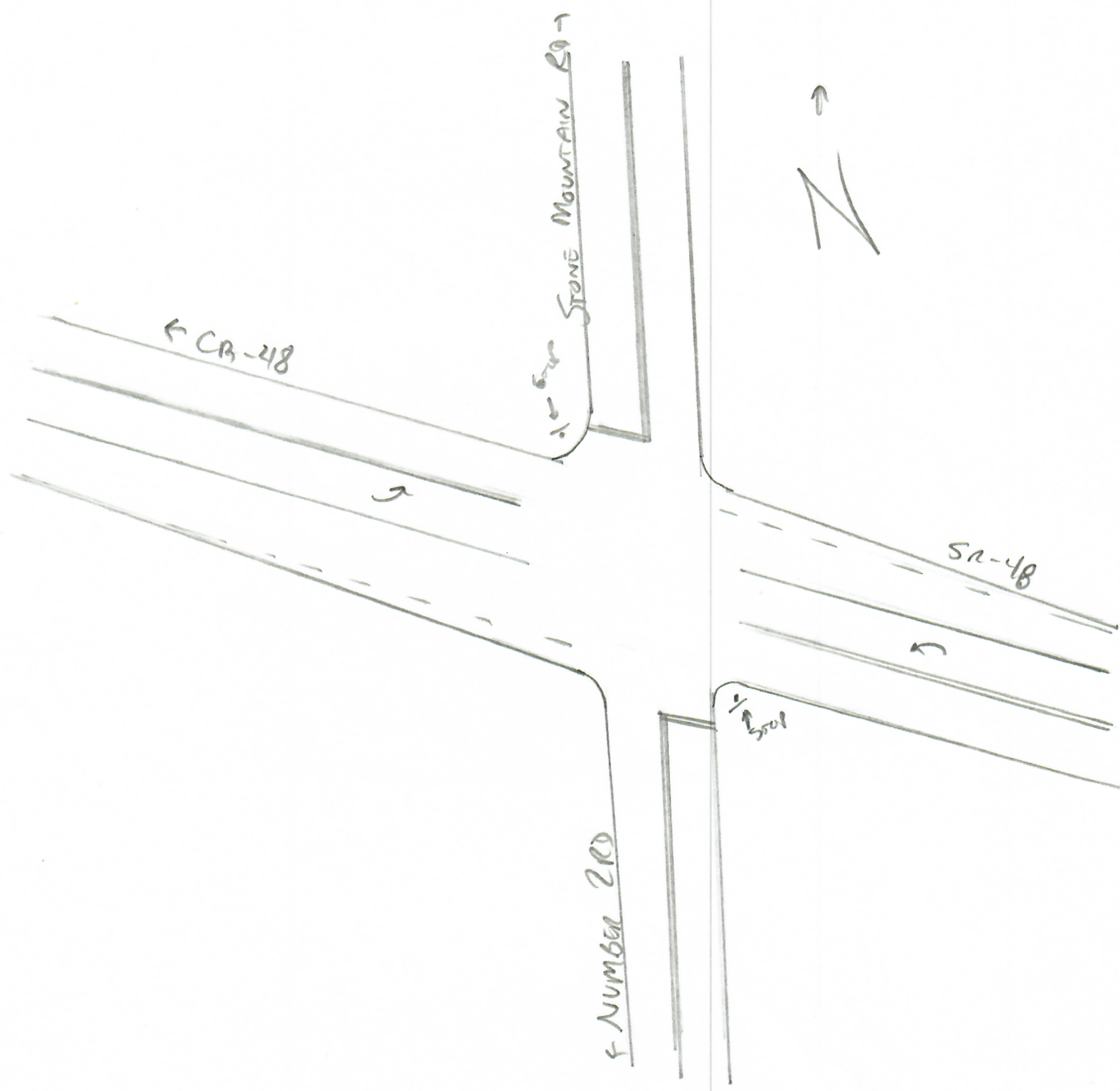
LATITUDE: 0

LOCATION: Number 2 & CR 48

COUNTY: Lake County

LONGITUDE: 0

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



Hand-drawn sketch map showing a road intersection. A vertical road is labeled 'Stone Mountain Rd' with an arrow pointing up. A horizontal road is labeled 'CR-48' with an arrow pointing left. A diagonal road is labeled 'Number 2 Rd' with an arrow pointing down. A dashed line runs parallel to the diagonal road. A north arrow is drawn in the upper right. A small '500' is written near the intersection of the vertical and horizontal roads.

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

Item 3.

DATE: May 19, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

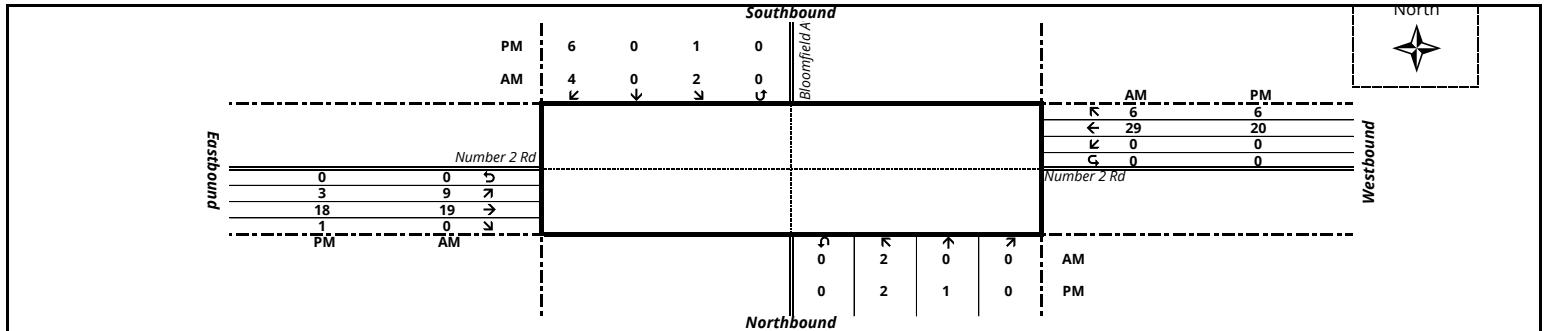
LOCATION: Bloomfield Av & Number 2 Rd

COUNTY: Lake County

LONGITUDE: 0

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

AM Peak																		Peak Hour Factor: 1.268						
07:00 AM to 08:00 AM		2	0	0	0	2	2	0	4	0	6	8	9	19	0	0	28	0	29	6	0	35	63	71
PM Peak																		Peak Hour Factor: 0.967						
04:00 PM to 05:00 PM		2	1	0	0	3	1	0	6	0	7	10	3	18	1	0	22	0	20	6	0	26	48	58



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

Item 3.

DATE: May 19, 2022 (Thursday)

CITY: Howie in the Hills

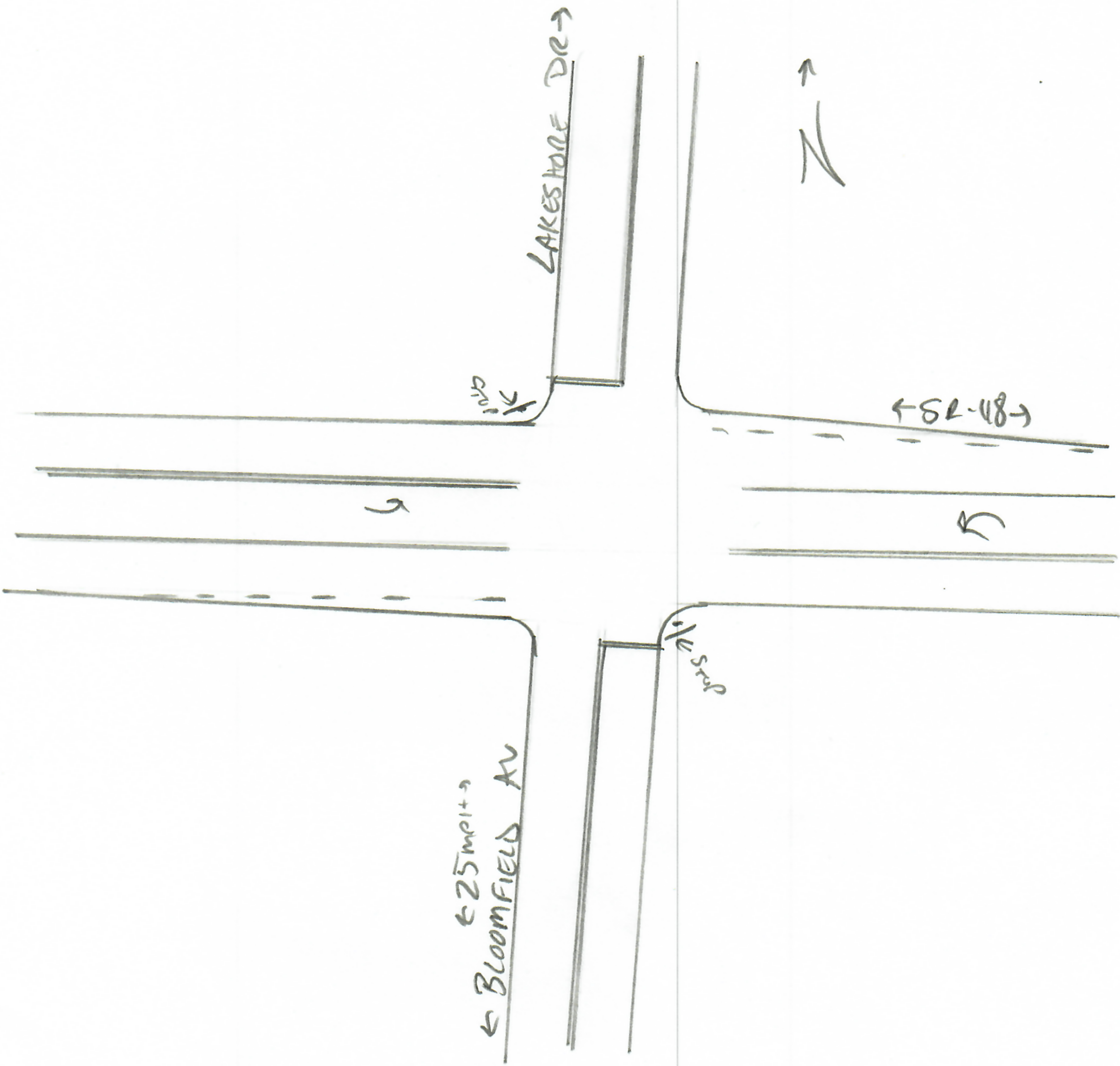
LATITUDE: 0

LOCATION: Bloomfield Av & Number 2 Rd

COUNTY: Lake County

LONGITUDE: 0

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



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

Item 3.

DATE: May 19, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

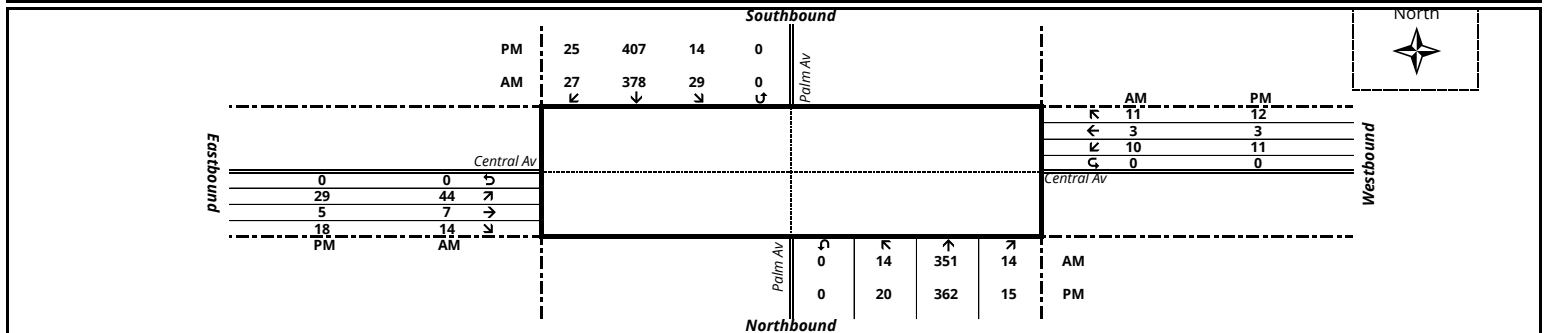
LOCATION: Palm Av & Central Av

COUNTY: Lake County

LONGITUDE: 0

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

AM Peak																			Peak Hour Factor: 0.871				
07:00 AM to 08:00 AM	14	351	14	0	379	29	378	27	0	434	813	44	7	14	0	65	10	3	11	0	24	89	902
PM Peak																			Peak Hour Factor: 0.856				
04:30 PM to 05:30 PM	20	362	15	0	397	14	407	25	0	446	843	29	5	18	0	52	11	3	12	0	26	78	921



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

Item 3.

DATE: May 19, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

LOCATION: Palm Av & Central Av

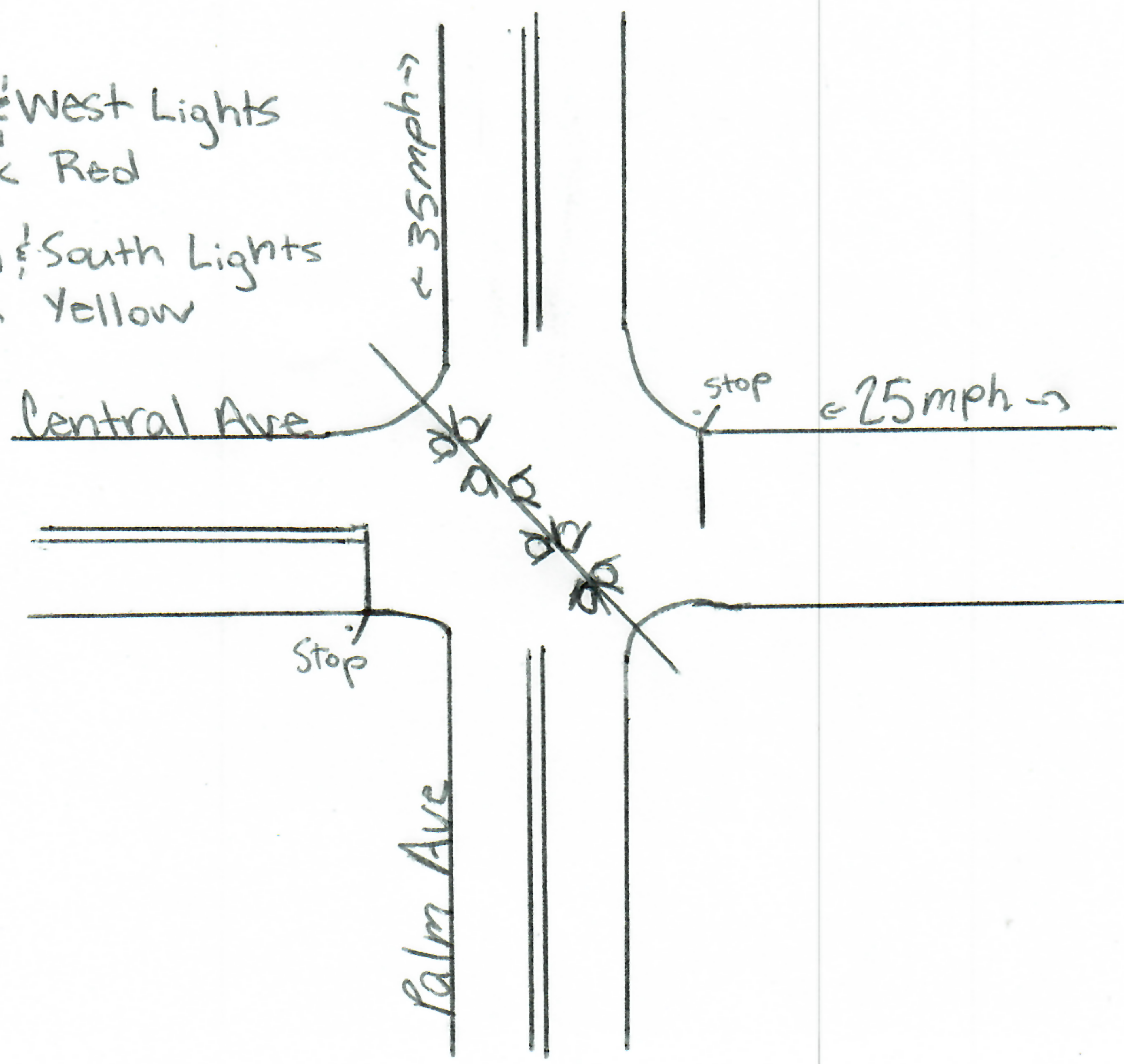
COUNTY: Lake County

LONGITUDE: 0

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



East & West Lights
Blink Red
North & South Lights
Blink Yellow



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

Item 3.

DATE: January 13, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

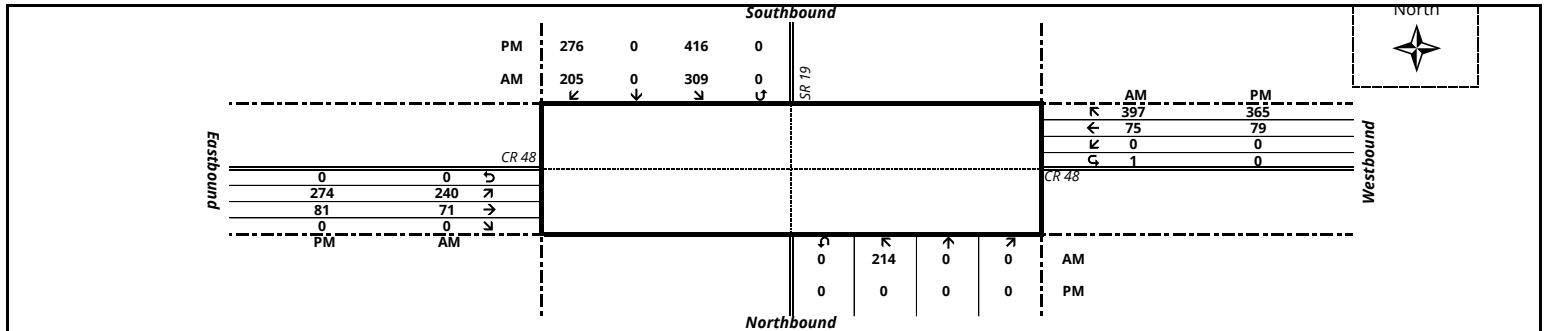
LOCATION: SR 19 & CR 48

COUNTY: Lake County

LONGITUDE: 0

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

AM Peak																						Peak Hour Factor: 0.894		
07:15 AM to 08:15 AM		214	0	0	0	214	309	0	205	0	514	728	240	71	0	0	311	0	75	397	1	473	784	1,512
PM Peak																						Peak Hour Factor: 0.968		
04:45 PM to 05:45 PM		0	0	0	0	0	416	0	276	0	692	692	274	81	0	0	355	0	79	365	0	444	799	1,491



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

Item 3.

DATE: January 13, 2022 (Thursday)

CITY: Howie in the Hills

LATITUDE: 0

LOCATION: SR 19 & CR 48

COUNTY: Lake County

LONGITUDE: 0

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

15 MINUTE TURNING MOVEMENT COUNTS

(BANK 2 Only)

Item 3.

DATE: January 13, 2022 (Thursday)

CITY: Howie in the Hills

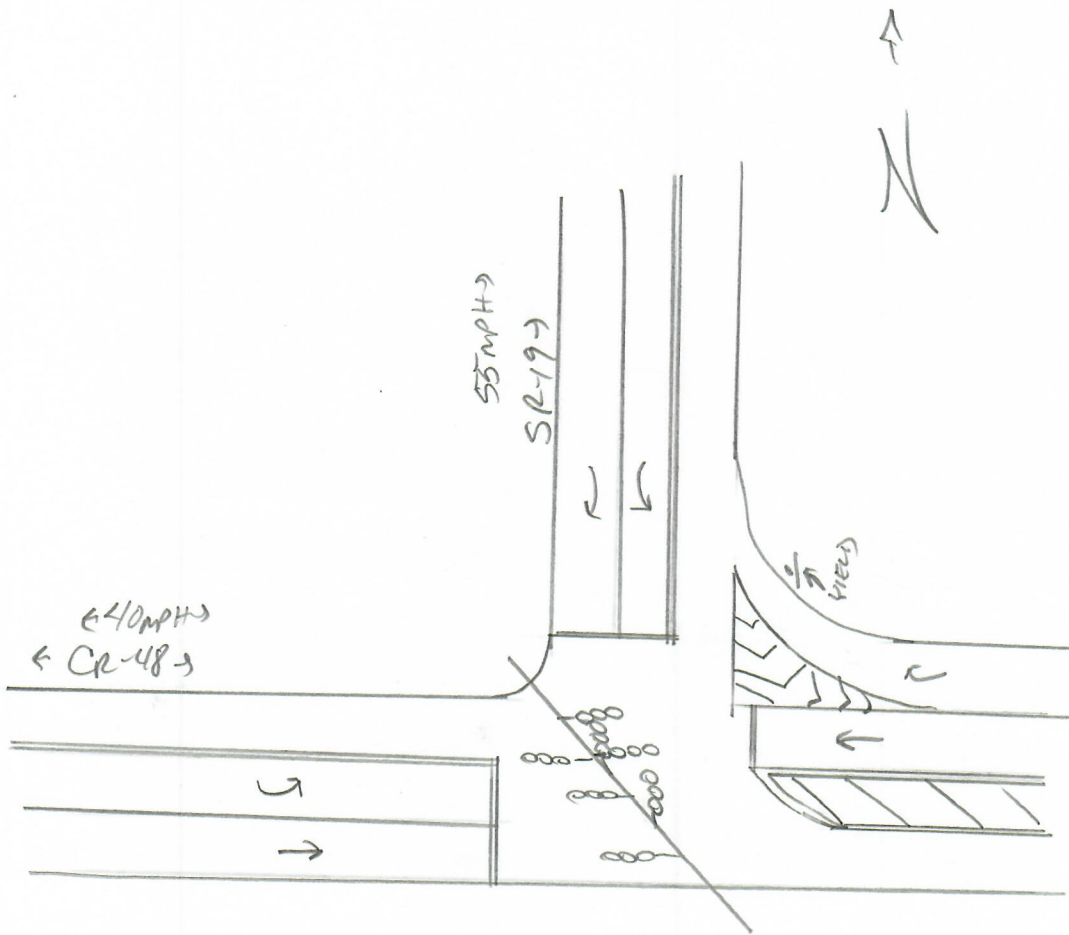
LATITUDE: 0

LOCATION: SR 19 & CR 48

COUNTY: Lake County

LONGITUDE: 0

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



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

Item 3.

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

* PEAK SEASON

14-FEB-2020 15:39:28

830UPD

5_1100_PKSEASON.TXT

CARTEGRAPH ID: LC-S-043**DATE: 05/15/2015****INTERSECTION NAME AND ID#: SR 19 & CR 48 076**

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

SYSTEM TIMING

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

SPLIT ALLOCATION - Sec.

PHASE	1	2	3	4	5	6	7	8

NOTES: Naztec 980

APPENDIX D

Existing Capacity Analysis Worksheets

HCS7 Two-Way Stop-Control Report

Item 3.

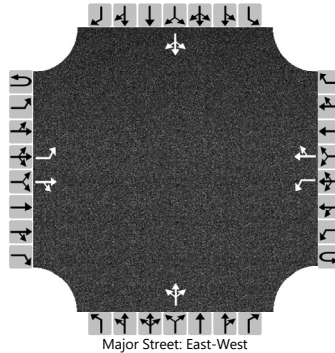
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

Item 3.

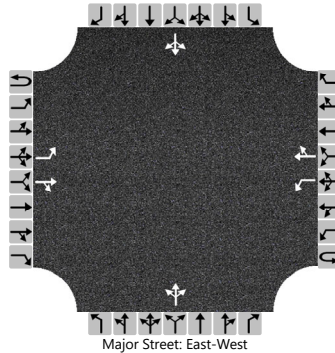
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

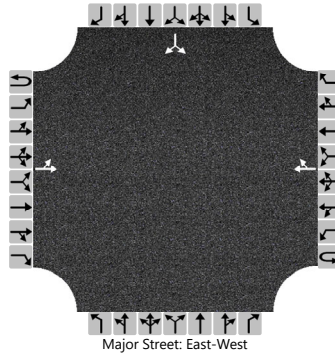
HCS7 Two-Way Stop-Control Report

Item 3.

General 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 AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5659		

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

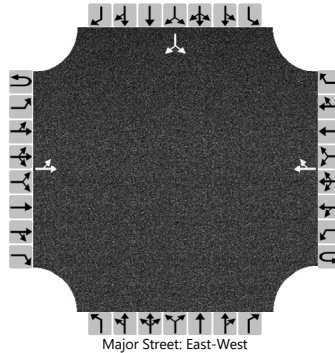
HCS7 Two-Way Stop-Control Report

Item 3.

General 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 Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

Item 3.

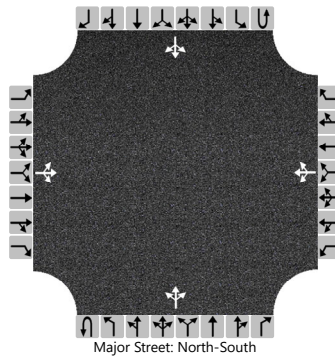
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

Item 3.

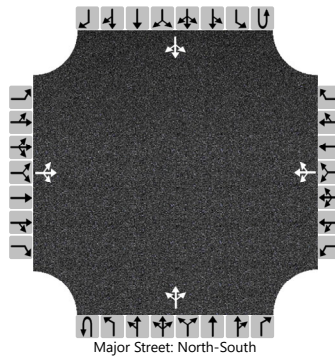
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

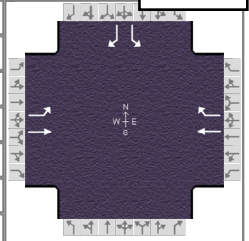
Flow Rate, v (veh/h)			60				30			23				16		
Capacity, c (veh/h)			258				290			908				1112		
v/c Ratio			0.23				0.10			0.03				0.01		
95% Queue Length, Q ₉₅ (veh)			0.9				0.3			0.1				0.0		
Control Delay (s/veh)			23.2				18.9			9.1				8.3		
Level of Service (LOS)			C				C			A				A		
Approach Delay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

HCS7 Signalized Intersection Results Summary

Item 3.

General Information

Agency	TPD, Inc.		
Analyst	SS	Analysis Date	5/26/2022
Jurisdiction	Lake County	Time Period	Existing AM
Urban Street	CR 48	Analysis Year	2022
Intersection	SR 19	File Name	5659 - CR 48 and
Project Description	5659		



Demand Information

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

Signal Information

Cycle, s	71.2	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.8	23.6	17.6	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.4	4.4	4.8	0.0	0.0	0.0		
				Red	2.1	2.0	2.5	0.0	0.0	0.0		

Timer Results

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

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (v), veh/h	270	80			85	446				347		230
Adjusted Saturation Flow Rate (s), veh/h/ln	1654	1737			1856					1725		1510
Queue Service Time (g _s), s	7.0	1.5			2.3					13.5		9.7
Cycle Queue Clearance Time (g _c), s	7.0	1.5			2.3					13.5		9.7
Green Ratio (g/C)	0.50	0.56			0.33					0.25		0.25
Capacity (c), veh/h	696	974			616					427		373
Volume-to-Capacity Ratio (X)	0.387	0.082			0.139					0.814		0.617
Back of Queue (Q), ft/ln (95 th percentile)	107.1	22.4			41.6					248.1		161.6
Back of Queue (Q), veh/ln (95 th percentile)	3.9	0.8			1.6					9.5		6.1
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d ₁), s/veh	10.9	7.2			16.7					25.3		23.8
Incremental Delay (d ₂), s/veh	0.4	0.0			0.1					3.8		1.7
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (d), s/veh	11.3	7.3			16.8	0.0				29.1		25.5
Level of Service (LOS)	B	A			B	A				C		C
Approach Delay, s/veh / LOS	10.4	B		2.7	A		0.0			27.7		C
Intersection Delay, s/veh / LOS	14.4						B					

Multimodal Results

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

HCS7 Signalized Intersection Results Summary

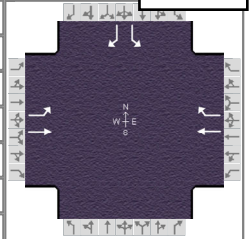
Item 3.

General Information

Agency	TPD, Inc.		
Analyst	SS	Analysis Date	5/26/2022
Jurisdiction	Lake County	Time Period	Existing PM
Urban Street	CR 48	Analysis Year	2022
Intersection	SR 19	File Name	5659 - CR 48 and
Project Description	5659		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.97
Analysis Period	1> 16:45
SR 19 - Existing PM.xus	



Demand Information

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

Signal Information

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

Timer Results

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

Movement Group Results

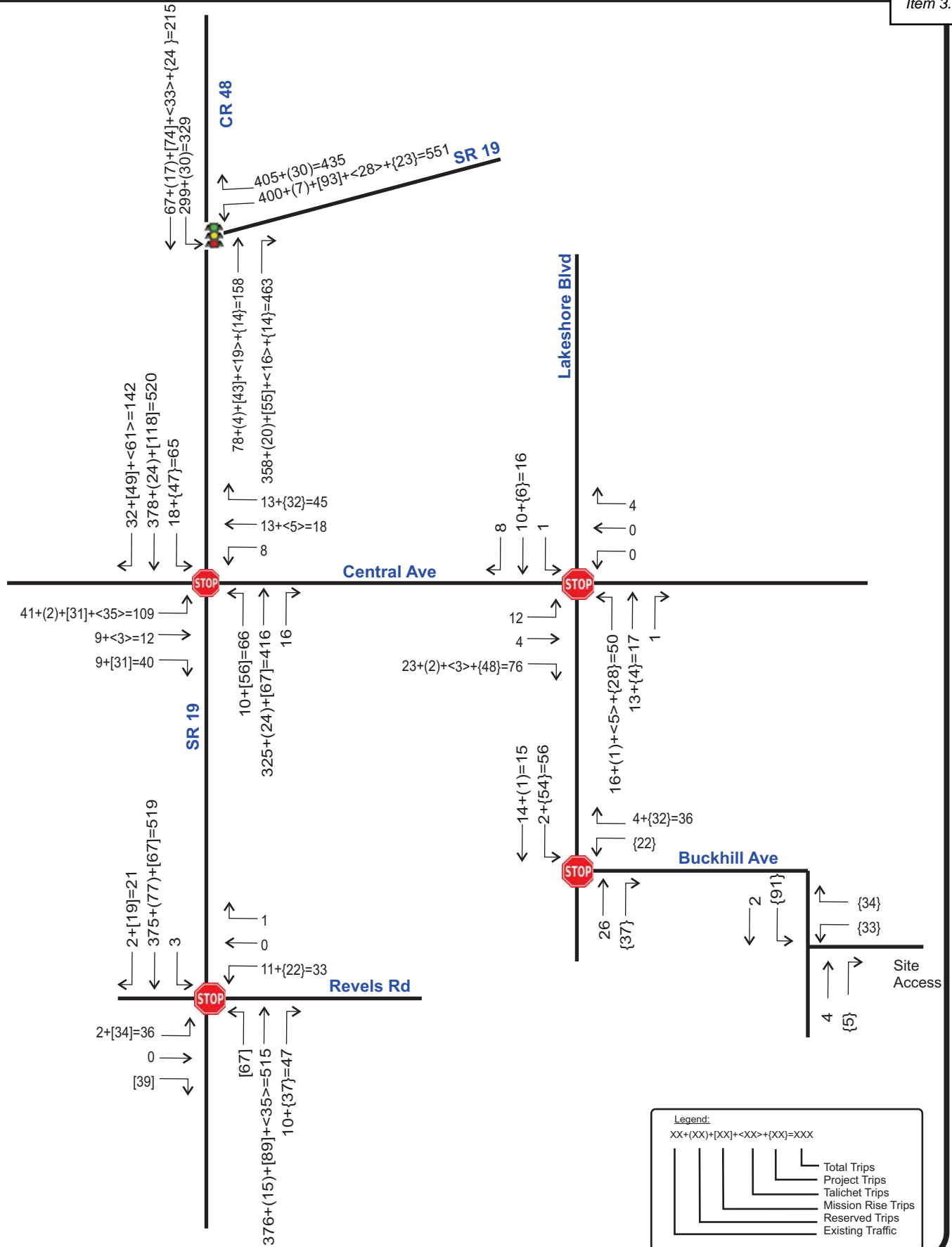
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6		2	12					7		14
Adjusted Flow Rate (v), veh/h	282	84		81	376					429		285
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1900		1856						1753		1585
Queue Service Time (g _s), s	7.4	1.6		2.4						16.4		11.1
Cycle Queue Clearance Time (g _c), s	7.4	1.6		2.4						16.4		11.1
Green Ratio (g/C)	0.45	0.52		0.28						0.29		0.29
Capacity (c), veh/h	687	982		525						512		463
Volume-to-Capacity Ratio (X)	0.411	0.085		0.155						0.838		0.615
Back of Queue (Q), ft/ln (95 th percentile)	118.2	25		43.8						294.3		181.4
Back of Queue (Q), veh/ln (95 th percentile)	4.7	1.0		1.7						11.4		7.1
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00						0.00		0.00
Uniform Delay (d ₁), s/veh	12.8	8.7		19.2						23.8		21.9
Incremental Delay (d ₂), s/veh	0.4	0.0		0.1						5.9		1.3
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0						0.0		0.0
Control Delay (d), s/veh	13.2	8.8		19.4	0.0					29.6		23.2
Level of Service (LOS)	B	A		B	A					C		C
Approach Delay, s/veh / LOS	12.2	B		3.4	A		0.0			27.1		C
Intersection Delay, s/veh / LOS	16.5						B					

Multimodal Results

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

APPENDIX E

Approved Project Trips



Whispering Hills
Project No 5199
Figure 5

Projected P.M. Peak Hour Intersection Volumes

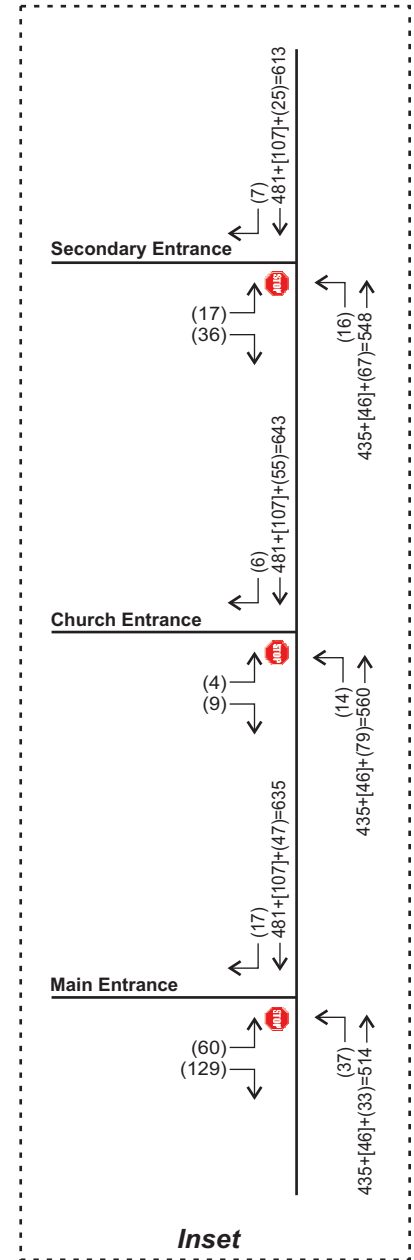
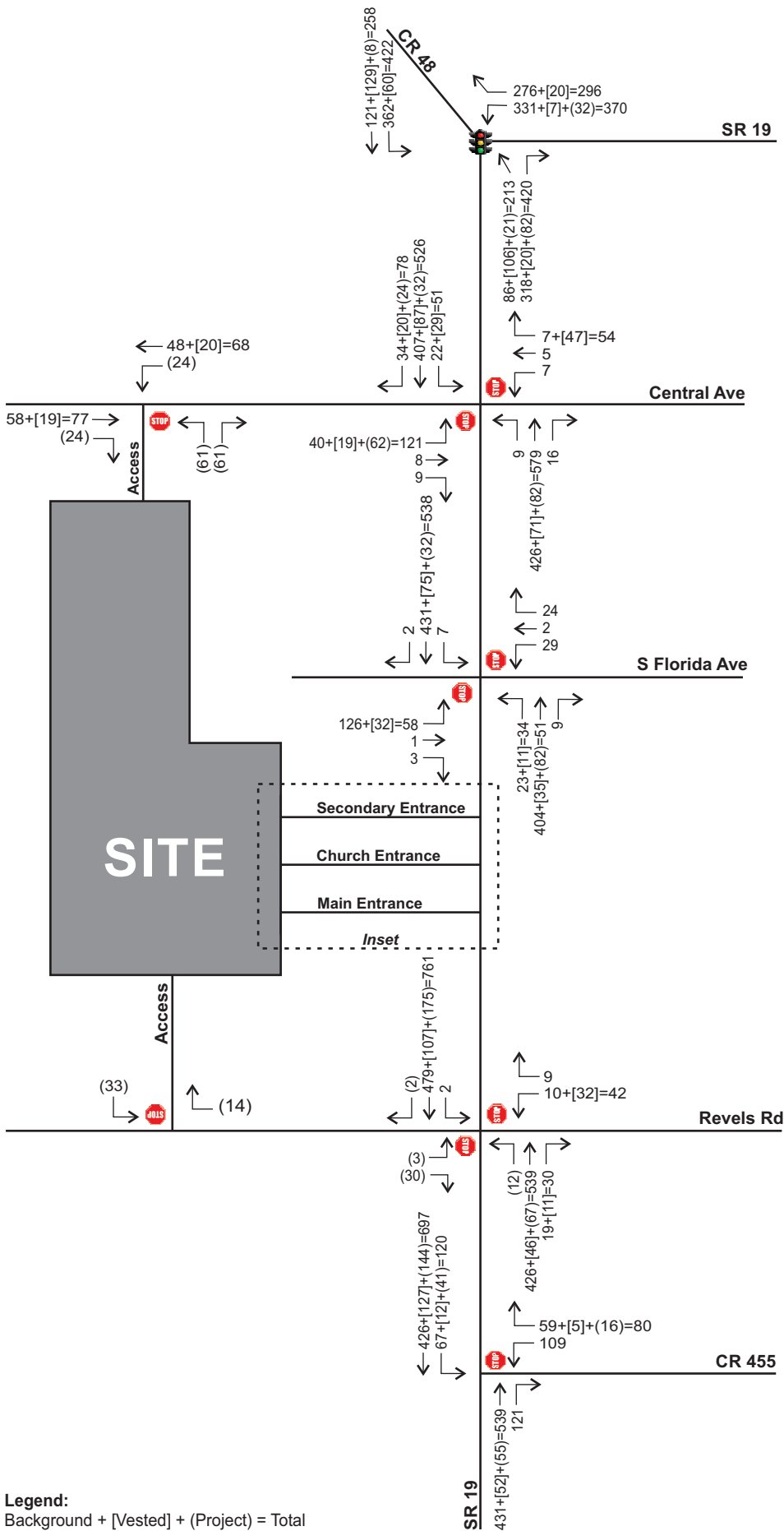
Table 4
Projected P.M. Peak Hour Roadway Analysis

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

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

** Highest trips on the segment



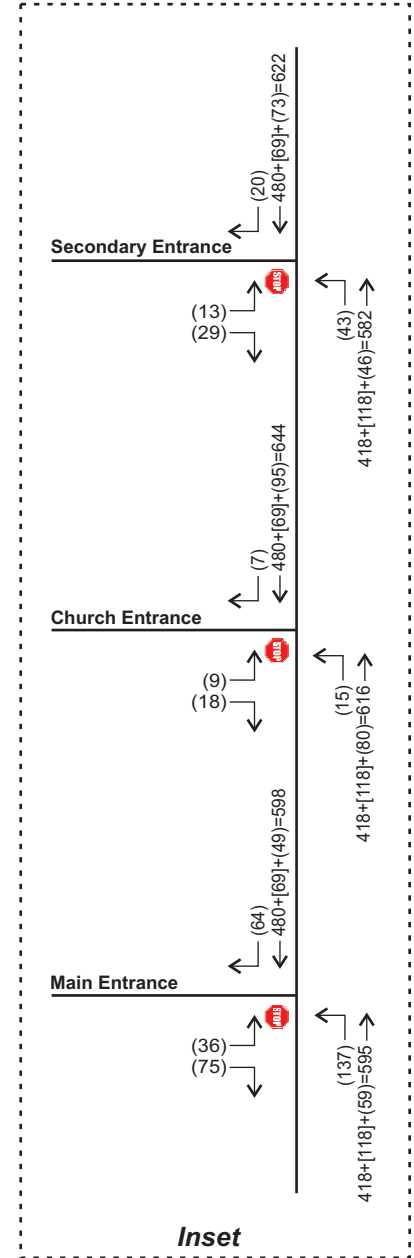
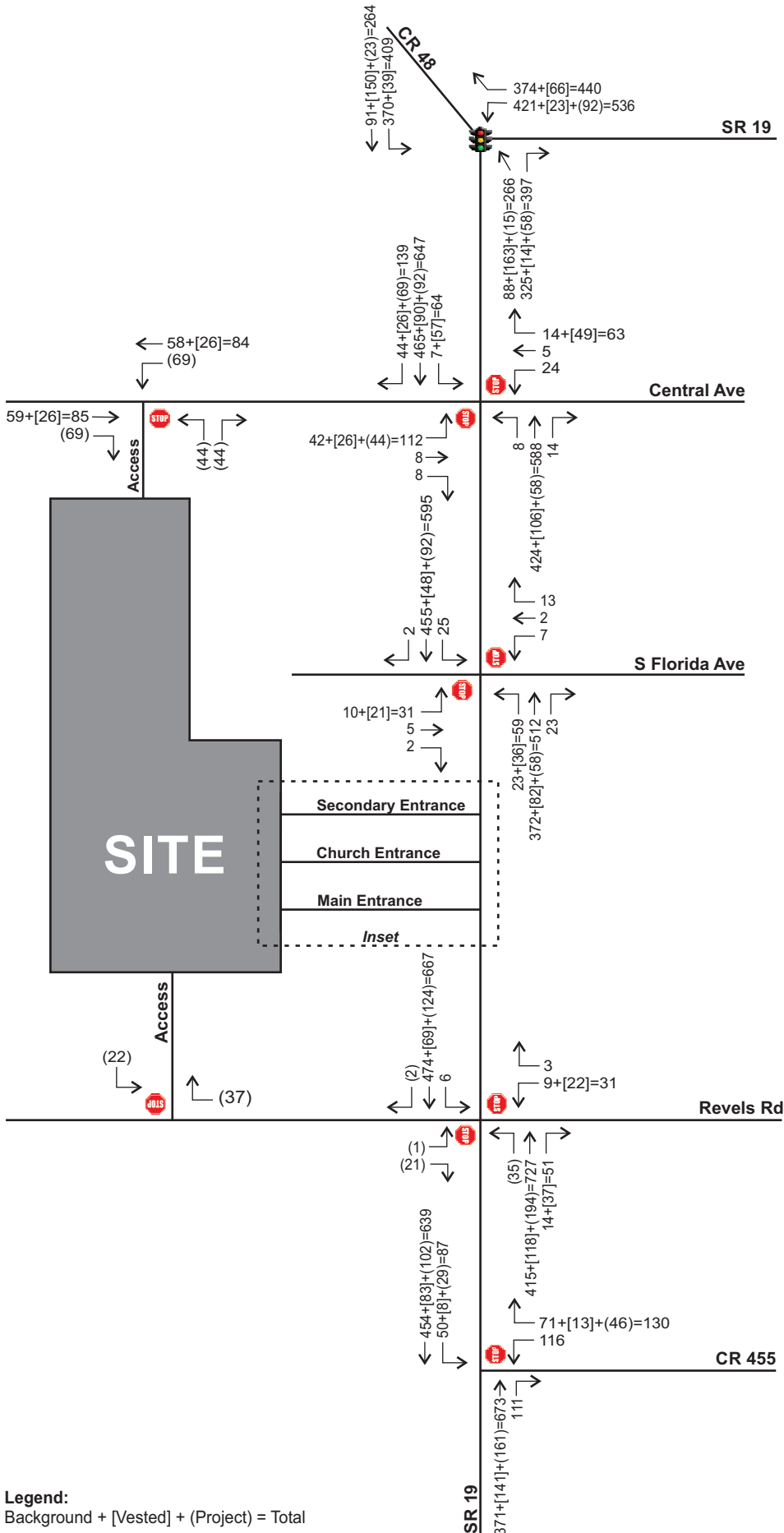


Projected AM Peak Intersection Volumes

The Reserve at Howey in the Hills
21082

Figure

357



Projected PM Peak Intersection Volumes

The Reserve at Howey in the Hills
21082

Figure

358

Table 5
Projected Roadway Segment Capacity Analysis

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

Source: 2020 Lake County Annual Traffic Counts

MEMORANDUM

May 16, 2022

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

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

Project Description

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

Trip Generation

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

Table 1
Trip Generation Calculations

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			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.

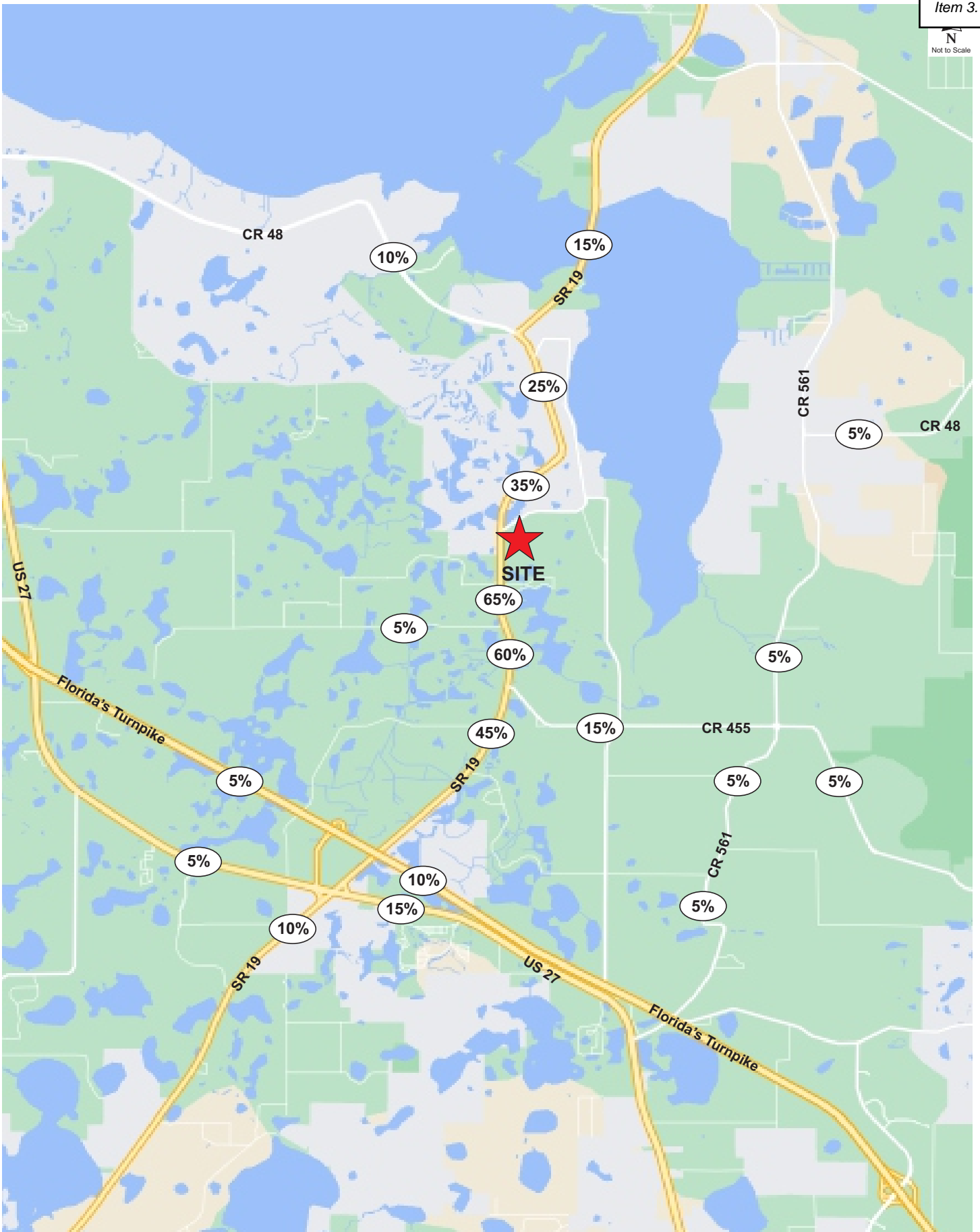


Table 2
Study Area Significance Analysis

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

Source: 2021 Lake County CMP Database

* LOS Capacity Estimated Using FDOT 2020 QLOS Handbook Table 9

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

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

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

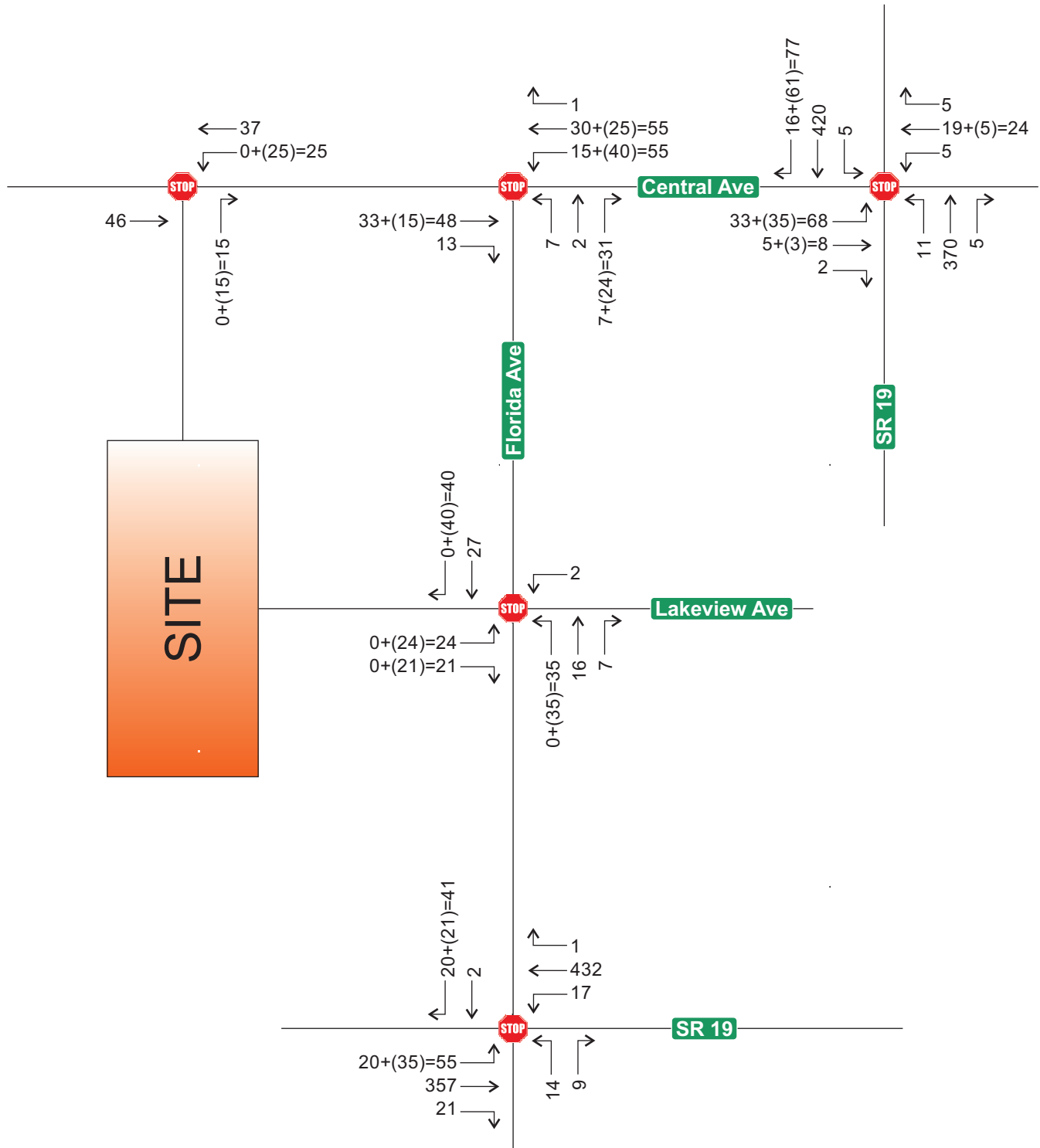
- SR 19 and CR 48 (signalized)
- SR 19 and CR 448 (signalized)
- SR 19 and Central Avenue (unsignalized)
- SR 19 and Revels Road (unsignalized)
- SR 19 and CR 455 (unsignalized)
- Revels Road and Site Access Driveway (proposed)

Table 4
Projected Roadway Capacity Analysis

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

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





*Schematic drawing. Not to scale.

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

Legend:

XX+(XX)=XXX

Total Traffic
 Project Trips
 Background Traffic



Talichet PUD
Project № 5045

Figure 5

Projected P.M. Peak Hour Traffic Volumes

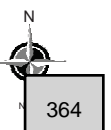


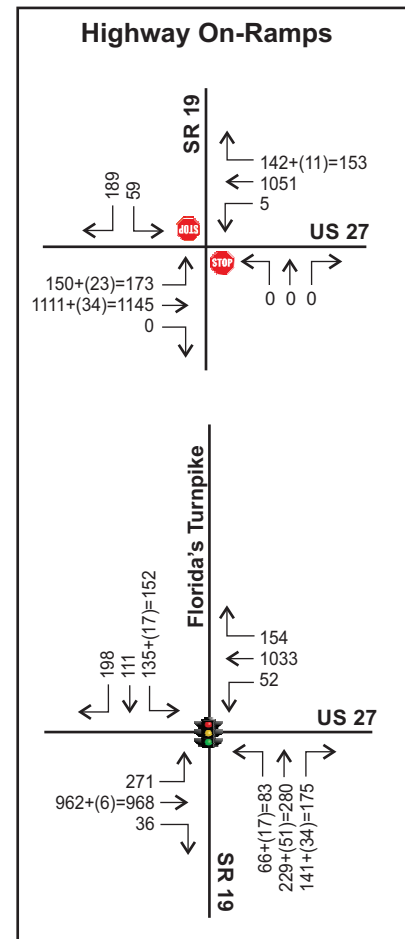
Table 5
Projected Roadway Segment Capacity Analysis

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

Source: 2018 Lake County Annual Traffic Counts

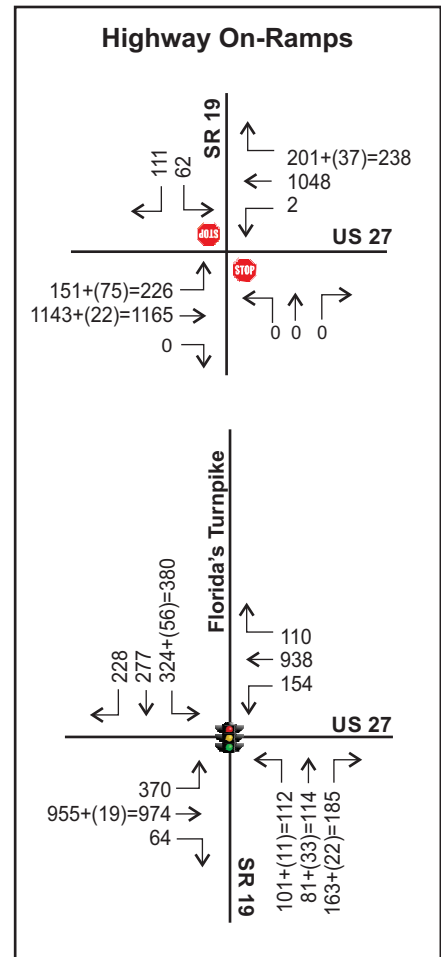
(1) FDOT QLOS HIGHPLAN Analysis for these segments of SR 19

(2) Volumes Obtained from PM Peak Turning Movement Counts



Mission Rise
1901

366



Mission Rise
1901

367

APPENDIX F

Projected Capacity Analysis Worksheets

HCS Two-Way Stop-Control Report

Item 3.

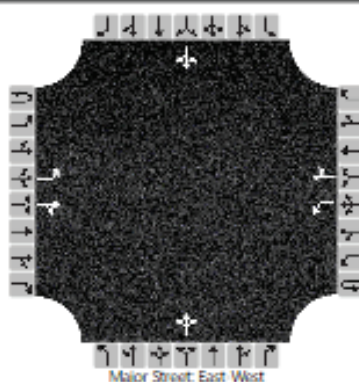
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

Item 3.

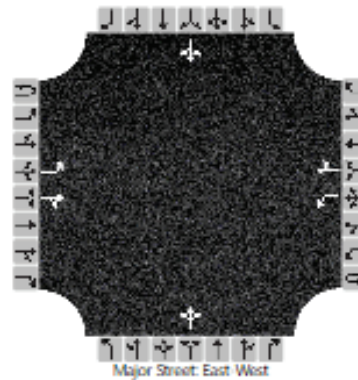
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

Item 3.

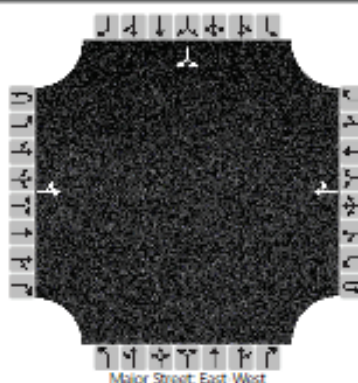
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

Item 3.

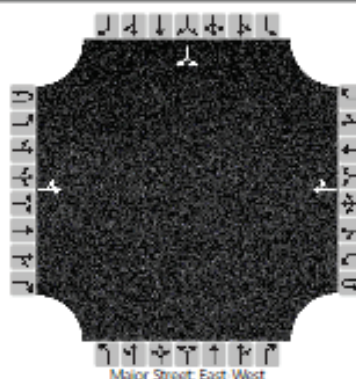
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

Item 3.

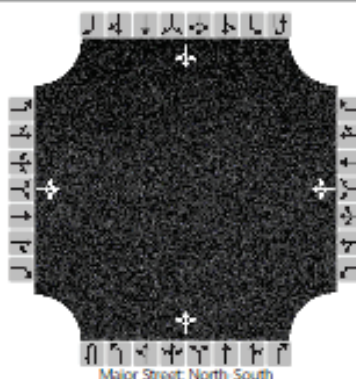
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			260				28				36				33		
Capacity, c (veh/h)			116				133				818				894		
v/c Ratio			2.24				0.21				0.04				0.04		
95% Queue Length, Q ₉₅ (veh)			22.3				0.7				0.1				0.1		
Control Delay (s/veh)			643.4				39.2				9.6	0.7	0.7		9.2	0.6	0.6
Level of Service (LOS)			F				E				A	A	A		A	A	A
Approach Delay (s/veh)	643.4			39.2				1.1				1.0				373	
Approach LOS	F			E				A				A					

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HCS Two-Way Stop-Control Report

Item 3.

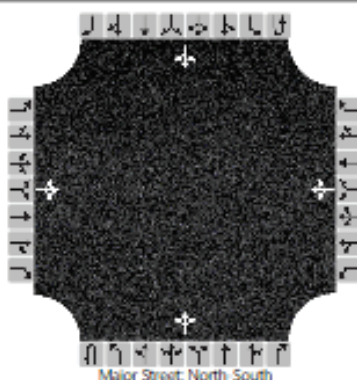
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			237				73				88				71		
Capacity, c (veh/h)			29				83				606				875		
v/c Ratio			8.06				0.88				0.15				0.08		
95% Queue Length, Q ₉₅ (veh)			29.0				4.7				0.5				0.3		
Control Delay (s/veh)			3438.3				155.9				12.0	2.9	2.9		9.5	1.9	1.9
Level of Service (LOS)			F				F				B	A	A		A	A	A
Approach Delay (s/veh)	3438.3			155.9				3.9				2.4				374	
Approach LOS	F			F				A				A					

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HCS Two-Way Stop-Control Report

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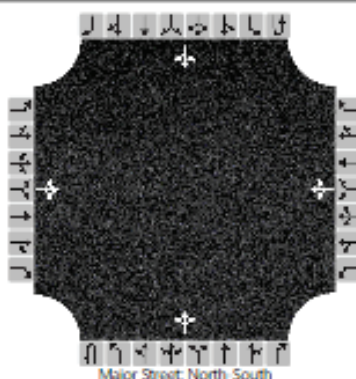
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

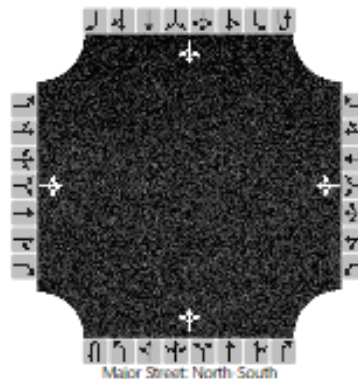
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HCS Two-Way Stop-Control Report

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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 PM	Peak Hour Factor	0.86	
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25	
Project Description	5659			

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

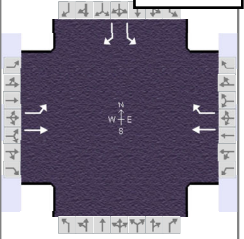
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HCS Signalized Intersection Results Summary

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General Information

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



Demand Information

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

Signal Information

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

Timer Results

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

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6		2	12					7		14
Adjusted Flow Rate (v), veh/h	270	121		204	683					431		230
Adjusted Saturation Flow Rate (s), veh/h/ln	1654	1737		1856						1725		1510
Queue Service Time (g _s), s	9.1	3.2		7.5						25.7		13.9
Cycle Queue Clearance Time (g _c), s	9.1	3.2		7.5						25.7		13.9
Green Ratio (g/C)	0.56	0.60		0.43						0.27		0.27
Capacity (c), veh/h	643	1043		792						465		407
Volume-to-Capacity Ratio (X)	0.420	0.116		0.258						0.928		0.566
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	5.7	2.0		5.6						19.6		8.9
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00						0.00		0.00
Uniform Delay (d ₁), s/veh	12.9	9.0		19.5						37.5		33.2
Incremental Delay (d ₂), s/veh	0.4	0.0		0.2						23.5		1.6
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0						0.0		0.0
Control Delay (d), s/veh	13.3	9.1		19.7	0.0					61.1		34.8
Level of Service (LOS)	B	A		B	A					E		C
Approach Delay, s/veh / LOS	12.0	B		4.5	A		0.0			51.9		D
Intersection Delay, s/veh / LOS	22.2						C					

Multimodal Results

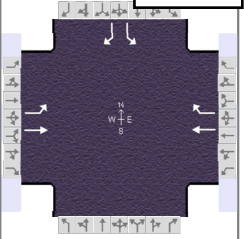
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.69	A		1.91	B		1.96	B		1.96		B
Bicycle LOS Score / LOS	1.13	A		1.95	B							F

HCS Signalized Intersection Results Summary

Item 3.

General Information

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



Demand Information

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

Signal Information

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

Timer Results

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

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6		2	12					7		14
Adjusted Flow Rate (v), veh/h	282	228		167	538					696		285
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1900		1856						1753		1585
Queue Service Time (g _s), s	9.1	6.0		6.1						30.0		15.0
Cycle Queue Clearance Time (g _c), s	9.1	6.0		6.1						30.0		15.0
Green Ratio (g/C)	0.51	0.56		0.37						0.31		0.31
Capacity (c), veh/h	662	1056		684						535		484
Volume-to-Capacity Ratio (X)	0.427	0.216		0.244						1.301		0.588
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	6.2	4.2		4.6						51.0		9.7
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00						0.00		0.00
Uniform Delay (d ₁), s/veh	14.5	11.0		21.5						34.2		28.9
Incremental Delay (d ₂), s/veh	0.4	0.1		0.2						148.8		1.9
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0						0.0		0.0
Control Delay (d), s/veh	14.9	11.1		21.7	0.0					182.9		30.8
Level of Service (LOS)	B	B		C	A					F		C
Approach Delay, s/veh / LOS	13.2	B		5.1	A		0.0			138.8		F
Intersection Delay, s/veh / LOS	66.7						E					

Multimodal Results

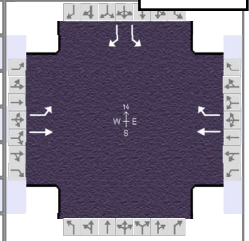
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.69	A		1.92	B		1.95	B		1.95		B
Bicycle LOS Score / LOS	1.33	A		1.65	B							F

HCS Signalized Intersection Results Summary

Item 3.

General Information

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



Demand Information

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

Signal Information

Cycle, s	63.4	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.0	15.0	19.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.4	4.4	4.8	0.0	0.0	0.0		
				Red	2.1	2.0	2.5	0.0	0.0	0.0		

Timer Results

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

Movement Group Results

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

Multimodal Results

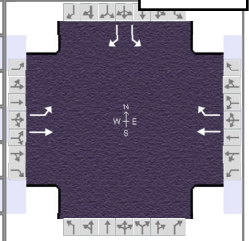
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.69		A		1.91		B		1.94		B	
Bicycle LOS Score / LOS	1.13		A		1.95		B					F

HCS Signalized Intersection Results Summary

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General Information

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



Demand Information

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

Signal Information

Cycle, s	76.6	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.0	15.0	32.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.4	4.4	4.8	0.0	0.0	0.0		
				Red	2.1	2.0	2.5	0.0	0.0	0.0		

Timer Results

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

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (v), veh/h	282	228			167	538				696		285
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1900			1856					1753		1585
Queue Service Time (g _s), s	9.0	6.3			6.1					29.1		9.7
Cycle Queue Clearance Time (g _c), s	9.0	6.3			6.1					29.1		9.7
Green Ratio (g/C)	0.34	0.40			0.20					0.42		0.42
Capacity (c), veh/h	445	756			363					742		671
Volume-to-Capacity Ratio (X)	0.635	0.301			0.460					0.938		0.424
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	7.1	4.5			4.7					20.6		5.9
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00			0.00					0.00		0.00
Uniform Delay (d ₁), s/veh	20.8	15.8			27.2					21.1		15.5
Incremental Delay (d ₂), s/veh	3.0	0.2			0.9					18.5		0.4
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (d), s/veh	23.8	16.0			28.1	0.0				39.6		16.0
Level of Service (LOS)	C	B			C	A				D		B
Approach Delay, s/veh / LOS	20.3	C		6.7	A		0.0			32.7	C	
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results

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

HCS Two-Way Stop-Control Report

Item 3.

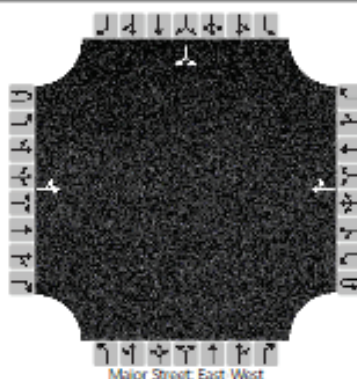
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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HCS Two-Way Stop-Control Report

Item 3.

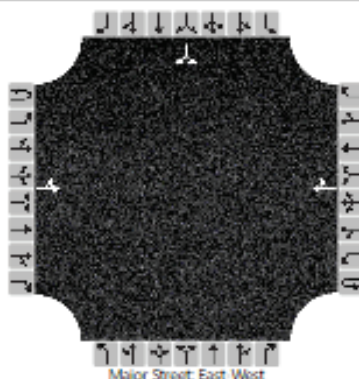
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

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APPENDIX G

Right and Left Turn Lanes Warrant Charts

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

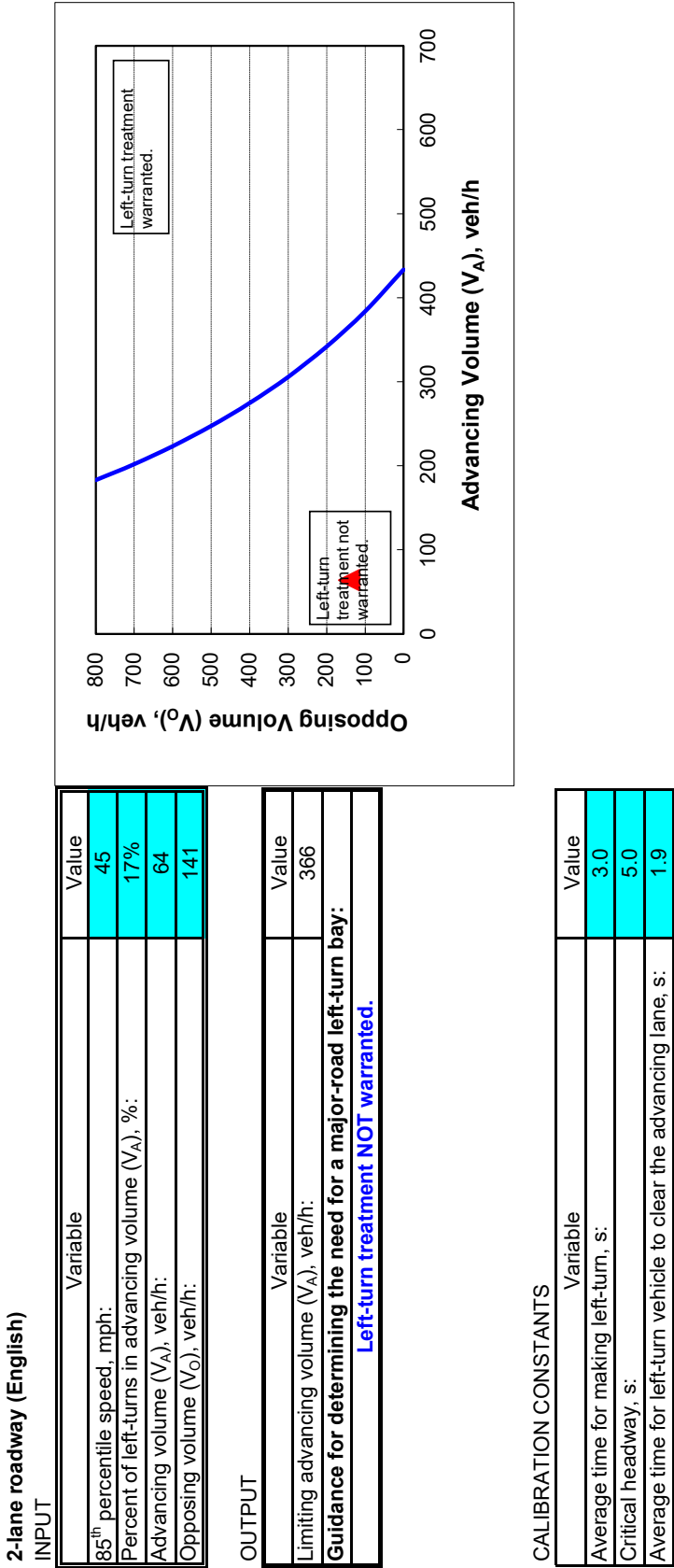


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

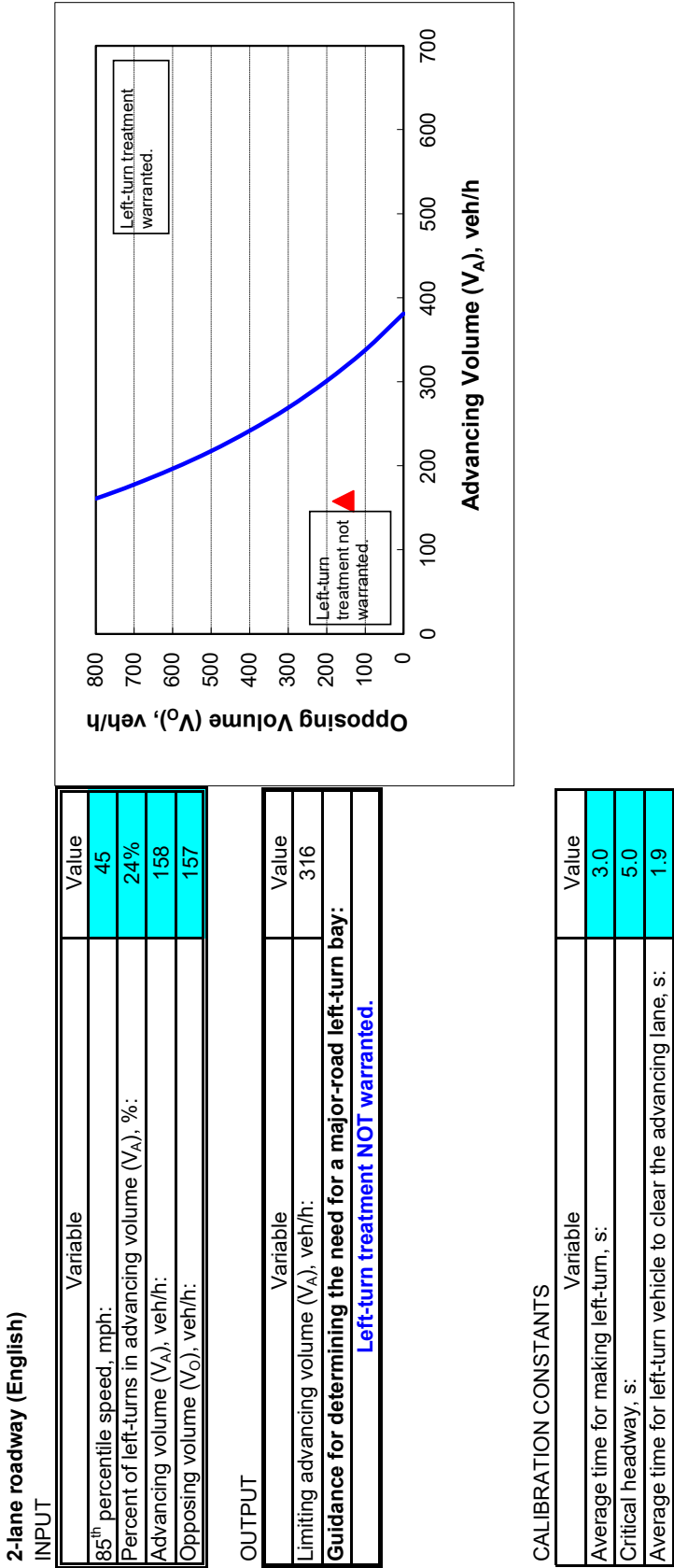


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

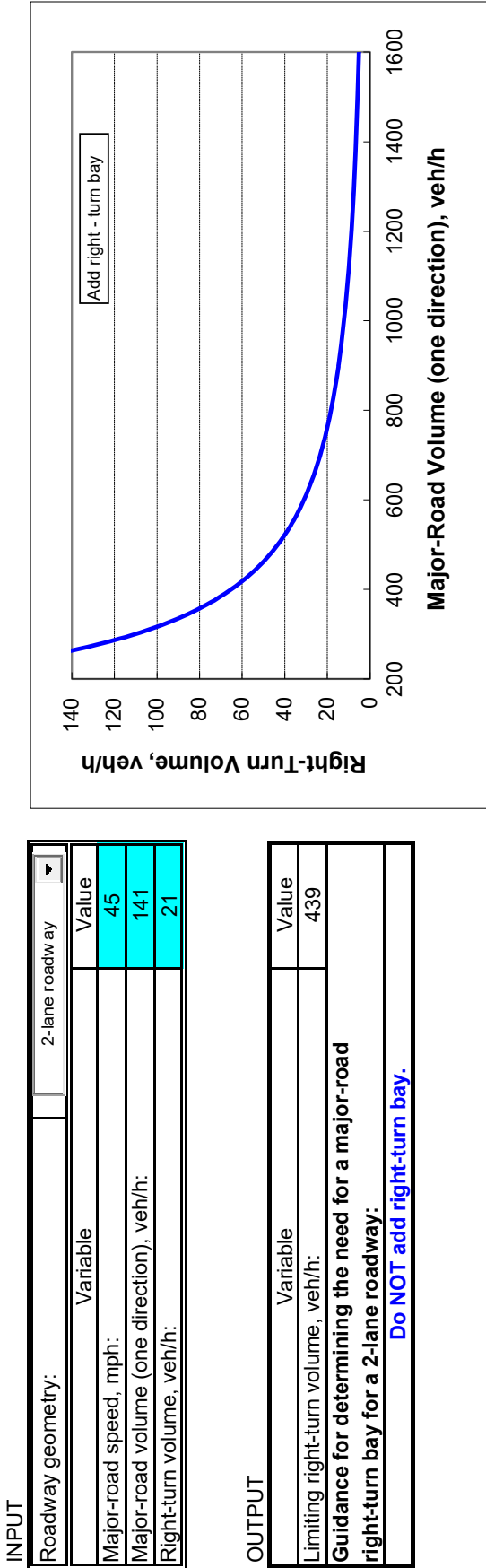
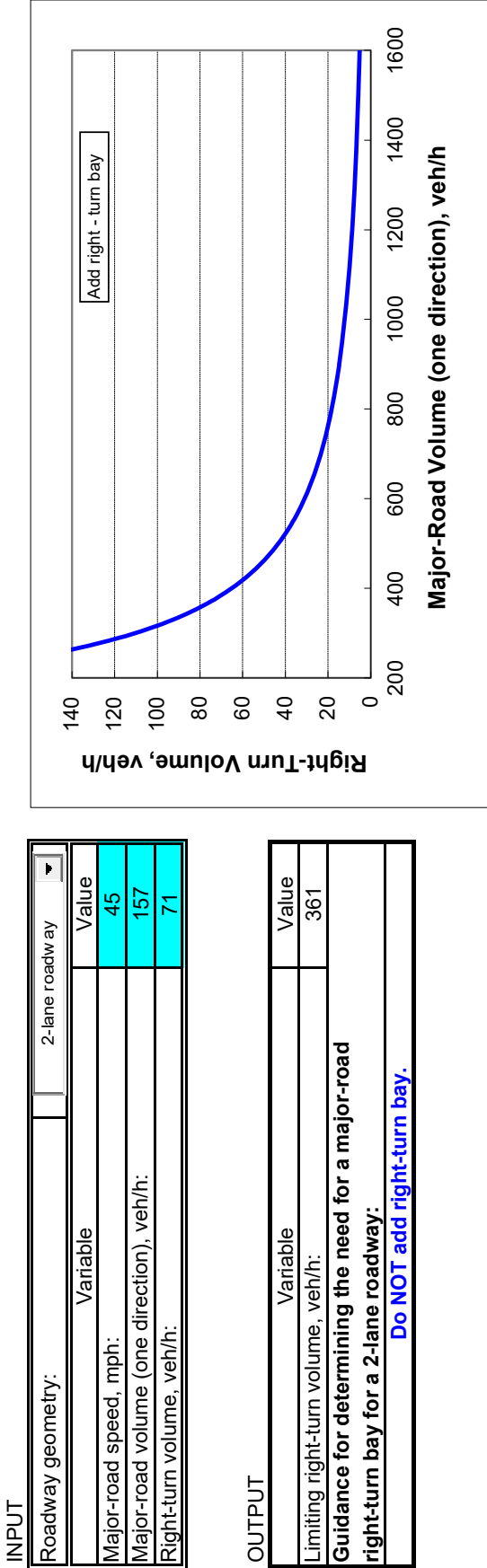


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.





STRINGFELLOW
PLANNING & DESIGN

Comment Response for No.2 Road

Item 3.

Staff Comments from 01.10.23 & DRC discussion 01.12.23

1. Number 2 Road is a Lake County facility, and their rules will govern the intersection design. However, the staff supports the recommendation that right and left turn lanes be provided at the entrance as the location for the entrance is on a curve with limited sight distance and the likelihood of high-speed traffic in the area.

Response: Noted.

2. The project will need to contribute a fair share payment for signalization of the intersection of Central Avenue and SR 19 and the revised signals at CR 48 and SR 19. The Town code sets a maximum length for a cul-de-sac of 660 feet. It appears that two of the proposed cul-de-sacs exceed this limit. Unless the Town Council waives the requirement, some adjustment in the concept plan is needed. A future emergency accessway from the eastern cul-de-sac to the property to the southeast could be provided to offer an opportunity for future access, and some design of the road network near the western cul-de-sac could result in a shortened road.

Response: Updates to the plan have been made. See updated concept plan for your review.

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

Response: Noted.

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

Response: Noted and attached.

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

Sincerely,

Alex Stringfellow | Principal

Ph: (352)-217-7710

alex@stringfellowplanning.com

StringfellowPlanning.com



STRINGFELLOW
PLANNING & DESIGN

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.

Section 2. 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 5/26/2022

Approved First Reading _____

Approved Second Reading _____

Advertised _____

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 S48°23'43"W; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°21'46" AN ARC DISTANCE OF 107.08 FEET, TO A POINT ON THE NORTHWESTERLY LINE OF THE LANDS DESCRIBED AS ENVIRONMENTAL EASEMENT NO. 22, AS FOUND ON PAGE 1463 OF OFFICIAL RECORDS BOOK 1121, PAGES 1441 THROUGH 1478, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG SAID NORTHWESTERLY LINE RUN THE FOLLOWING THREE (3) COURSES; S68°35'23"W A DISTANCE OF 16.30 FEET, S44°30'53"W A DISTANCE OF 80.19 FEET, S33°10'29"W A DISTANCE OF 65.77 FEET; THENCE DEPARTING SAID

NORTHWESTERLY LINE RUN N89'29'24"W A DISTANCE OF 148.97 FEET TO A POINT ON THE WEST LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF AFORESAID SECTION 27; THENCE ALONG SAID WEST LINE RUN N00'27'46"E A DISTANCE OF 395.61 FEET TO THE POINT OF BEGINNING.

Plus:

PARCEL 2:

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

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

Plus:

PARCEL 3:

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

Plus:

PARCEL 4:

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

#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

service_address	last_ payment_ amount	last_ payment_ date	Comments	current_ charges	past_due_ amount
400 E CROTON WAY-IRRIGATION	52.72	08/02/2022	Builder debt. Data log provided to prove water was used, refuses to pay for the usage	0	2291.31
607 N LAKESHORE BLVD	100	03/31/2023	Liened. Account is locked. Owner doesn't live in Howey, family is 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 - POTABLE	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 - POTABLE	119.37	02/10/2023	Working with resident to get account current	127.11	119.37
324 TERRACOTTA TER - POTABLE	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	Alarm Activation	4
Animal Complaint	4	Anti-Social Behavior	87
Arrest	12	Assault & Battery	5
Assist other Agency- Alarms	5	Assist other Agency- Back-up	11
Assist other Agency- In Progress calls	8	Assist other Agency- Medical Call	1
Assist other Agency- Other	7	Assist other Agency- Traffic	6
Be on the look-out- BOLO	1	Boat Ramp Violation	1
Citizen Assist	3	Civil Complaint-Legal Advice	7
Code Enforcement	3	Disabled Vehicle - Business	1
Disabled Vehicle (DAV)	2	Fire Investigation	1
Found / Lost Property	3	Funeral Escort	1
Golf Cart Registration	2	Harassing/Obscene Phone Calls - Business	1
Juvenile Complaint	3	Patrol	178
Patrol-Busines	5	Patrol-School	199
Property Check-Boat Ramp	37	Property Check-Business	75
Property Check-Residence	37	Property Check-Schools/Govt. Bldg.	65
Property Check-Town Property	137	Public Relations	9
Reckless Driver	7	Road Hazard	2
Security Check Request	1	Sick/Injured Person	1
Suspicious Incident	4	Suspicious Incident - Business	1
Suspicious Vehicle	7	Traffic Control	3
Traffic Crash	2	Traffic Stop-Civil Citation	90
Traffic Stop-Criminal Citation	3	Traffic Stop-warning	99
Traffic Watch	74	Training-	5
VIN Verification	1	Warrant	1

Total Number Of Events: 1,228

Code Summary Report Violation Name

Item 8.

Violation Date 03/01/2023 TO 03/31/2023

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Row	Total
Adoption by reference of State standards. Chapter 61, Sec. 61-1	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	
Parking-Boats and RVs (C) Article I, Sec. 166-3	0	0	1	0	0	0	0	0	0	0	0	0	1	
Water Restriction Sec. 171-123(c)(1)	0	0	3	0	0	0	0	0	0	0	0	0	3	
Water Restriction Sec. 171-123(c)(2)	0	0	3	0	0	0	0	0	0	0	0	0	3	
Totals:	0	0	9	0	0	0	0	0	0	0	0	0	9	

Code Summary Report Activity Type

Activity Date 03/01/2023 TO 03/31/2023

Item 8.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Row Total
Certified mail	0	0	1	0	0	0	0	0	0	0	0	0	1
Email	0	0	1	0	0	0	0	0	0	0	0	0	1
Initial Inspection	0	0	3	0	0	0	0	0	0	0	0	0	3
Meeting	0	0	2	0	0	0	0	0	0	0	0	0	2
Phone call	0	0	4	0	0	0	0	0	0	0	0	0	4
Posting	0	0	5	0	0	0	0	0	0	0	0	0	5
Prepare documents	0	0	3	0	0	0	0	0	0	0	0	0	3
Research	0	0	3	0	0	0	0	0	0	0	0	0	3
Totals:	0	0	22	0	0	0	0	0	0	0	0	0	22



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 notified 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> <u>09/30/2022</u>	<u>RECEIVED</u> <u>SINCE LAST REP.</u>	<u>RECEIVED</u> <u>YEAR-TO-DATE</u>	<u>ESTIMATED</u> <u>REVENUE</u>	<u>REVENUE</u> <u>TO BE RECEIVED</u>	<u>PERCENT</u> <u>RECEIVED</u>	<u>DIFFERENCE</u> <u>FROM LAST REP.</u>
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%

<u>EXPENDITURES</u>	<u>FYE</u> <u>09/30/2022</u>	<u>COMMITTED</u> <u>SINCE LAST REP.</u>	<u>COMMITTED</u> <u>YEAR-TO-DATE</u>	<u>CURRENT</u> <u>APPROPRIATION</u>	<u>AVAILABLE</u> <u>APPROPRIATION</u>	<u>PERCENT</u> <u>COMMITTED</u>	<u>DIFFERENCE</u> <u>ROM LAST REP.</u>
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%

*Subtotal for Impact Fees Expenditures	\$	-	\$	156,537.84	\$	626,600.00	\$	470,062.16
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HOWEY IN THE HILLS **FINANCIAL REPORT** **March 2023**

ACCOUNTS

LOANS

151200

Florida Prime Account**STATE BOARD ADMINISTRATION BALANCE** (usually comes in 2nd week of month)

SBA FUND A	\$	19,576.91
INTEREST RECEIVED (APY 0.364%)	\$	71.33
TOTAL	\$	19,648.24

101076

SEACOAST MONEY MARKET ACCOUNT

(RESERVES) BEGINNING BALANCE	\$	658,753.68
TRANSFERS IN (OUT)		
INTEREST RECEIVED (APY 0.347%)		2,284.70
ENDING BALANCE	\$	661,038.38

101080

SEACOAST #2 MONEY MARKET ACCOUNT

(BISHOPS GATE) BEGINNING BALANCE	\$	2,926.21
TRANSFERS IN (OUT)		
INTEREST RECEIVED (APY 0.01%)		0.03
ENDING BALANCE	\$	2,926.24

101005

SEACOAST CHECKING ACCOUNT (Operating)

Operating Checking BEGINNING BALANCE	\$	2,799,241.17
REVENUES DEPOSITED		360,905.12
TRANSFERS IN (OUT)		
EXPENDITURES CLEARED		(358,654.71)
ENDING BALANCE	\$	2,801,491.58

101160

SEASIDE MONEY MARKET ACCOUNT

BEGINNING BALANCE	\$	343,471.74
TRANSFERS IN (OUT)		-
DORMANT CHARGE		15.00
INTEREST RECEIVED (APY 0.292%)		1,003.53
ENDING BALANCE	\$	344,490.27

101110

SEASIDE CHECKING ACCOUNT (Pays to Loan)

BEGINNING BALANCE	\$	18,083.56
TRANSFERS IN (OUT)		
DEPOSITED		-
ENDING BALANCE	\$	18,083.56

101120

SEASIDE SRF LOAN SWEEP ACCOUNT

BEGINNING BALANCE	\$	2,490.97
TRANSFERS IN (OUT)		
EXPENDITURES CLEARED		
ENDING BALANCE	\$	2,490.97

TOTAL \$ 3,850,169.24**FDEP SRF LOAN (2.71%/2.12% interest)***

BEGINNING BALANCE	\$ 1,267,494.39
TRANSFERS IN (OUT)	\$0.00
ALLOCATED TO PRINCIPAL	\$0.00
ALLOCATED TO INTEREST	\$0.00
ENDING BALANCE	\$ 1,267,494.39

*payments of \$72,314.68 are made in April and Oct. and will continue until 2032

TOTAL \$ 1,267,494.39**United Community Bank (renamed from Seaside)**

HOWEY-IN-THE-HILLS FINANCIAL REPORT (Previous Month)

Feb 2023

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

<u>REVENUES</u>	<u>FYE</u> <u>09/30/2022</u>	<u>RECEIVED</u> <u>CURRENT MON.</u>	<u>RECEIVED</u> <u>YEAR-TO-DATE</u>	<u>ESTIMATED</u> <u>REVENUE</u>	<u>REVENUE</u> <u>TO BE RECEIVED</u>	<u>PERCENT</u> <u>RECEIVED</u>
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

<u>EXPENDITURES</u>	<u>FYE</u> <u>09/30/2022</u>	<u>COMMITTED</u> <u>CURRENT MON.</u>	<u>COMMITTED</u> <u>YEAR-TO-DATE</u>	<u>CURRENT</u> <u>APPROPRIATION</u>	<u>AVAILABLE</u> <u>APPROPRIATION</u>	<u>PERCENT</u> <u>COMM.</u>
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	0.00	999,435.85	1,104,499.00	105,063.15	90 %
314100 U.S.T. - Electricity	21.18	63,720.59	139,000.00	75,279.41	46 %
314400 U.S.T. - Gas	0.00	7.01	0.00	-7.01	**
314800 U.S.T. - Propane	205.60	1,151.64	1,000.00	-151.64	115 %
315100 CST - Communications Services Tax	0.00	23,816.35	50,000.00	26,183.65	48 %
Account Group Total:	226.78	1,088,131.44	1,294,499.00	206,367.56	84 %
320000 LICENSES AND PERMITS					
321100 Town Business Tax Receipt	60.00	2,035.00	0.00	-2,035.00	**
322000 ARPA Funds, Federal	0.00	0.00	375,754.00	375,754.00	0 %
322201 Developer Fees Pd to Town	0.00	9,650.00	0.00	-9,650.00	**
322202 Variance Fees	1,470.00	1,470.00	0.00	-1,470.00	**
322207 The Reserves Developer Fees	0.00	0.00	3,000.00	3,000.00	0 %
322208 Howey Self Storage Developer Fees	0.00	0.00	1,500.00	1,500.00	0 %
323100 Franchise Fee - Electric	0.00	51,638.43	110,000.00	58,361.57	47 %
323202 Franchise Fee - Sprint Tower Lease	3,191.62	19,149.72	40,000.00	20,850.28	48 %
323400 Franchise Fee - Gas	352.82	1,624.62	5,000.00	3,375.38	32 %
329100 Inspection Fees Collected Due Contractor	660.00	835.00	4,000.00	3,165.00	21 %
329500 Cemetery Fees-Permits	0.00	25.00	0.00	-25.00	**
Account Group Total:	5,734.44	86,427.77	539,254.00	452,826.23	16 %
330000 INTERGOVERNMENTAL REVENUE					
331750 Marianne Beck Library, E-Rate	0.00	8,100.00	16,200.00	8,100.00	50 %
332700 ARPA Funds, Federal, Library	0.00	710.49	0.00	-710.49	**
335125 State Revenue Sharing Proceeds	0.00	23,152.91	56,809.00	33,656.09	41 %
335150 SRS - Alcoholic Beverage License	0.00	1,419.38	2,800.00	1,380.62	51 %
335180 SRS- Local Govt. 1/2 Cent Sales Tax	0.00	51,228.28	104,666.00	53,437.72	49 %
337710 Library Interlocal Agreement	3,345.42	23,517.94	40,144.00	16,626.06	59 %
337720 Library Expansion - Impact Fees Funds	0.00	7,171.78	0.00	-7,171.78	**
338200 Lake County Business Tax Receipt	0.00	50.00	1,000.00	950.00	5 %
Account Group Total:	3,345.42	115,350.78	221,619.00	106,268.22	52 %
340000 Charges for Services					
341901 Public Record Requests	0.00	-264.40	0.00	264.40	**
341903 Smoker Rental - non refundable	50.00	350.00	0.00	-350.00	**
341920 Lien Search Charges	460.00	2,350.00	3,000.00	650.00	78 %
342910 School Resource Officer Services	0.00	173,942.25	231,923.00	57,980.75	75 %
342960 Outside Security Services	0.00	10,662.50	0.00	-10,662.50	**
343920 Boat Ramp Decals	665.00	2,625.00	4,000.00	1,375.00	66 %
343930 Golf Cart Permits	125.00	750.00	1,000.00	250.00	75 %
343930 Golf Cart Permits	0.00	3,188.17	0.00	-3,188.17	**
343998 Reimbursement - Park/Smoker Deposit	5.00	30.00	0.00	-30.00	**
343999 Miscellaneous Sales	0.00	0.00	5,768.00	5,768.00	0 %
344990 State Reimbursement, Street Lighting	100.55	668.78	1,000.00	331.22	67 %
347101 Library copies/Faxes	25.00	175.00	1,800.00	1,625.00	10 %
347400 Service Charge - Special Events	1,430.55	194,477.30	248,491.00	54,013.70	78 %
Account Group Total:	1,430.55	194,477.30	248,491.00	54,013.70	78 %
350000 FINES AND FORFEITS					
351100 Court Fines & Forfeits	1,825.75	10,667.18	16,000.00	5,332.82	67 %
52100 Library - Fines	62.85	317.03	0.00	-317.03	**

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	69 %
360000					
361100 Interest Earnings	0.00	467.48	0.00	-467.48	** %
363400 Pd Vest Grant	0.00	0.00	2,250.00	2,250.00	0 %
363404 2009 Byrne Grant - Tactical Equipment &	0.00	0.00	4,000.00	4,000.00	0 %
363407 State Law Enforce Grant-PD Equip	0.00	0.00	2,540.00	2,540.00	0 %
366920 Donations - Police Dept.	0.00	1,544.75	3,000.00	1,455.25	51 %
369300 SETTLEMENTS	0.00	1,343.53	500.00	-843.53	269 %
369900 Miscellaneous Revenue	0.00	20.00	147,745.00	147,725.00	0 %
369910 Police Fees Collected	0.00	65.00	0.00	-65.00	** %
Account Group Total:	0.00	3,440.76	160,035.00	156,594.24	2 %
Fund Total:	12,625.79	1,498,812.26	2,479,898.00	981,085.74	60 %

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 %

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	50,000.00	2,553.30	95 %
322303 Impact Fees -Parks	7,019.14	44,541.80	40,000.00	-4,541.80	111 %
322306 Water Impact Fees	12,603.28	78,770.50	90,000.00	11,229.50	88 %
Account Group Total:	27,099.33	170,759.00	180,000.00	9,241.00	95 %
380000 OTHER SOURCES					
381000 INTERFUND TRANSFERS	0.00	0.00	446,600.00	446,600.00	0 %
Account Group Total:	0.00	0.00	446,600.00	446,600.00	0 %
Fund Total:	27,099.33	170,759.00	626,600.00	455,841.00	27 %

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)	0.00	18,285.78	42,933.00	24,647.22	43 %
312630 Discretionary Sales Surtax - Infrastructure	0.00	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	48 %

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	50 %
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 %

401 WATER/SANITATION FUND

Account	Received Current Month	Received YTD	Estimated Revenue	Revenue To Be Received	% Received
310000 TAXES					
314300 U.S.T. - Water	5,590.32	33,322.68	42,000.00	8,677.32	79 %
Account Group Total:	5,590.32	33,322.68	42,000.00	8,677.32	79 %
340000 Charges for Services					
343310 Water Sales	57,551.77	344,241.63	695,596.00	351,354.37	49 %
343350 FEES- NEW CON	6,977.44	42,365.57	104,920.00	62,554.43	40 %
343400 Recycling	150.58	850.94	2,000.00	1,149.06	43 %
343410 Water Sys Improvement Fee	11,967.42	70,879.33	114,000.00	43,120.67	62 %
343500 Sanitation Revenue	24,185.27	137,336.50	332,680.00	195,343.50	41 %
343505 Sewer	0.00	0.00	3,000.00	3,000.00	0 %
343515 Waste Water, CDD	8,867.20	53,584.00	80,000.00	26,416.00	67 %
343525 Waste Water, Town	7,663.46	45,687.87	80,000.00	34,312.13	57 %
343600 Penalty Charges	1,467.72	6,675.15	3,000.00	-3,675.15	223 %
343800 Water Turn On/Off Charges	0.00	0.00	1,000.00	1,000.00	0 %
Account Group Total:	118,830.86	701,620.99	1,416,196.00	714,575.01	50 %
350000 FINES AND FORFEITS					
353100 Utility/Meter Fines	0.00	0.00	1,000.00	1,000.00	0 %
Account Group Total:	0.00	0.00	1,000.00	1,000.00	0 %
360000					
361100 Interest Earnings	0.00	142.06	1,500.00	1,357.94	9 %
369900 Miscellaneous Revenue	720.00	5,466.78	3,000.00	-2,466.78	182 %
Account Group Total:	720.00	5,608.84	4,500.00	-1,108.84	125 %
Fund Total:	125,141.18	740,552.51	1,463,696.00	723,143.49	51 %

651 POLICE RETIREMENT FUND

Account	Received Current Month	Received YTD	Estimated Revenue	Revenue To Be Received	% Received
310000 TAXES					
312520 State Pension Contribution	0.00	0.00	14,153.00	14,153.00	0 %
Account Group Total:	0.00	0.00	14,153.00	14,153.00	0 %
360000					
361300 Investment Earnings	0.00	174,785.26	0.00	-174,785.26	** %
368100 Employee Contribution	0.00	11,207.84	17,000.00	5,792.16	66 %
368200 Employer Contribution	0.00	43,462.50	64,500.00	21,037.50	67 %
Account Group Total:	0.00	229,455.60	81,500.00	-147,955.60	282 %
Fund Total:	0.00	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	59 %

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TOWN OF HOWEY-IN-THE-HILLS
Statement of Expenditure - Budget vs. Actual Report
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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	%
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	%
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	%
510	Office Supplies	0.00	0.00	200.00	200.00	200.00	%
520	Operating Supplies	0.00	0.00	5,750.00	5,750.00	5,750.00	%
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	%
820	Contributions/Donations	0.00	0.00	2,000.00	2,000.00	2,000.00	%
	Account Total:	1,449.98	11,557.13	56,557.00	56,557.00	44,999.87	20 %
	Account Group Total:	1,449.98	11,557.13	56,557.00	56,557.00	44,999.87	20 %
513000	Financial And Administrative						
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	%
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	%
320	Accounting & Auditing	0.00	7,647.50	34,000.00	34,000.00	26,352.50	22 %
321	Bank Fees	0.00	285.06	600.00	600.00	314.94	48 %
340	Other Contractual Services	0.00	1,670.70	4,500.00	4,500.00	2,829.30	37 %
342	Software & Annual Maintenance	0.00	7,438.65	6,400.00	6,400.00	-1,038.65	116 %
350	Pre Employment Screening	0.00	348.00	1,400.00	1,400.00	1,052.00	25 %
400	Travel & Per Diem	0.00	581.16	2,500.00	2,500.00	1,918.84	23 %
410	Telephone & Communications	587.51	4,972.14	12,400.00	12,400.00	7,427.86	40 %
420	Freight/Postage/Shipping	0.00	798.73	800.00	800.00	1.27	100 %
430	Utility Services	123.47	2,557.16	5,000.00	5,000.00	2,442.84	51 %
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	%
461	R & M - Computer Maint	0.00	511.99	4,000.00	4,000.00	3,488.01	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	%
510	Office Supplies	0.00	350.07	2,000.00	2,000.00	1,649.93	18 %
520	Operating Supplies	25.00	1,863.64	4,800.00	4,800.00	2,936.36	39 %
540	Dues and Subscriptions	0.00	490.00	4,100.00	4,100.00	3,610.00	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	45 %

1 GENERAL FUND

Account	Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commit
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 General Government						
310	Legal Fees	13,689.41	57,884.41	75,000.00	75,000.00	17,115.59	77 %
316	Town Planning/Engineering	0.00	57,748.75	95,000.00	95,000.00	37,251.25	61 %
320	Accounting & Auditing	0.00	0.00	21,000.00	21,000.00	21,000.00	%
340	Other Contractual Services	0.00	2,988.00	40,000.00	40,000.00	37,012.00	7 %
347	Codification	0.00	2,056.36	5,000.00	5,000.00	2,943.64	41 %
415	Website	0.00	950.00	0.00	0.00	-950.00	%
451	Insurance	26,285.50	83,242.50	105,142.00	105,142.00	21,899.50	79 %
470	Printing - General	0.00	0.00	200.00	200.00	200.00	%
492	Advertising	0.00	2,898.71	6,000.00	6,000.00	3,101.29	48 %
496	Contingency funds	0.00	0.00	1,000.00	1,000.00	1,000.00	%
Account Total:		39,974.91	207,768.73	348,342.00	348,342.00	140,573.27	60 %
Account Group Total:		39,974.91	207,768.73	348,342.00	348,342.00	140,573.27	60 %
521000	Police						
521000	Police						
110	Executive Salaries	10,710.94	70,690.81	139,242.00	139,242.00	68,551.19	51 %
120	Salaries	27,248.88	175,022.11	363,639.00	343,014.00	167,991.89	51 %
130	Police - Reserve Salaries	90.00	7,452.28	35,445.00	30,445.00	22,992.72	24 %
131	Events Payroll	2,500.00	2,500.00	0.00	0.00	-2,500.00	%
140	Overtime Wages	2,334.37	16,735.94	31,572.00	31,572.00	14,836.06	53 %
150	Police - Incentive Pay	510.00	3,120.00	4,160.00	4,160.00	1,040.00	75 %
210	Fica	2,563.04	16,249.46	33,376.00	31,787.00	15,537.54	51 %
211	Medicare	599.49	3,800.38	7,806.00	7,733.00	3,932.62	49 %
220	Police Retirement Contribution	7,439.20	50,901.70	72,951.00	72,951.00	22,049.30	70 %
230	Life & Health Ins.	8,971.30	53,657.80	123,301.00	123,301.00	69,643.20	44 %
240	Workers' Compensation	2,929.52	8,788.56	11,718.00	11,152.00	2,363.44	79 %
340	Other Contractual Services	0.00	1,385.00	12,617.00	4,335.35	2,950.35	32 %
342	Software & Annual Maintenance	0.00	8,281.65	0.00	8,281.65	0.00	100 %
343	Special Events	0.00	2,348.35	5,000.00	5,000.00	2,651.65	47 %
350	Pre Employment Screening	0.00	1,117.44	1,200.00	1,200.00	82.56	93 %
400	Travel & Per Diem	0.00	1,339.47	3,500.00	3,500.00	2,160.53	38 %
410	Telephone & Communications	883.46	8,565.16	15,000.00	15,000.00	6,434.84	57 %
420	Freight/Postage/Shipping	0.00	128.59	300.00	300.00	171.41	43 %
430	Utility Services	123.48	2,557.20	3,700.00	3,700.00	1,142.80	69 %
440	Rentals & Leases	0.00	16,776.48	18,000.00	18,000.00	1,223.52	93 %
451	Insurance	1,717.80	5,153.40	0.00	0.00	-5,153.40	%
460	R & M - Equipment	0.00	1,202.00	4,400.00	4,400.00	3,198.00	27 %
461	R & M - Computer Maint	0.00	2,080.00	26,000.00	26,000.00	23,920.00	8 %
462	R & M - Building	0.00	774.62	1,500.00	1,500.00	725.38	52 %
463	R & M - Vehicles	312.30	19,725.03	30,000.00	30,000.00	10,274.97	66 %
490	Miscellaneous Expenses	0.00	276.98	350.00	350.00	73.02	79 %
510	Office Supplies	0.00	178.35	4,000.00	4,000.00	3,821.65	4 %
520	Operating Supplies	9,711.00	15,506.44	28,000.00	25,031.00	9,524.56	62 %
522	Gas & Oil	0.00	17,294.36	40,000.00	40,000.00	22,705.64	43 %
523	Uniforms	0.00	2,988.56	4,000.00	4,000.00	1,011.44	75 %
525	Weapons	0.00	3,857.65	5,000.00	5,000.00	1,142.35	77 %
540	Dues and Subscriptions	0.00	961.99	1,000.00	1,000.00	38.01	96 %
550	Training/Education/Tuition	0.00	587.66	4,000.00	4,000.00	3,412.34	15 %

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	%
410	Telephone & Communications	18.50	487.90	700.00	1,000.00	512.10	49 %
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	84 %
540	Dues and Subscriptions	25.00	25.00	320.00	245.00	220.00	10 %
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	55 %
	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:	0.00	3,600.00	10,000.00	10,000.00	6,400.00	36 %
539000	Public Services						
539000	Public Services						
110	Executive Salaries	550.00	3,560.83	7,150.00	7,150.00	3,589.17	50 %
120	Salaries	2,620.88	14,588.80	40,745.00	40,745.00	26,156.20	36 %
140	Overtime Wages	31.38	562.19	1,200.00	1,200.00	637.81	47 %
210	Fica	197.19	1,154.32	2,969.00	2,969.00	1,814.68	39 %
211	Medicare	46.13	270.01	604.00	604.00	333.99	45 %
225	ICMA Retirement Contribution	60.30	354.29	4,789.00	4,789.00	4,434.71	7 %
230	Life & Health Ins.	681.41	3,252.64	9,234.00	9,234.00	5,981.36	35 %
240	Workers' Compensation	260.64	781.92	1,043.00	1,043.00	261.08	75 %
340	Other Contractual Services	825.00	27,330.00	90,000.00	90,000.00	62,670.00	30 %
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	%
410	Telephone & Communications	18.00	495.35	2,500.00	2,500.00	2,004.65	20 %
430	Utility Services	87.36	686.32	1,000.00	1,000.00	313.68	69 %
440	Rentals & Leases	0.00	174.59	500.00	500.00	325.41	35 %
460	R & M - Equipment	0.00	1,127.05	5,000.00	5,000.00	3,872.95	23 %

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	% Commit
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	%
510	Office Supplies	0.00	0.00	1,500.00	1,500.00	1,500.00	%
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	%
550	Training/Education/Tuition	0.00	0.00	650.00	650.00	650.00	%
650	Cap Outlay - Vehicles	0.00	0.00	2,000.00	2,000.00	2,000.00	%
Account Total:		6,728.71	64,076.89	198,734.00	198,734.00	134,657.11	32 %
Account Group Total:		6,728.71	64,076.89	198,734.00	198,734.00	134,657.11	32 %
541000	Transportation						
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	%
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	37 %
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	34 %
240	Workers' Compensation	250.34	751.02	1,001.00	1,001.00	249.98	75 %
316	Town Planning/Engineering	0.00	0.00	1,000.00	1,000.00	1,000.00	%
340	Other Contractual Services	0.00	0.00	16,000.00	16,000.00	16,000.00	%
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	%
524	Safety Equipment	0.00	0.00	250.00	250.00	250.00	%
530	Road Materials & Supplies	0.00	0.00	1,000.00	1,000.00	1,000.00	%
Account Total:		4,198.24	35,350.31	111,737.00	111,737.00	76,386.69	32 %
Account Group Total:		4,198.24	35,350.31	111,737.00	111,737.00	76,386.69	32 %
542000	Cemetery						
542000	Cemetery						
340	Other Contractual Services	0.00	0.00	15,000.00	15,000.00	15,000.00	%
430	Utility Services	34.21	102.89	0.00	0.00	-102.89	%
460	R & M - Equipment	0.00	0.00	2,000.00	2,000.00	2,000.00	%
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 %
571000	Library						
571000	Library						
110	Executive Salaries	3,723.08	24,139.07	48,400.00	48,400.00	24,260.93	50 %
120	Salaries	1,392.60	9,914.68	17,160.00	17,160.00	7,245.32	58 %
210	Fica	312.76	2,084.86	4,065.00	4,065.00	1,980.14	51 %
211	Medicare	73.16	487.63	951.00	951.00	463.37	51 %
225	ICMA Retirement Contribution	186.16	1,201.58	4,840.00	4,840.00	3,638.42	25 %
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	75 %
340	Other Contractual Services	0.00	1,700.00	4,500.00	4,500.00	2,800.00	38 %

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TOWN OF HOWEY-IN-THE-HILLS
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1 GENERAL FUND

Account	Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commit
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 %
	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:	65.23	107,532.23	38,600.00	38,600.00	-68,932.23	279 %
573000	Historical Preservation						
573000	Historical Preservation						
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 %
	Account Group Total:	0.00	13,417.90	86,407.00	62,907.00	49,489.10	21 %

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	Police						
521000	Police						
	640 Cap Outlay - Equipment	0.00	26,831.34	34,600.00	34,600.00	7,768.66	78 %
	650 Cap Outlay - Vehicles	0.00	5,283.00	0.00	0.00	-5,283.00	%
	Account Total:	0.00	32,114.34	34,600.00	34,600.00	2,485.66	93 %
	Account Group Total:	0.00	32,114.34	34,600.00	34,600.00	2,485.66	93 %
533000	Water Utility Services						
533000	Water Utility Services						
	310 Legal Fees	0.00	2,465.50	0.00	0.00	-2,465.50	%
	633 Cap Outlay - Water	0.00	95,000.00	40,000.00	40,000.00	-55,000.00	238 %
	640 Cap Outlay - Equipment	0.00	13,279.00	344,000.00	344,000.00	330,721.00	4 %
	Account Total:	0.00	110,744.50	384,000.00	384,000.00	273,255.50	29 %
	Account Group Total:	0.00	110,744.50	384,000.00	384,000.00	273,255.50	29 %
572000	Parks & Recreation						
572000	Parks & Recreation						
	615 Parks Expansion	0.00	0.00	163,000.00	163,000.00	163,000.00	%
	640 Cap Outlay - Equipment	0.00	13,679.00	45,000.00	45,000.00	31,321.00	30 %
	Account Total:	0.00	13,679.00	208,000.00	208,000.00	194,321.00	7 %
	Account 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	%
	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	%
	650 Cap Outlay - Vehicles	0.00	0.00	6,076.00	43,586.74	43,586.74	%
	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	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:	0.00	133,845.78	135,750.00	135,750.00	1,904.22	99 %
	Fund Total:	7,001.50	177,684.38	219,615.00	219,615.00	41,930.62	81 %

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Item 13.

401 WATER/SANITATION FUND

Account	Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commit
533000	Water Utility Services						
533000	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	38 %
240	Workers' Compensation	1,557.30	4,671.90	6,229.00	6,229.00	1,557.10	75 %
310	Legal Fees	3,135.00	10,011.98	30,000.00	30,000.00	19,988.02	33 %
316	Town Planning/Engineering	0.00	0.00	20,000.00	20,000.00	20,000.00	%
320	Accounting & Auditing	0.00	0.00	14,250.00	14,250.00	14,250.00	%
340	Other Contractual Services	19,602.00	182,627.13	175,000.00	175,000.00	-7,627.13	104 %
342	Software & Annual Maintenance	0.00	2,577.82	9,000.00	9,000.00	6,422.18	29 %
400	Travel & Per Diem	0.00	0.00	500.00	500.00	500.00	%
410	Telephone & Communications	94.00	2,028.49	5,000.00	5,000.00	2,971.51	41 %
420	Freight/Postage/Shipping	0.00	101.20	0.00	0.00	-101.20	%
430	Utility Services	0.00	18,717.58	40,000.00	40,000.00	21,282.42	47 %
440	Rentals & Leases	0.00	139.70	1,500.00	1,360.30	1,360.30	9 %
451	Insurance	5,519.95	16,559.85	28,951.00	28,951.00	12,391.15	57 %
460	R & M - Equipment	432.00	9,987.70	5,000.00	45,000.00	35,012.30	22 %
461	R & M - Computer Maint	0.00	0.00	500.00	500.00	500.00	%
462	R & M - Building	0.00	0.00	5,000.00	5,000.00	5,000.00	%
463	R & M - Vehicles	0.00	0.00	500.00	500.00	500.00	%
466	R & M - Water	0.00	2,771.00	40,000.00	0.00	-2,771.00	%
470	Printing - General	0.00	0.00	100.00	100.00	100.00	%
490	Miscellaneous Expenses	0.00	0.00	100.00	100.00	100.00	%
492	Advertising	0.00	0.00	300.00	300.00	300.00	%
510	Office Supplies	0.00	0.00	1,000.00	1,000.00	1,000.00	%
520	Operating Supplies	4,005.00	35,036.63	5,231.00	100,231.00	65,194.37	35 %
523	Uniforms	0.00	0.00	150.00	150.00	150.00	%
524	Safety Equipment	0.00	0.00	400.00	400.00	400.00	%
540	Dues and Subscriptions	0.00	254.10	800.00	800.00	545.90	32 %
550	Training/Education/Tuition	0.00	190.00	500.00	500.00	310.00	38 %
613	Cap Outlay - Wetland	0.00	0.00	8,050.00	8,050.00	8,050.00	%
630	Cap Outlay - Improvements	0.00	0.00	10,000.00	10,000.00	10,000.00	%
633	Cap Outlay - Water	0.00	0.00	10,000.00	10,000.00	10,000.00	%
640	Cap Outlay - Equipment	0.00	0.00	95,000.00	0.00	0.00	%
650	Cap Outlay - Vehicles	0.00	0.00	6,076.00	6,076.00	6,076.00	%
710	Debt Principal/loan	0.00	0.00	77,000.00	77,000.00	77,000.00	%
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 %
534000	Sanitation Department						

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401 WATER/SANITATION FUND

Account	Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commit
534000	Sanitation Department						
	317 Governmental Consultant	0.00	1,750.00	1,750.00	1,750.00	0.00	100 %
	325 Commissions, Finance Chg, Late	0.00	0.00	19,961.00	19,961.00	19,961.00	%
	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	%
	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	44 %

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651 POLICE RETIREMENT FUND

Account	Object	Committed Current Month	Committed YTD	Original Appropriation	Current Appropriation	Available Appropriation	% Commit
521000	Police						
521000	Police						
310	Legal Fees	0.00	1,827.50	0.00	0.00	-1,827.50	%
340	Other Contractual Services	0.00	8,031.14	0.00	0.00	-8,031.14	%
490	Miscellaneous Expenses	0.00	0.00	95,653.00	95,653.00	95,653.00	%
494	Benefit Payments	0.00	26,087.45	0.00	0.00	-26,087.45	%
	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 %
	Grand Total:	261,074.97	0.00				
			2,415,693.24	5,121,689.00	5,121,689.00	2,705,995.76	47 %