



Planning & Zoning Board Meeting

March 28, 2024 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/82546105912?pwd=iZFIgfynlr0f9LKWavKBYid3pRU37f.1>
Meeting ID: 825 4610 5912 | **Passcode:** 031665

AGENDA

CALL TO ORDER ROLL CALL

CONSENT AGENDA

Routine items are placed on the Consent Agenda to expedite the meeting. If a Planning & Zoning Board Member wishes to discuss any item, the procedure is as follows: (1) Pull the item(s) from the Consent Agenda; (2) Vote on the remaining item(s); and (3) Discuss each pulled item and vote.

- 1.** Consideration and Approval of the February 22, 2024, Planning and Zoning Board Meeting minutes.

PUBLIC HEARING

- 2.** Consideration and Recommendation: **Lake Hills - Preliminary Subdivision Plan Submittal**

OLD BUSINESS

NEW BUSINESS

- 3.** Consideration and Recommendation: **Annual Selection of Board Chair and Vice-Chair**
- 4.** Presentation: **Sunshine Laws, Ethics, Public Record Laws Training**
- 5.** Presentation: **The Town Code of Core Values for Civility and Ethics**
- 6.** Consideration and Recommendation: **Ordinance 2024-003 - Land Development Code (LDC) Amendment - Signs**
- 7.** Consideration and Recommendation: **Ordinance 2024-005 Capital Improvement Schedule FY2024**
- 8.** Discussion: **Comprehensive Plan - Chapter 2 - Transportation Element**

PUBLIC COMMENTS

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

BOARD COMMENTS

ADJOURNMENT

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

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

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

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

Topic: **Planning & Zoning Board Meeting**

Time: **Mar 28, 2024 06:00 PM Eastern Time (US and Canada)**

Join Zoom Meeting

<https://us06web.zoom.us/j/82546105912?pwd=iZFIgfynlr0f9LKWavKBYid3pRU37f.1>

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Dial by your location

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



Planning & Zoning Board Meeting

February 22, 2024 at 6:00 PM
Howey-in the-Hills Town Hall
101 N. Palm Ave.,
Howey-in-the-Hills, FL 34737

MINUTES

CALL TO ORDER ROLL CALL

MEMBERS PRESENT:

Board Member Alan Hayes | Board Member Richard Mulvany (via Zoom) | Board Member Frances Wagler | Chair Tina St. Clair

MEMBERS ABSENT:

Board Member Ellen Yarckin | Board Member Shawn Johnson | Vice-Chair Ron Francis III

STAFF PRESENT:

Sean O’Keefe, Town Manager | John Brock, Town Clerk | Tom Wilkes, Town Attorney

Motion made by Board Member Wagler to allow Board Member Mulvany to participate and vote remotely via ZOOM; seconded by Board Member Hayes. The motion passed unanimously by voice vote.

Voting

Yea: Board Member Hayes, Board Member Mulvany, Board Member Wagler, Chair St. Clair

Nay: None

CONSENT AGENDA

Routine items are placed on the Consent Agenda to expedite the meeting. If a Planning & Zoning Board Member wishes 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.

Board Member Wagler stated that Jan McLain’s sister was not named “Tara” (as was written in the minutes), but her name was “Carol”. Chair St. Clair agreed with Board Member Wagler

1. Consideration and Approval of the January 25, 2024, Planning and Zoning Board Meeting minutes.

Motion made by Board Member Wagler to approve the Consent Agenda with the changes discussed in the 1/25/2024 Planning and Zoning Board Minutes; seconded by Board Member Hayes.

Voting

Yea: Board Member Hayes, Board Member Mulvany, Board Member Wagler, Chair St. Clair

Nay: None

PUBLIC HEARING

2. Consideration and Recommendation: **Lake Hills - Preliminary Subdivision Plan Submittal**

Sean O’Keefe, Town Manager, explained that the Town’s Planner (Tom Harowski) was unable to attend the meeting. Mr. O’Keefe summarized Mr. Harowski’s staff report which had been given to the board in the meeting’s packet.

Chair St. Clair asked the applicant’s team to come forward, introduce themselves, and give their presentation to the Board. The applicant’s team consisted of Mark Watts (attorney with the law firm of Cobb Cole), Dean Barberree (from Reader Communities), and David Stokes (engineer and Cice President of the engineering firm Madden Moorhead & Stokes).

Mr. Watts explained that the proposed Lake Hills development would be a 55+ active adult community which would comply with the approved PUD. Mr. Watts explained that there were 2 areas with proposed/requested revisions to the PUD.

Mr. Watts explained that the original PUD showed that duplexes or villas would have alley access. Mr. Watts explained that active adults preferred front access for villas or duplexes and, as such, they were requesting that change. Mr. Watts did say that they had limited the number of villas, but did create them with front access, not alley access. Mr. Barberree explained that, by going after active adults, they were working to attract a premium buyer for the community.

Mr. Watts explained that they were requesting a revision for the public park location, and they felt that the location that they placed it in would be more accessible to the public.

Chair St. Clair open Public Comment for this item only.

Tim Everline, 1012 N Lakeshore Blvd – Mr. Everline stated that he felt that Reader Communities was trying to bring the Villages to Howey, and he did not want that. Mr. Everline stated that putting villas with front access in the development will cause street parking issues. Mr. Everline was not in favor of the Board recommending this development.

Eric Gunesch, 448 Avila Pl. – Mr. Gunesch was not in favor of this proposed development. Mr. Gunesch thinks that this development does not work with the Town’s new proposed changes to the Town’s Land Development Code (LDC) and Comprehensive Plan. Mr. Gunesch thinks the Town should not have a 55+ community.

David Miles, 500 E Camellia Way – Town Councilor Miles had questions on whether the community would be a gated community and if the proposed lots would be smaller than what would be allow in the Town’s newly proposed changes to the LDC and Comprehensive Plan.

Councilor Miles recommended to the Board that they recommend to Town Council a moratorium on development within the Town.

Chair St. Clair closed Public Comment for this item.

Mr. Watts explained that the Town’s zoning requirements cannot address age issues, otherwise they would be in direct federal violation. Mr. Watts also explained that the full engineering for this proposed development has not been completed yet; that this was just a preliminary plan. Permitting and

Engineering would be the next step. Mr. Watts also stated the community would be gated with a “soft gate” (which means anyone driving up asking to enter would be allowed).

Mr. Watts explained that the Development Agreement for this project vests the rights of this development including lot sizes. Mr. Watts explained that the Town’s amendment of its Comprehensive Plan will not change the vested rights for this PUD.

Board Member Mulvany had questions about the sunset clause for this community’s Development Agreement. Mr. Watts explained that there was a sunset clause, and that the current expiration date was December 2026.

Board Member Wagler asked if the community had gotten its sewer capacity yet. It was stated that it was still being worked on. Board Member Wagler also wanted to know if the community would have its own boat ramp; it would not.

Chair St. Clair open Public Comment for this item only for additional comments.

Tim Everline, 1012 N. Lakeshore Blvd. – Mr. Everline asked if the collector road (behind the gates) would be deeded to the Town. Mr. Watts explained that it would be.

David Miles, 500 E Camellia Way – Councilor Miles explained that the Villages roads (which were gated) had issues with reimbursement from FEMA. Councilor Miles had concerns about whether the roads would be public, the small lot sizes, and canals.

Mr. Watts quoted the Town’s own Comprehensive Plan section 8.03.01(C) which states that all streets shall be public unless the Town Council agrees for it to be private. Mr. Watts stated that all Town residents deserve public roads.

Chair St. Clair closed Public Comment for this item.

Board Member Wagler stated that she wanted to table/continue this item to the March 2024 Planning and Zoning Board meeting, so that the Board could have time to review sunset clauses and a moratorium on building. Board Member Wagler stated that there were too many members absent to make a decision on this item.

Motion made by Board Member Wagler to continue this item to the March 2024, Planning and Zoning Board Meeting; seconded by Board Member Hayes. The motion was approved by a roll-call vote.

Voting

Yea: Board Member Hayes, Board Member Wagler, Board Member Mulvany

Nay: Chair St. Clair

Board Member Hayes requested that all Planning and Zoning Board Members be given a copy of the approved Development Agreement for this community prior to the next Board meeting.

3. Consideration and Recommendation: **Lake Hills Shopping Center - Variances**

Mr. O’Keefe summarized Mr. Harowski’s staff report which had been given to the board in the meeting’s packet. Mr. O’Keefe explained that the applicant was requesting a variance from LDC 7.04.02 which would have required foundation plantings on all sides of a commercial building and LDC 7.05.01 (C) which requires landscape divider islands between abutting rows of parking.

Chair St. Clair asked the applicant's team to come forward, introduce themselves, and give their presentation to the Board. The applicant's team consisted of Tom Murray (Vice President of WindCrest Development Group) and Benjamin Beckham (engineer with Madden, Moorhead & Stokes).

Mr. Beckham stated that their client, Publix, did not want the foundation planting in front of the building as it would cause trip and fall hazards and would be a maintenance issue. Mr. Beckham explained that Publix also did not want the landscape divider island between abutting parking spots as it would reduce parking and also cause trip and fall hazards.

Board Member Hayes stated that he did not think that the applicant needed the variance from LDC code 7.04.02 (relating to the foundation plantings) and that he wanted any commercial development with the Town to look unique.

Chair St. Clair open Public Comment for this item only.

Tim Everline, 1012 N. Lakeshore Blvd. – Mr. Everline stated that he felt that the Town Planner should be at the meeting and that this item should also be tabled and quoted a provision in the Town's LDC which stated that commercial buildings can only be 30,000 square feet unless a special exemption is granted by the Town Council.

Eric Gunesch, 448 Avila Pl. – Mr. Gunesch also thought this item should be tabled.

Chair St. Clair closed Public Comment for this item.

Chair St. Clair was concerned about the LDC provision that Mr. Everline had quoted since the proposed building was 50,000+ square feet.

Motion made by Board Member Wagler to recommend denial of the requested variances; seconded by Board Member Hayes. Motion to recommend denial approved by roll-call vote.

Voting

Yea: Board Member Hayes, Board Member Mulvany, Board Member Wagler

Nay: Chair St. Clair

4. Consideration and Recommendation: **Lake Hills Shopping Center - Preliminary Site Plan (PSP)**

Mr. O'Keefe summarized Mr. Harowski's staff report which had been given to the board in the meeting's packet. Mr. O'Keefe explained that Mr. Harowski recommended approval with the following conditions:

1. Redesign of the parking lot layout to include landscaped medians between facing rows of parking stalls (Section 7.05.01) unless the requested variance is approved. The applicants are proposing a design with no medians between rows of parking stalls.
2. Foundation plantings around buildings (Section 7.04.02) be provided unless the requested variance is given.
3. Perimeter buffers of 10-feet or 15-feet as required be provided along the north side of the parent parcel and along the perimeter of each proposed outparcel. The applicant has agreed to this condition.
4. A 10-foot landscaped buffer be provided along the interior parcel lines between the parent parcel and the outparcels. The applicant has agreed to this condition.

5. In areas where existing trees are to be retained, no grade change or only minor grade change be allowed to support the tree preservation. Tree preservation areas are along the east side of Outparcel A and the south property line of Outparcel C, so preservation should be reasonably completed. The applicant is proposing removal of seven trees to allow for the driveway construction alongside Outparcel C. The applicant has agreed to this condition.
6. The access point to Outparcel C from the entrance drive be shifted further north. The applicant has agreed to this condition.
7. The sidewalk on SR 19 in front of Outparcel C be constructed with any improvements to Outparcel C. The sidewalk is required of the applicant, but the timing is being adjusted to allow for the final resolution of the SR-19 and CR 48 intersection. The applicant has agreed to this condition.
8. The applicant needs to calculate the “fair share” cost of its impact on the SR-19 and CR-48 intersection and provide the payment for use in intersection improvements. Design and construction will be coordinated with FDOT and Lake County.
9. The applicant needs to provide an adequate guarantee for improvements to the east entrance of the project from SR 19. This guarantee can be done in conjunction with the residential development component. These improvements are solely project related and the funding contributions need to be assured if the intersection upgrades do not occur with the initial construction. The traffic study recommendations suggest signalization may not be warranted with the initial project phases.
10. The applicant will provide at its cost the access controls required by FDOT for SR-19 and Lake County for CR-48 as part of their respective permitting process. These items will include turn lanes, deceleration lanes, and other access controls and, if necessary, right-of-way required by the permitting agencies.

Mr. Murray stated that the applicant agrees with all 10 conditions with the exceptions of the two conditions (conditions #1 & #2) that they have requested variances from.

Board Member Mulvany asked about how a recommendation should be made since the Board recommended denial of the variance requests. Mr. O’Keefe stated that, if they approved of all 10 conditions and wanted to recommend, the Board could recommend the PSP with all 10 conditions. Mr. Mulvany stated that he wanted some kind of landscaping in the parking lot, so it would look like a community Publix instead of what is in Tavares.

Board Member Wagler asked about condition #8 (the applicant calculating their fair share). Mr. O’Keefe stated that would be in coordination with FDOT and Lake County.

Chair St. Clair open Public Comment for this item only.

Eric Gunesch, 448 Avila Pl. – Mr. Gunesch wanted to know what the outparcels would be and didn’t want the Town to approve of this without knowing what would be in the outparcels. Furthermore, Mr. Gunesch did not want a Publix, he wanted a “Mom and Pop” grocery store.

Tim Everline, 1012 N. Lakeshore Blvd. – Mr. Everline thinks that 30,000 square feet is a large enough building for a commercial grocery store and does not think that the Town Council should approve a 50,000+ square foot building. Mr. Everline stated that the developer was planning on creating some small wastewater treatment facility on Outparcel A if sewer is not available when they begin construction.

Andi Everline, 1012 N. Lakeshore Blvd. – Mrs. Everline stated that the last grocery store that she would want is a Publix. Mrs. Everline stated that she thought their kale and lettuce are bad and that Publix is too expensive.

Joshua Husemann, 671 Avila Pl. – Mr. Husemann stated that he is personally against commercial development, but he understands that the Town needs it (from a tax revenue basis). Mr. Husemann stated that members of the public are commenting on wanting “Mom and Pop” grocery stores and complaining about high prices. Mr. Husemann comments that if the Town were able to bring a “Mom and Pop” grocery store, the prices would be sky high due to market conditions. “Mom and Pop” grocery stores can not compete with Publix or Winn-Dixie.

Mr. Husemann commented that he attended a lot of the Town’s meetings and there was an excessive amount of tabling of items. Mr. Husemann thought this was a bad idea and it was just “kicking the can down the road”.

Chair St. Clair closed Public Comment for this item.

Mr. Murray stated that he did not know what would be constructed in the outparcels, but that whatever goes in there would have to go through the site plan process. Mr. Murray stated that, if wastewater service is not available, they would be looking to put in a temporary wastewater system to use until sewer is available.

Chair St. Clair pointed out that the Town had allowed Contour Landscaping to build a commercial building without sewer access. Contour Landscaping was allowed to put in septic and was told that they would have to hook up to sewer when it became available.

Motion made by Chair St. Clair to recommend the proposed Preliminary Site Plan with Mr. Harowski’s 10 conditions; seconded by Board Member Hayes. The motion was approved by roll-call vote.

Voting

Yea: Board Member Hayes, Board Member Mulvany, Chair St. Clair

Nay: Board Member Wagler

OLD BUSINESS

None

NEW BUSINESS

- 5. Discussion: **Comprehensive Plan - Chapter 2 - Transportation Element**

Motion made by Chair St. Clair to table this item to the March 2024 Planning and Zoning Board Meeting; seconded by Board Member Wagler.

Voting

Yea: Board Member Hayes, Board Member Mulvany, Board Member Wagler, Chair St. Clair

Nay: None

PUBLIC COMMENTS

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

None

BOARD COMMENTS

Board Member Wagler stated that she wanted the Planning and Zoning Board to be invited to attend and participate in the Town Council’s LDC Workshops.

ADJOURNMENT

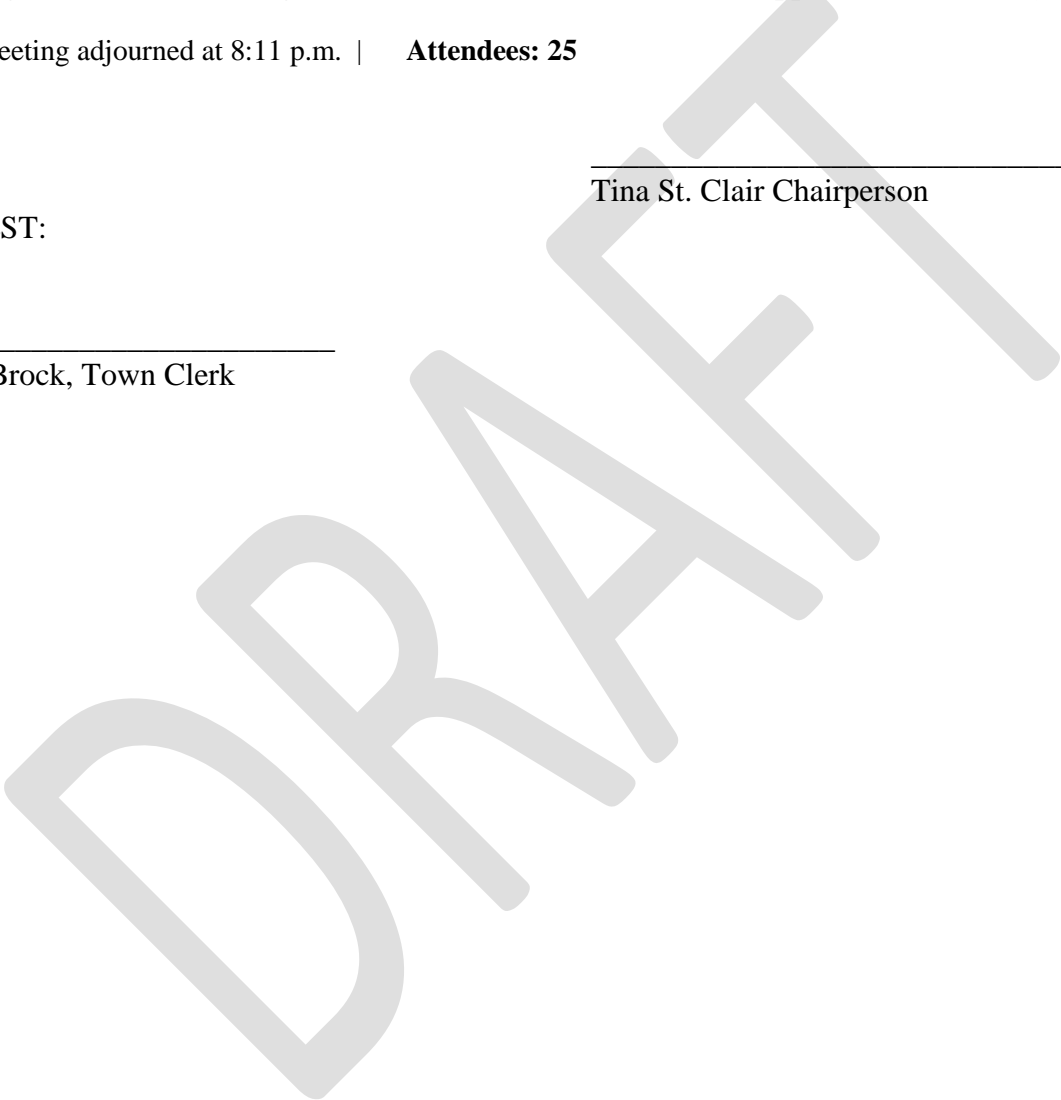
There being no further business to discuss, a motion was made by Board Member Hayes to adjourn the meeting; Board Member Wagler seconded the motion. Motion was approved unanimously by voice vote.

The Meeting adjourned at 8:11 p.m. | **Attendees: 25**

Tina St. Clair Chairperson

ATTEST:

John Brock, Town Clerk





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: Lake Hills Residential Preliminary Subdivision Plan
DATE: February 15, 2024

The Town has received an application for Preliminary Subdivision Plan Approval for the residential portion of the Lake Hills Development. This project is governed by Ordinance 2011-008, Ordinance 2015-005 and a development agreement recorded February 24, 2016 in addition to the land development code including Section 4.05 which addresses subdivision review. The residential portion of the project is its largest land allocation and extends in an arc north of the commercial area from SR-19 to CR-48. The adopted development agreement designates the residential area within the larger Lake Hills project, and the preliminary subdivision plan under consideration will locate the lots, roads, community facilities, landscaping and other features of the project in sufficient detail to assess compliance with the Town codes. The final subdivision plan will complete the subdivision design based on final engineering and other site improvements. Final subdivision approval may be sought by phases.

The residential development is part of the larger Lake Hills development which has been determined to meet the minimum requirements for a Village Mixed Use development. In addition to the residential and commercial components, the larger project includes private community recreation facilities, a four-acre public park and a bicycle/pedestrian link along the primary collector road connecting SR 19 with CR 48 through the main residential portion of the project. Additionally, the Town has purchased a 3.23-acre tract for new wells and a water treatment plant. This facility is currently under construction. The Lake County School Board has also purchased a 22-acre site at the northwest corner of the project for eventual development of an elementary school. However, no planned school improvements are programmed for at least the next five years.

The residential development includes 571 single-family units on lots with widths of 40-feet, 50-feet and 60-feet to be constructed in five phases using housing types permitted by the master development agreement. A phase map is provided on page CO-01 of the applicant's submittal. The phases are proposed as follows:

Units	Lot	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Total
Paired Home	40	0	18	42	38	0	98
Single Family	50	31	44	149	60	37	321
Single Family	60	26	32	25	36	33	152
Total		57	94	216	134	70	571

The homes are proposed as age limited for residents age 55 and older. As such, the issue of school concurrency does not apply, but the project will have to meet the Lake County School Board requirements. The project is proposed to have non-exclusive gated access. Residents and visitors will be required to pass through a control gate, but entry will not be denied. The tract table identifies the roads will be maintained by home owners association.

The project includes a central collector road that extends from SR-19 through the project connecting to CR-48 opposite the gated entry into the Mission Inn complex. The central collector road will include a bicycle/pedestrian shared use path. The balance of the project will have local streets serving the residential areas along with a future connection to the school district site. According to the development agreement, the paired lots are to be accessed by alley service. The applicants do not propose alleys, and this revision will need to be approved by the Town Council. This item will be a condition of approval.

Other features of the project include a six plus acre community recreation facility and park and a four-acre public park to be constructed by the development. The public park is located on the SR-19 side of the project just outside the security gate. This location is inconsistent with the original concept plan and needs to be approved by the Town Council. This decision will be identified as a condition of approval. Lots fronting on the lake are entitled to private docks and a community dock is proposed with the private recreation facility.

The applicant submitted a tree survey for the project identifying trees to be preserved and trees to be removed. The tree analysis identifies 231 trees designated for removal (reduced from 348 trees in an earlier submittal) and identified the historic trees on the site. All of the historic trees will be preserved except for one tree identified as dead. Most of the trees to be removed are in areas where storm water retention facilities are proposed and in areas where significant grade changes will occur. Most of the trees to be preserved fall within the wetland areas. The analysis of historic trees meets the Town code, but the code also requires preservation of 50% of the specimen trees (trees over 20-inches in diameter). This analysis was not provided and needs to be submitted.

The residential project has been reviewed by the Town’s Development Review Committee for compliance with the development agreement, compliance with the Town codes, and compliance with the Village Mixed Use development rules. As noted above, the project includes several proposals that are not compliant with Town codes and the adopted development agreement. The applicant is seeking approval from the Town to

eliminate the alley access and relocate the public park. These items, along with some other items will be suggested as conditions to the Planning Board action.

Concurrency Review

At the preliminary subdivision plan stage, a review is conducted to determine if sufficient capacity is available to support the public services required by the project. At this stage the Town conducts a planning level review; no certificate of concurrency will be issued until the final subdivision plan is approved for the entire project or for a phase of the project. The key concurrency items are potable water, sanitary sewer, storm water management and traffic. The findings are as follows:

Potable Water: With the completion of the new wells and water treatment plant, the Town will have adequate water volume and water pressure to support the proposed project.

Sanitary Sewer: Sewer is not currently available to the site. Capacity may be available from the Central Lake Community Development District (CDD) or potentially from other options currently under consideration by the Town Council. The sewer service issue will need to be resolved before a final subdivision plan can be approved.

Storm Water Management: Storm water treatment will be provided in retention areas placed throughout the project. The size of the retention areas is an engineering issue that will be reviewed by the Town's engineer and reviewed and permitted by the St. Johns River Water Management District.

Traffic: The applicant submitted a traffic study that covered both the residential and commercial portions of the development. The study included existing traffic, growth in background traffic that is a normal part of traffic movement, and other development projects that have been approved. These projects include:

- Talichet Phases 1 and 2 (2023)
- Whispering Heights (2023)
- Drake Point (Unincorporated Lake County) (2025)
- The Reserve (All components) (2028)
- Watermark (2027)

While other developments in and around Howey have been discussed, and in some cases preliminarily reviewed, none of these projects have received any level of formal approval. These projects will rank behind the Lake Hills development in the pecking order for traffic capacity. The traffic study uses very compressed time lines for each of the background projects (as noted by the dates in parentheses) and for the subject project (both residential and commercial) at 2028. Actual traffic impacts will certainly extend over a longer period of time giving more opportunity to address identified needs.

The traffic study made recommendations in three areas including impacts to road segments, impacts to intersections and access control design. The impacts can be addressed as follows:

- SR-19 from CR 561 to Central Avenue is projected to operate over the designated level of service. In part, this segment can be addressed through a reclassification of the link in the FDOT system. The segment is mis-classified and should have a higher designated capacity. There is a current project to widen SR-19 to four lanes from CR 561 to Citrus Avenue. The project is currently funded through the PD&E stage and the segment will eventually move through construction.
- SR 19 from CR 455 to US 27 is another segment that would operate within the designated level of service if the link was properly classified in the FDOT system.
- The intersection of SR 19 and CR 48 falls below the adopted level of service with delays generated by a traffic signal. The traffic study examined the intersection with a roundabout traffic control and found that it would operate within the designated level of service under that scenario. FDOT has determined that the intersection should be managed with a roundabout, and the applicant will be required to contribute funding to the project equivalent to its fair share of the traffic generation.
- The intersection of SR-19 at Central Avenue can be addressed with a traffic signal, and the Town has been working with FDOT to review a warrant study for installation of a full signal. This project does not generate traffic on the eastbound approach which is the source of the problem.
- The intersection of SR 19 with the project east entrance, which serves both the residential and commercial portions of the project, will initially operate with stop sign control, but will eventually need a signal upgrade. The signal will be provided by the residential and commercial project components. There is some discussion about using a roundabout at this project entrance as well as at the intersection with CR 48. The proposed project will need to fund the final option selected.
- In reviewing site access, turn lanes will be required at all intersections based on the design and permitting requirements of FDOT for SR-19 and Lake County for CR-48. Part of the access management review will include an analysis of right-of-way increases if any are required. If additional right-of-way is needed, the projects will be expected to provide that area as part of the permitting process.

Discussion and Conditions

The proposed residential development is consistent with approved Lake Hills adopting ordinance and development agreement with regard to the location of residential uses, allowed lot sizes and setbacks, and the supporting uses proposed. The most recent version of the preliminary subdivision plan does not fully comply with the the development agreement for two items that are noted previously. Therefore any recommendation for approval offered by the Planning Board should include a set of conditions addressing these items. The conditions offered for consideration include:

1. The Town Council will need to approve the development of the paired lot units without the alley access currently required by the development agreement. Paragraph 14 of the development agreement allows the applicant to pursue this request.
2. The development agreement and conceptual land use plan identifies the public park location as being in POD 4 which is centrally located on the lake front. The applicant is requesting the public park be relocated to an area outside the gated portion of the community. Again, Paragraph 14 allows the request. According to the development agreement, the public park is not required until the building permit for 500th unit is issued. The Town may wish to ask that the public park be advanced to Phase 1 if the new location is approved.
3. Should the proposed location be approved, the Town Council needs to approve the placement of storm water retention for the access road within the public park.
4. Compliance with the minimum open space requirement for the overall project needs to be documented. The data submitted for the residential portion of the overall project notes that 10-acres of the required open space will come from other areas of the project. The property owner needs to document these sources.
5. Prior to approval of the final subdivision plan for the entire project or a phase of the project, the applicant needs to provide evidence that the access road from SR 19 to the residential phase of the project will be constructed.
6. The tree analysis for specimen trees needs to be provided.
7. The project covenants and restrictions need to include language that either prohibits individual swimming pools and other accessory structures or states that the owner waives his right to seek a variance to the setback requirements.
8. The applicant needs to calculate the “fair share” cost of its impact on the SR-19 and CR-48 intersection and provide the payment for use in intersection improvements. Design and construction will be coordinated with FDOT and Lake County.
9. The applicant needs to provide an adequate guarantee for improvements to the east entrance of the project from SR 19. This guarantee can be done in conjunction with the commercial development component. These improvements are solely project related and the funding contributions need to be assured if the intersection upgrades do not occur with the initial construction. The traffic study recommendations suggest signalization may not be warranted with the initial project phases.
10. The applicant will provide at its cost the access controls required by FDOT for SR-19 and Lake County for CR-48 as part of their respective permitting process. These items will include turn lanes, deceleration lanes, and other access controls and, if necessary, right-of-way required by the permitting agencies.

Recommendation

The staff recommends approval of the preliminary site plan with the conditions noted above.

LEGAL DESCRIPTION:

(As per Title Commitment 11166639 issued by Fidelity National Title Insurance Company bearing an effective date of May 24, 2023 at 8:00 AM with Revision 1 dated June 6, 2023)

PARCEL 1:

GOVERNMENT LOTS 2, 4, 5, 6, 7, 8 AND 9, LYING NORTH OF HIGHWAY 48 AND THE WESTERLY OF HIGHWAY 19, ALL LYING IN SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, LESS THE FOLLOWING DESCRIBED PARCEL OF LAND: BEGIN AT SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, AND RUN NORTH 00'04'21" EAST 1314.20 FEET, MORE OR LESS, TO THE SOUTHERLY WATERS EDGE OF LAKE HARRIS AND A POINT HEREBY DESIGNATED AS POINT "A". RETURN TO THE POINT OF BEGINNING AND RUN SOUTH 89'35'28" WEST ALONG THE SOUTH LINE OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 23 A DISTANCE OF 1100.00 FEET; THENCE NORTH 00'27'54" EAST 1484.76 FEET, MORE OR LESS, TO THE SOUTHERLY WATERS EDGE OF LAKE HARRIS; THENCE EASTERLY ALONG SAID SOUTHERLY WATERS EDGE OF LAKE HARRIS TO POINT "A".

LESS any portion conveyed in those certain deeds recorded in Official Records Book 6019, Page 212 and Official Records Book 6068, Page 222.

LESS AND EXCEPT COMMERCIAL 1

A PORTION OF GOVERNMENT LOTS 2, 8, AND 9 LYING WESTERLY OF HIGHWAY 19, ALL LYING IN SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: AS A POINT OF REFERENCE COMMENCE AT SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA AND PROCEED N 00'53'14" E, ALONG THE WEST BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 23, A DISTANCE OF 1171.08 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF COUNTY ROAD 48 SAID POINT LYING ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 5679.58 FEET AND A CHORD BEARING AND DISTANCE OF S 69'35'43" E, A DISTANCE OF 1188.12 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT AND SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1188.29 FEET; THENCE S 75'35'20" E, ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1460.31 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 2341.83 FEET AND A CHORD BEARING AND DISTANCE OF S 72'35'58" E, A DISTANCE OF 223.25 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT AND ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 223.33 FEET; THENCE LEAVING SAID NORTHERLY RIGHT OF WAY LINE, N 15'36'38" E, A DISTANCE OF 52.62 FEET; THENCE N 75'08'12" E, A DISTANCE OF 258.80 FEET TO THE POINT OF BEGINNING; THENCE N 15'36'16" E, A DISTANCE OF 306.32 FEET; THENCE N 60'15'03" E, A DISTANCE OF 218.37 FEET; THENCE N 48'59'01" E, A DISTANCE OF 705.25 FEET; THENCE S 43'00'59" E, A DISTANCE OF 404.25 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 100.00 FEET AND A CHORD BEARING AND DISTANCE OF 27'52'48" E, A DISTANCE OF 52.22 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 52.84 FEET TO A POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 120.00 FEET AND A CHORD BEARING AND DISTANCE OF S 27'52'48" E, A DISTANCE OF 62.67 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 63.40 FEET; THENCE S 43'00'59" E, A DISTANCE OF 125.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD 19; THENCE S 46'59'01" W, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 650.20 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF STATE ROAD 19; THENCE S 75'06'54" E, ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 520.03 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF STATE ROAD 19; THENCE N 46'59'01" E, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 742.75 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD 19; THENCE N 46'59'01" E, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1328.28 TO THE POINT OF BEGINNING; THENCE LEAVING SAID WESTERLY RIGHT OF WAY LINE, N 89'48'40" W, A DISTANCE OF 738.20; THENCE S 46'59'01" W, A DISTANCE OF 50.00 FEET; THENCE S 43'00'59" E, A DISTANCE OF 269.48 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 100.00 FEET AND A CHORD BEARING AND DISTANCE OF S 58'09'10" E, A DISTANCE OF 52.22 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 52.84 FEET TO A POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 120.00 FEET AND A CHORD BEARING AND DISTANCE OF S 58'09'10" E, A DISTANCE OF 62.67 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 63.40 FEET; THENCE S 43'00'59" E, A DISTANCE OF 125.00 FEET TO A POINT ON THE AFOREMENTIONED WESTERLY RIGHT OF WAY OF STATE ROAD 19; THENCE N 46'59'01" E, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 558.08 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINING 630854 SQUARE FEET OR 14.48 ACRES MORE OR LESS.

LESS AND EXCEPT COMMERCIAL 2

A PORTION OF GOVERNMENT LOT 9 LYING WESTERLY OF HIGHWAY 19, ALL LYING IN SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: AS A POINT OF REFERENCE COMMENCE AT SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA AND PROCEED N 00'53'14" E, ALONG THE WEST BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 23, A DISTANCE OF 1171.08 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF COUNTY ROAD 48 SAID POINT LYING ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 5679.58 FEET AND A CHORD BEARING AND DISTANCE OF S 69'35'43" E, A DISTANCE OF 1188.12 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT AND SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1188.29 FEET; THENCE S 75'35'20" E, ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1460.31 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 2341.83 FEET AND A CHORD BEARING AND DISTANCE OF S 72'35'58" E, A DISTANCE OF 223.25 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT AND ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 223.33 FEET; THENCE LEAVING SAID NORTHERLY RIGHT OF WAY LINE, N 15'36'38" E, A DISTANCE OF 52.62 FEET; THENCE N 75'08'12" E, A DISTANCE OF 258.80 FEET TO THE POINT OF BEGINNING; THENCE N 15'36'16" E, A DISTANCE OF 306.32 FEET; THENCE N 60'15'03" E, A DISTANCE OF 218.37 FEET; THENCE N 48'59'01" E, A DISTANCE OF 705.25 FEET; THENCE S 43'00'59" E, A DISTANCE OF 404.25 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 100.00 FEET AND A CHORD BEARING AND DISTANCE OF 27'52'48" E, A DISTANCE OF 52.22 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 52.84 FEET TO A POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 120.00 FEET AND A CHORD BEARING AND DISTANCE OF S 27'52'48" E, A DISTANCE OF 62.67 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 63.40 FEET; THENCE S 43'00'59" E, A DISTANCE OF 125.00 FEET TO A POINT ON THE AFOREMENTIONED WESTERLY RIGHT OF WAY OF STATE ROAD 19; THENCE N 46'59'01" E, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 558.08 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINING 155,772 SQUARE FEET OR 3.58 ACRES MORE OR LESS.

LESS AND EXCEPT ACCESS EASEMENT

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 SECTION 23-20-25; THENCE SOUTH 00'28'42" WEST ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SECTION 25, A DISTANCE OF 765.11 FEET TO THE NORTHERLY RIGHT OF WAY OF STATE ROAD 19; THENCE SOUTH 46'59'01" WEST ALONG THE NORTHERLY RIGHT OF WAY, A DISTANCE OF 1171.08 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 46'59'01" WEST, A DISTANCE OF 120.00 FEET; THENCE NORTH 43'00'59" WEST, A DISTANCE OF 125.00 FEET; TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 120.00 FEET AND A CHORD WHICH BEARS NORTH 27'52'48" WEST, A DISTANCE 62.67 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 63.40 FEET; TO A POINT OF REVERSE CURVATURE OF A CURVE HAVING A RADIUS OF 100.00 FEET AND A CHORD WHICH BEARS NORTH 27'52'48" WEST, AND A DISTANCE OF 52.22 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 52.84 FEET; THENCE NORTH 43'00'59" WEST, A DISTANCE OF 120.00 FEET; THENCE NORTH 43'00'59" WEST, A DISTANCE OF 60.00 FEET; THENCE SOUTH 43'00'59" EAST, A DISTANCE OF 404.25 FEET; TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 100.00 FEET AND A CHORD WHICH BEARS SOUTH 58'09'10" EAST, A DISTANCE 52.22 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 52.84 FEET; TO A POINT OF REVERSE CURVATURE OF A CURVE HAVING A RADIUS OF 120.00 FEET AND A CHORD WHICH BEARS SOUTH 58'09'10" EAST, AND A DISTANCE OF 62.67 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 63.40 FEET; THENCE SOUTH 43'00'59" EAST, A DISTANCE OF 125.00 FEET, TO THE POINT OF BEGINNING.

CONTAINING 49,343.34 SQUARE FEET OR 1.13 ACRES, MORE OR LESS.

PARCEL 2:

BEGIN AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, RUN SOUTH 89'09'42" WEST ALONG THE NORTH LINE OF THE SOUTHEAST 1/4 A DISTANCE OF 330 FEET; THENCE NORTH 00'15'45" WEST 210 FEET; THENCE NORTH 38'44'24" EAST 583.17 FEET FOR REPLAT, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 10, PAGE 63, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE CONTINUE SOUTH 81'15'42" WEST TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF STATE ROAD 48; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF STATE ROAD 48 TO THE EAST LINE OF THE SOUTHEAST 1/4 OF SECTION 22; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 TO THE POINT OF BEGINNING.

PARCEL 3

FROM THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, RUN SOUTH 89'09'42" WEST ALONG THE SOUTH LINE OF THE NORTHEAST 1/4 A DISTANCE OF 330 FEET; THENCE NORTH 00'15'45" WEST 210 FEET; THENCE NORTH 38'44'24" EAST 583.17 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 89'10'02" EAST 1177 FEET TO THE WATERS OF LAKE HARRIS; THENCE SOUTHEASTERLY ALONG SAID WATERS OF LAKE HARRIS TO A POINT ON THE EAST LINE OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA; THENCE SOUTH ALONG THE EAST LINE OF THE NORTHWEST 1/4 TO THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF SECTION 23; THENCE WEST ALONG THE SOUTH LINE OF THE NORTHWEST 1/4 TO THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 23, SAID POINT HEREBY DESIGNATED AS POINT "A", RETURN TO THE POINT OF BEGINNING AND RUN SOUTH 38'44'24" WEST TO A POINT ON THE WEST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 23; THENCE ALONG THE WEST LINE OF THE NORTHWEST 1/4 TO POINT "A". LESS AND EXCEPT THAT PORTION DESCRIBED IN THAT CERTAIN CORRECTIVE WARRANTY DEED RECORDED IN BOOK 4103, PAGE 313, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.

PARCEL 4:

THAT PART OF THE N.W. 1/4 OF THE S.E. 1/4 OF SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA, BOUNDED AND DESCRIBED AS FOLLOWS: BEGIN AT A CONCRETE MONUMENT (NO NUMBER) AT THE SOUTHEAST CORNER OF THE N.W. 1/4 OF THE S.E. 1/4 OF SAID SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST AND RUN N.00'04'21"E ALONG THE EAST LINE OF THE N.W. 1/4 OF THE S.E. 1/4 A DISTANCE OF 1202.20 FEET TO AN IRON PIN LABELED L.B. 707; THENCE CONTINUE N.00'04'21"E ALONG THE EAST LINE OF THE N.W. 1/4 OF THE S.E. 1/4 A DISTANCE OF 112 FEET, MORE OR LESS, TO A POINT ON THE SOUTHERLY WATERS EDGE OF LAKE HARRIS AND A POINT HEREBY DESIGNATED AS POINT "A", RETURN TO THE POINT OF BEGINNING AND RUN S.89'35'28"W, ALONG THE SOUTH LINE OF THE N.W. 1/4 OF THE S.E. 1/4 OF SAID SECTION 23 A DISTANCE OF 1100.00 FEET TO AN IRON PIN LABELED L.B. 707; THENCE N.00'27'54"E, 1451.76 FEET TO AN IRON ROD PIN LABELED L.B. 707; THENCE CONTINUE N00'27'54"E, 33 FEET, MORE OR LESS, TO A POINT ON THE SOUTHERLY WATERS EDGE OF LAKE HARRIS; THENCE EASTERLY ALONG AND WITH SAID SOUTHERLY WATERS EDGE OF LAKE HARRIS TO INTERSECT THE AFOREMENTIONED POINT "A".

SUBJECT TO AND TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS LYING OVER, UPON AND THROUGH THE FOLLOWING DESCRIBED PARCEL LYING WEST OF THE NORTH 50 FEET OF THE S.E. 1/4 OF THE S.E. 1/4 OF SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA, LYING WEST OF THE NORTHWESTERLY RIGHT-OF-WAY LINE OF STATE HIGHWAY NO. 19, AND AN EASEMENT FOR INGRESS AND EGRESS LYING OVER, UPON AND THROUGH THE FOLLOWING DESCRIBED PARCEL OF LAND: BEGIN AT THE SOUTHEAST CORNER OF THE N.W. 1/4 OF THE S.E. 1/4 OF SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA AND RUN S.00'04'21"W, ALONG THE EAST LINE OF THE N.W. 1/4 OF THE S.E. 1/4 OF SAID SECTION 23 A DISTANCE OF 50.00 FEET TO A POINT AT THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 100.00 FEET AND A RADIAL BEARING OF S.00'02'52". THENCE SOUTHWESTERLY ALONG THE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 28'35'47" AN ARC LENGTH OF 49.91 FEET TO THE END OF SAID CURVE AND THE BEGINNING OF A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 100.00 FEET; THENCE NORTHWESTERLY AND WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 28'35'47" AN ARC LENGTH OF 49.91 FEET TO THE END OF SAID CURVE; THENCE S.89'35'28" W, PARALLEL WITH THE SOUTH LINE OF THE N.W. 1/4 OF THE S.E. 1/4 OF SECTION 23 A DISTANCE OF 1029.81 FEET; THENCE N.00'27'54"E, 1510 FEET, MORE OR LESS, TO A POINT ON THE SOUTHERLY WATERS EDGE OF LAKE HARRIS AND A POINT HEREBY DESIGNATED AS POINT "A", RETURN TO THE POINT OF BEGINNING AND RUN N.00'04'21" ALONG THE EAST LINE OF THE N.W. 1/4 OF THE S.E. 1/4 OF THE AFOREMENTIONED SECTION 23 A DISTANCE OF 25.00 FEET; THENCE S.89'35'28"W, PARALLEL WITH THE SOUTH LINE OF THE N.W. 1/4 OF THE S.E. 1/4 A DISTANCE OF 1074.82 FEET; THENCE N.00'27'54"E., 1459 FEET, MORE OR LESS, TO A POINT ON THE SOUTHERLY WATERS EDGE OF LAKE HARRIS; THENCE WESTERLY ALONG AND WITH SAID SOUTHERLY WATERS EDGE OF LAKE HARRIS TO INTERSECT THE AFOREMENTIONED POINT "A".

PARCEL 5:

BEGIN AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, RUN SOUTH 89'09'42" WEST ALONG THE SOUTH LINE OF THE NORTHEAST 1/4 A DISTANCE OF 330 FEET; THENCE NORTH 00'15'45" WEST, 210 FEET; THENCE NORTH 38'44'24" EAST 583.17 FEET TO A POINT ON THE EAST LINE OF THE NORTHEAST 1/4 OF SECTION 22; THENCE SOUTH ALONG THE EAST LINE OF THE NORTHEAST 1/4 TO THE POINT OF BEGINNING. LESS AND EXCEPT THAT PORTION DESCRIBED IN THAT CERTAIN CORRECTIVE WARRANTY DEED RECORDED IN BOOK 4103, PAGE 313, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.

PARCEL 6:

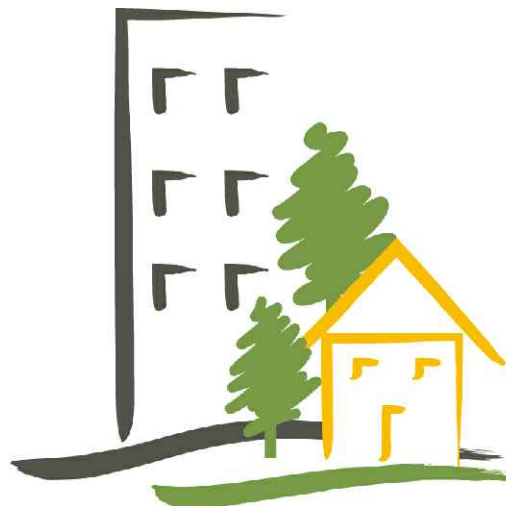
THAT PART OF SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCE AT A CONCRETE MONUMENT (NO NUMBER) AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA, RUN S.89'52'11" W, ALONG THE SOUTH LINE OF THE NORTHEAST 1/4 OF SECTION 22, A DISTANCE OF 330.00 FEET TO AN IRON PIPE LABELED LB707; THENCE N.00'09'33"E., 210.05 FEET TO A CONCRETE MONUMENT LABELED L51916; THENCE N.39'31'51" E., 583.79 FEET TO AN IRON PIN LABELED LB7514; THENCE N.89'52'31"E., 458.45 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, FROM SAID POINT OF BEGINNING RUN N.70'57'18"E., 519 FEET MORE OR LESS TO A POINT ON THE SOUTHWESTERLY WATERS EDGE OF LAKE HARRIS AND A POINT HEREBY DESIGNATED AS POINT "A", RETURN TO THE POINT OF BEGINNING AND RUN N.89'52'31"E., 708.81 FEET TO AN IRON PIN LABELED LB7514; THENCE CONTINUE N.89'52'31"E., 30 FEET MORE OR LESS TO A POINT ON THE SOUTHWESTERLY WATERS EDGE OF LAKE HARRIS; THENCE NORTHWESTERLY ALONG AND WITH SAID SOUTHWESTERLY WATERS EDGE OF LAKE HARRIS TO INTERSECT THE AFOREMENTIONED POINT "A".

OVERALL PARCEL TO THE WHOLE CLOSURE LINE CONTAINS 9,592,251.16 SQUARE FEET OR 220.21 ACRES MORE OR LESS

PRELIMINARY SUBDIVISION PLAN FOR LAKE HILLS

PARCELS: 23-20-25-0004-000-00200, 22-20-25-0004-000-01000, 15-20-25-0101-001-00000, 22-20-25-0001-000-01400, 23-20-25-0002-000-01100, 23-20-25-0002-000-00600, 23-20-25-0004-000-01000

HOWEY IN THE HILLS, FLORIDA FOR



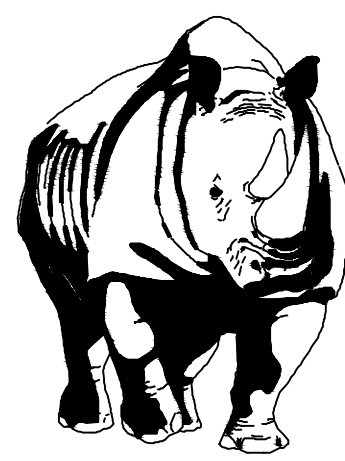
READER COMMUNITIES

READER COMMUNITIES

5850 TG LEE BOULEVARD, SUITE 200

ORLANDO, FL. 32822

(407) 856-4899



MADDEN MOORHEAD & STOKES, LLC CIVIL ENGINEERS

431 E. HORATIO AVENUE, SUITE 260
MAITLAND, FLORIDA 32751
PHONE (407) 629-8330
FAX (407) 629-8336

PROJECT TEAM MEMBERS:

OWNER:
LAKE HARRIS (ORLANDO) ASU VII OWNER #1, LLC
LAKE HARRIS (ORLANDO) ASU VII OWNER #2, LLC
LAKE HARRIS (ORLANDO) ASU VII OWNER #3, LLC
923 N. PENNSYLVANIA AVE
WINTER PARK, FL 32789

DEVELOPER:
READER COMMUNITIES
5850 TG LEE BOULEVARD, SUITE 200
ORLANDO, FL 32822
PHONE: (407) 856-4899

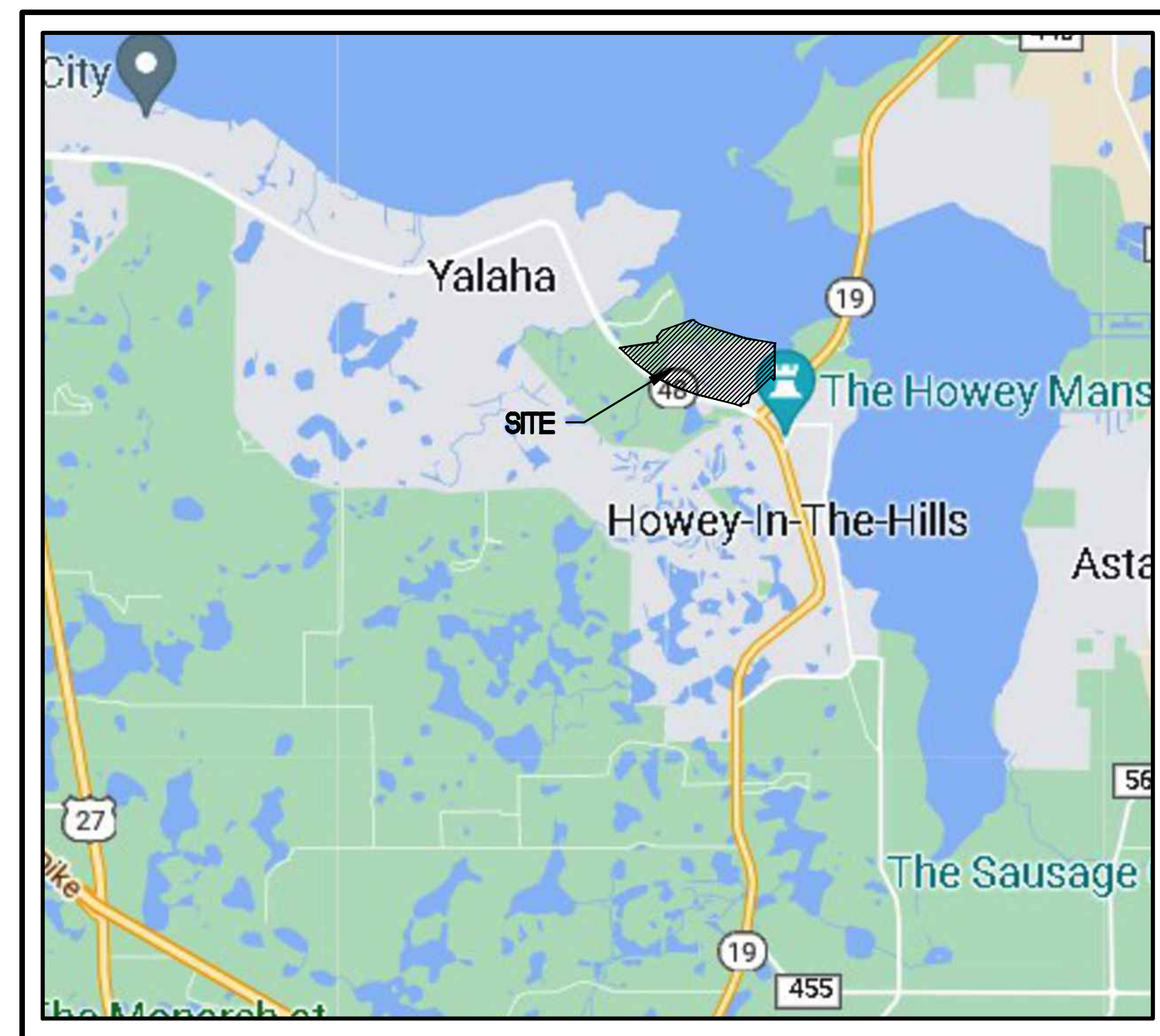
ENGINEER:
MADDEN, MOORHEAD, & STOKES, LLC.
431 E HORATIO AVE, STE 260
MAITLAND, FL 32751
PHONE: (407) 629-8330

SURVEYOR:
HAMILTON ENGINEERING & SURVEYING, LLC.
3409 W. LEMON STREET
TAMPA, FLORIDA 33609
PHONE: (813) 250-3335

SHEET INDEX	
Sheet #	Sheet Title
C0.00	COVER SHEET
C0.01	NOTES AND DETAILS
C1.00	OVERALL PRELIMINARY SUBDIVISION PLAN
C1.01	PRELIMINARY SUBDIVISION PLAN
C1.02	PRELIMINARY SUBDIVISION PLAN
C1.03	PRELIMINARY SUBDIVISION PLAN
C1.04	PRELIMINARY SUBDIVISION PLAN
C2.00	PRELIMINARY HISTORIC TREE SAVE PLAN
C2.01	PRELIMINARY TREE REMOVAL PLAN
C2.02	PRELIMINARY TREE REMOVAL PLAN
C2.03	PRELIMINARY TREE REMOVAL TABLE

VICINITY MAP

SCALE: 1"=5000'



DAVID A. STOKES, P.E. #66527
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

LAKE HILLS AT LAKE HARRIS PSP (JOB NO. 23019)



MADDEN MOORHEAD & STOKES, LLC CIVIL ENGINEERS 431 E. Horatio Avenue Suite 250 Maitland, Florida 32751 (407) 629-8330

NOTES AND DETAILS FOR LAKE HILLS TOWN OF HOWEY-IN-THE-HILLS LAKE COUNTY, FLORIDA

LAKE HILLS READER COMMUNITIES 5850 TO LEE BOULEVARD, SUITE 200 ORLANDO, FL 32822 (407) 856-4899

ENGINEER IN CHARGE: DAVID A. STOKES, P.E. #65627 DATE: February 6, 2024 CERTIFICATE OF AUTHORIZATION NO. EB-0007723

Table with columns for DATE, REVISIONS, and revision details.

JOB # 23019 DATE: 10/27/2023 SCALE: N.T.S. DESIGNED BY: JV DRAWN BY: JV APPROVED BY: DAS

CO.01

OPEN SPACE TABLE

Table with columns: ID, LAND USE, OWNERSHIP, MAINTENANCE, OPEN SPACE, (AC/%)

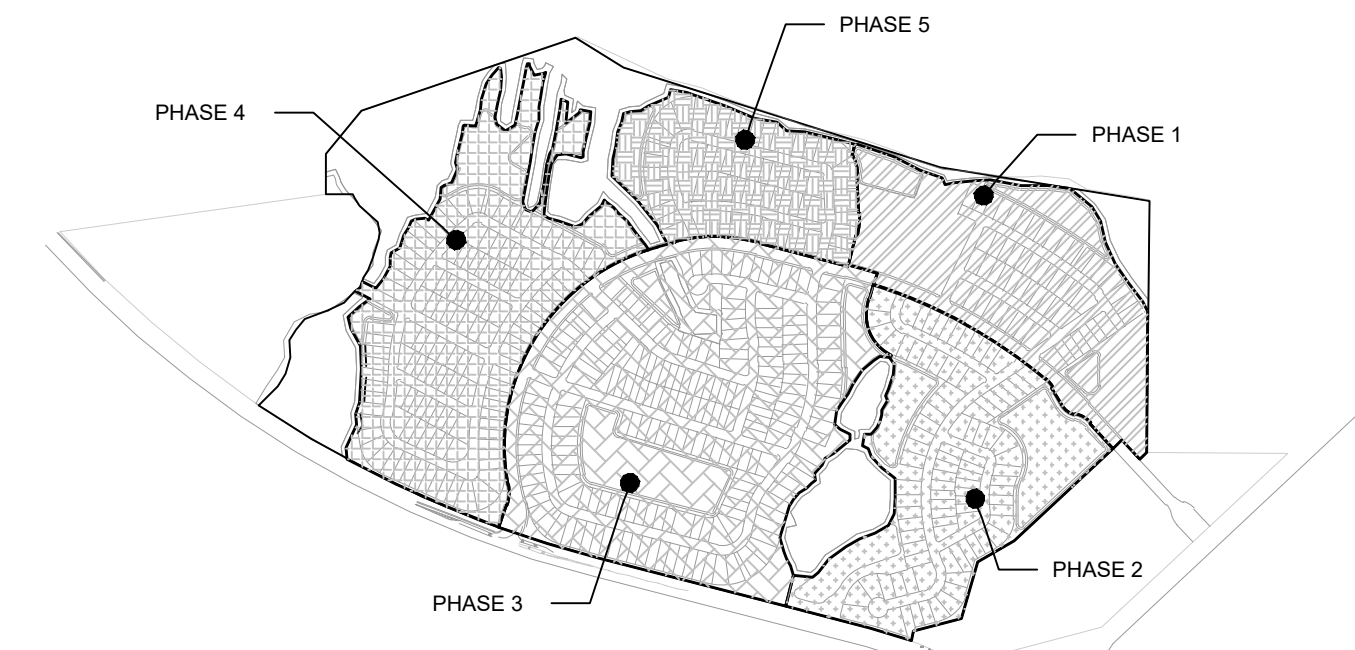
TRACT TABLE

Table with columns: ID, LAND USE, OWNERSHIP, MAINTENANCE, AREA, (AC/%)

PROPOSED LOT COUNT:

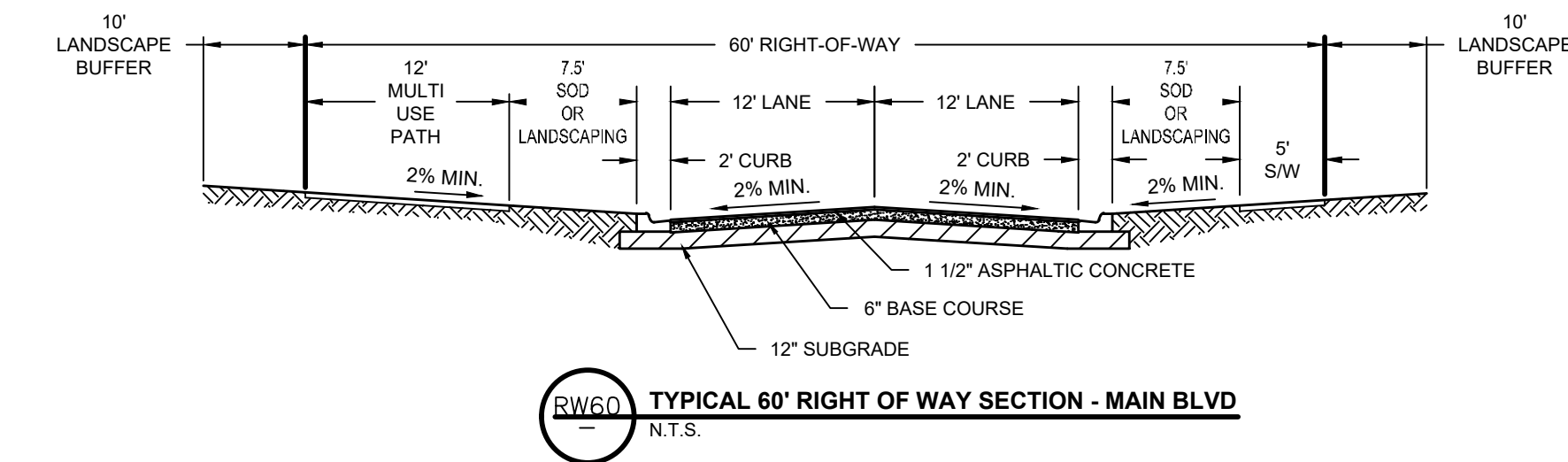
Table with columns: LOT, LOT TYPE, PHASE 1, PHASE 2, PHASE 3, PHASE 4, PHASE 5, TOTAL

NOTE: PHASING SHOWN IS CONCEPTUAL AND SUBJECT TO CHANGE WITH FINAL ENGINEERING PLANS. PHASES MAY BE CONSTRUCTED NON-CONSECUTIVELY.

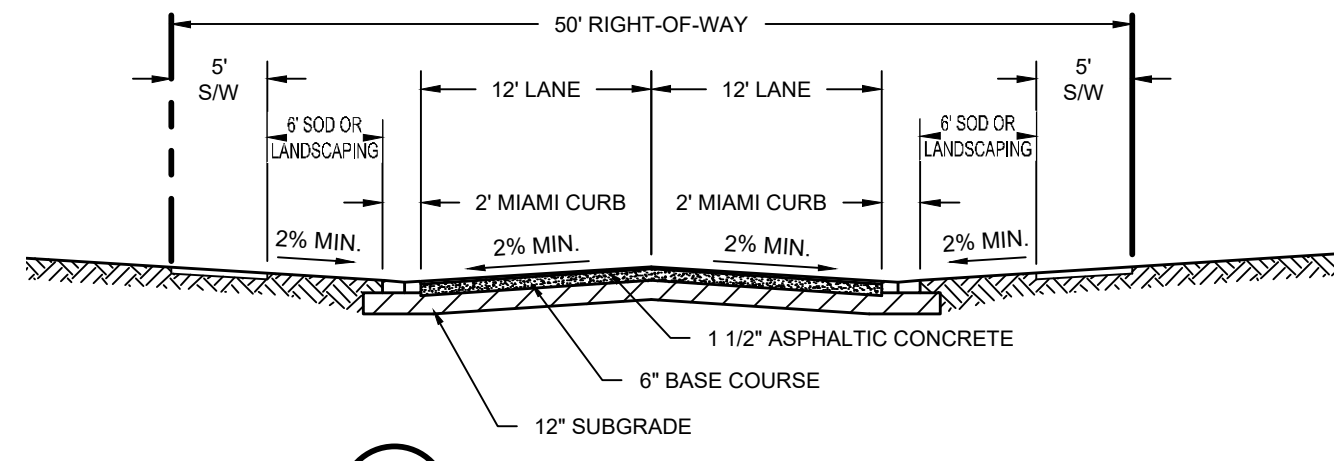


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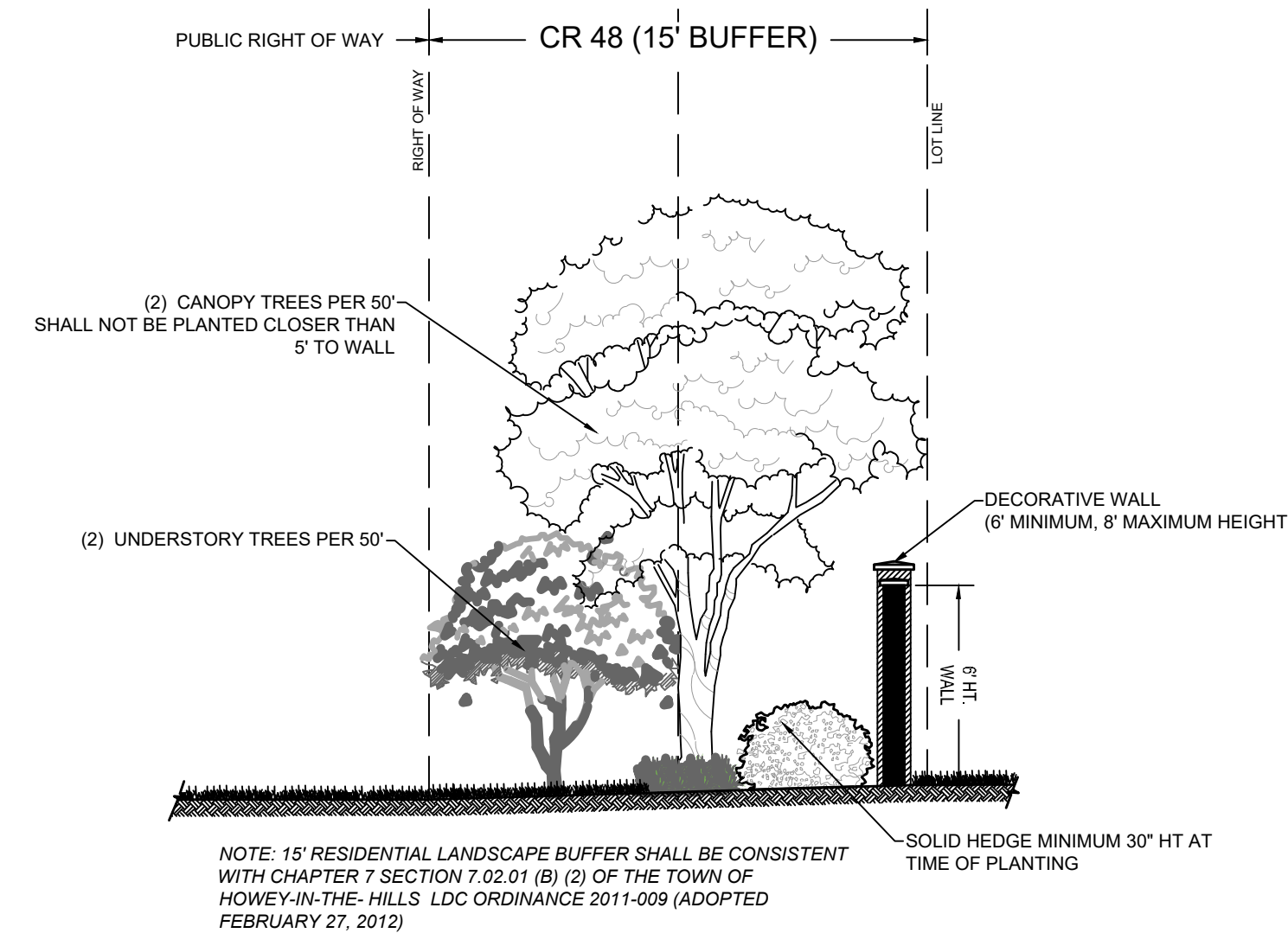
PHASING MAP



RW60 TYPICAL 60' RIGHT OF WAY SECTION - MAIN BLVD



RW50 TYPICAL 50' RIGHT OF WAY SECTION



NOTE: 15' RESIDENTIAL LANDSCAPE BUFFER SHALL BE CONSISTENT WITH CHAPTER 7 SECTION 7.02.01 (B) (2) OF THE TOWN OF HOWEY-IN-THE-HILLS LDC ORDINANCE 2011-009 (ADOPTED FEBRUARY 27, 2012)

LR15 TYPICAL - CR 48 (15' BUFFER)

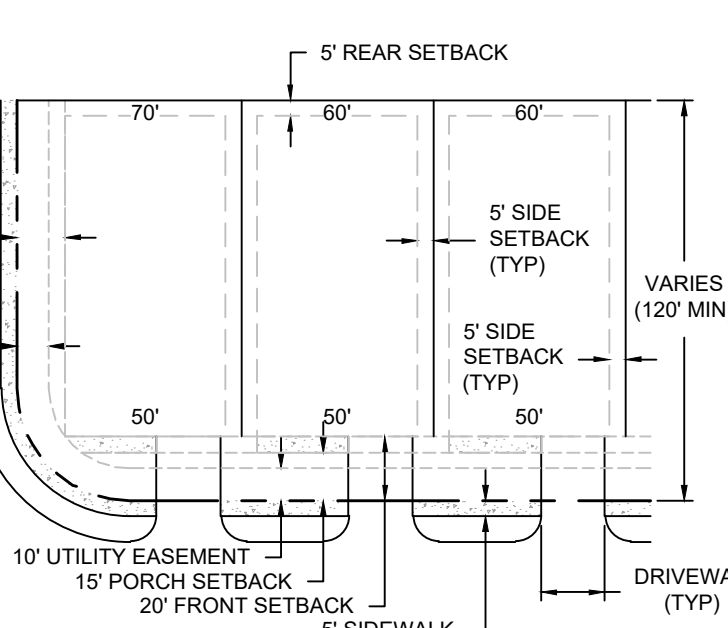
Table: LAND USE RANGES PERMITTED IN PUD listing various uses and their percentages.

Table: RESIDENTIAL PROJECT NET DEVELOPABLE AREA CALCULATION showing area breakdown by land use.

NOTE: ALL AREAS BASED ON PREDEVELOPMENT SURVEY

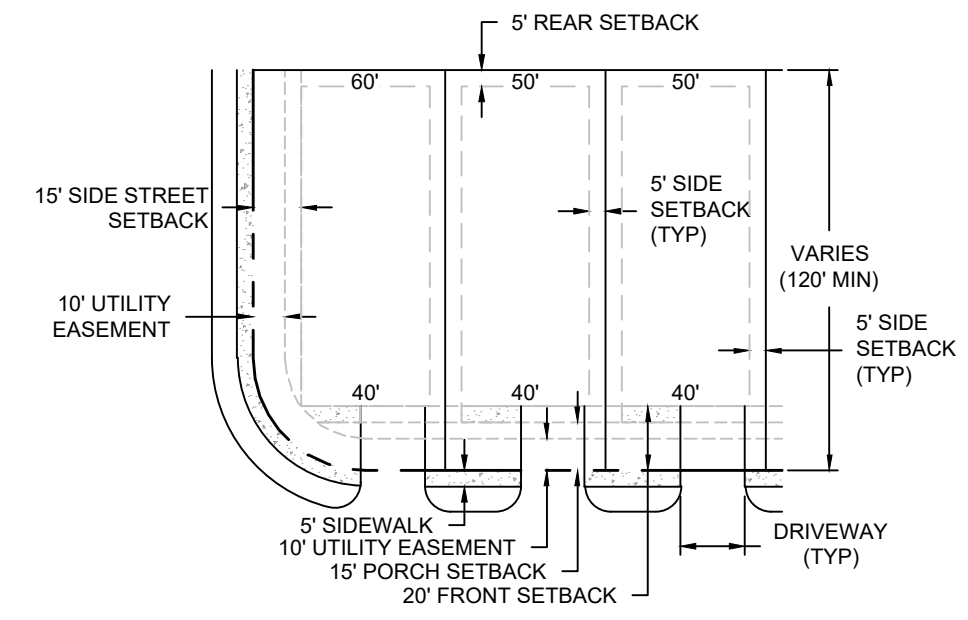
Table: PUD NET DEVELOPABLE AREA CALCULATION showing total project area and net developable area.

NOTE: ALL AREAS TAKEN FROM PUD CONCEPTUAL LAND USE PLAN LOCATED IN AN ATTACHMENT B OF THE DEVELOPMENT AGREEMENT FOR THE LAKE HILLS PUD



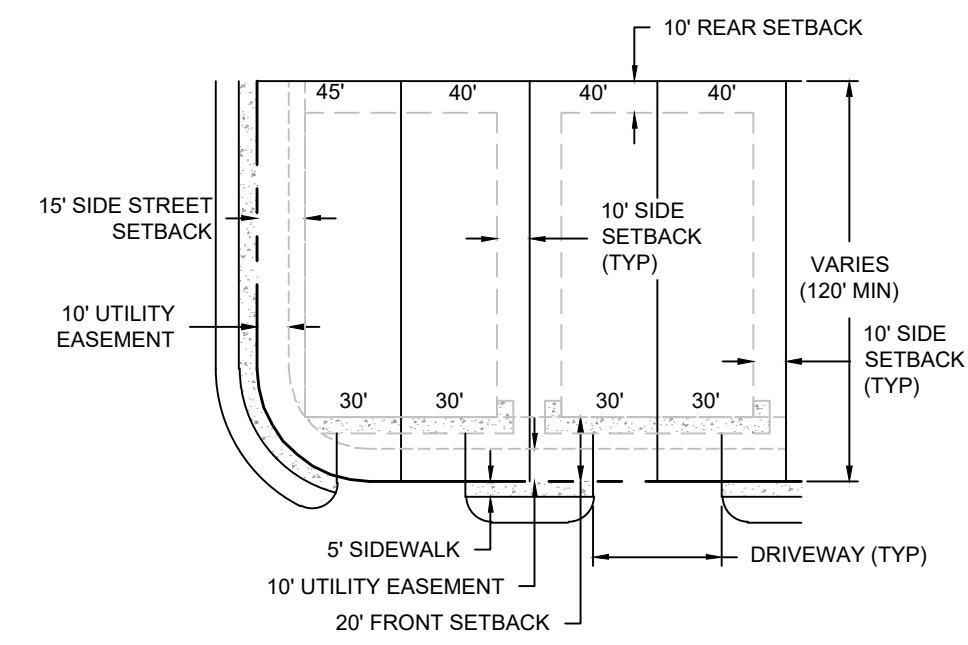
60+ COTTAGE HOME LOTS

NOTE: 60+ COTTAGE LOT - 7,200 SF MIN. LOT SIZE. 75% LOT COVERAGE MAX. FRONT/SIDE GARAGE.



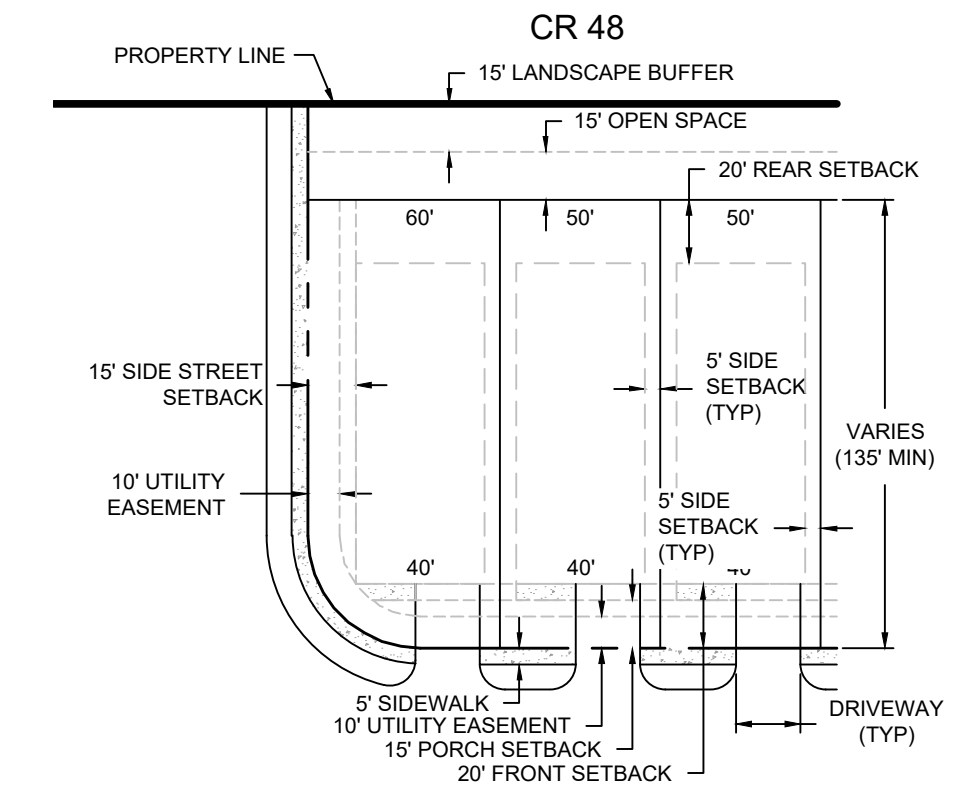
50' COTTAGE HOME LOTS

NOTE: 50' COTTAGE LOT - 6,000 SF MIN. LOT SIZE. 75% LOT COVERAGE MAX. FRONT/SIDE GARAGE.



PAIRED HOME LOTS

NOTE: PAIRED HOME LOT - 4,800 SF MIN. LOT SIZE. 90% LOT COVERAGE MAX. FRONT GARAGE.



TYPICAL LOT DETAILS - 50' COTTAGE HOME LOTS ALONG C.R. 48

SITE DATA:

PARCEL ID:	23-20-25-0004-000-00200, 22-20-25-0004-000-01000, 15-20-25-0101-001-00000, 22-20-25-0001-000-01400, 23-20-25-0002-000-01100, 23-20-25-0002-000-00600, 23-20-25-0004-000-01000
JURISDICTION:	HOWEY-IN-THE-HILLS
ZONED:	PUD (LAKE HILLS 2011-008)
GROSS SITE AREA:	220.21 ACRES ±
TOTAL NUMBER OF LOTS:	571 LOTS
DENSITY:	2.59 DU/AC
OPEN SPACE REQUIRED:	55.33 AC (MIN. 25% OF GROSS AREA)
OPEN SPACE PROVIDED:	79.02 AC (36.0%)

LEGEND:

- WETLAND TO BE PRESERVED
- WETLAND IMPACT (2.74 AC)
- WETLAND BUFFER/OPEN SPACE
- OPEN SPACE/LANDSCAPE BUFFER
- HISTORIC TREE

50' COTTAGE HOME LOT - (40'X85' PAD) TYPICAL	321 UNITS
60+ COTTAGE HOME LOT - (50'X85' PAD) TYPICAL	152 UNITS
PAIRED HOME LOT - (30'X85' PAD - DUPLEX) TYPICAL	98 UNITS
TOTAL UNITS -	571 UNITS

DEVELOPED AREA	220.21 AC	100%
RESIDENTIAL LOTS	45.72 AC	20.8%
ASPHALT AREA:	15.19 AC	6.9%
RECREATION AREA:	6.36 AC	2.9%
12' MULTI-USE PATH:	1.20 AC	0.5%
WETLAND BUFFER:	8.24 AC	3.7%
WETLAND:	31.83 AC	14.4%
POND WET:	21.89 AC	9.9%
POND DRY:	6.40 AC	2.9%
PARK:	4.36 AC	2.0%
OPEN SPACE:	79.02 AC	36.0%
TOTAL PERVIOUS:	89.78 AC	40.9%
TOTAL IMPERVIOUS:	108.54 AC	49.2%
TOTAL WET POND:	21.89 AC	9.9%

MADDEN
MOORHEAD & STOKES, LLC
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 250
Maitland, Florida 32751
(407) 629-8330

PRELIMINARY SUBDIVISION PLAN
FOR
LAKE HILLS
TOWN OF HOWEY-IN-THE-HILLS
LAKE COUNTY, FLORIDA

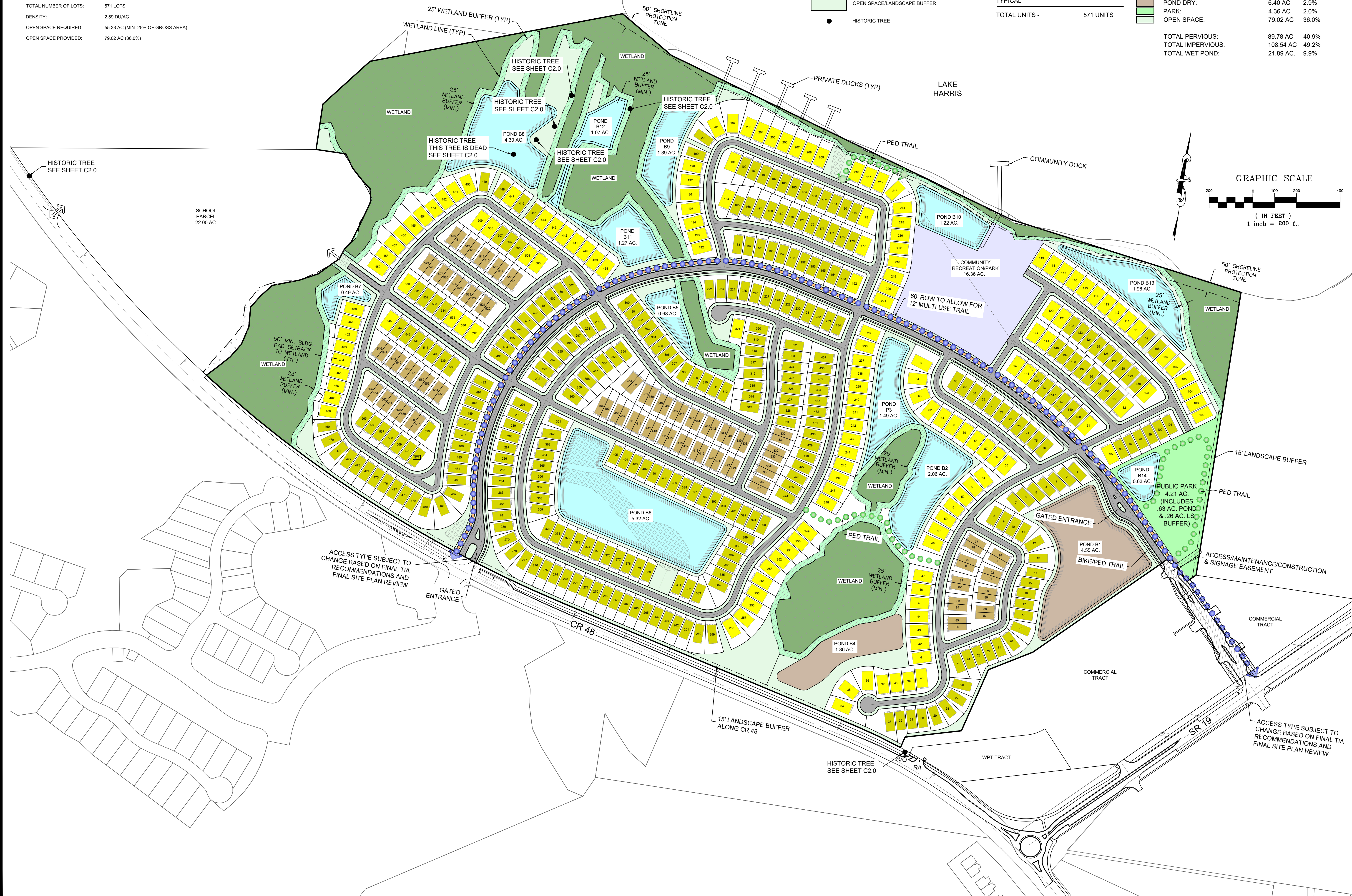
LAKE HILLS
READER COMMUNITIES
5850 TO LEE BOULEVARD, SUITE 200
ORLANDO, FL 32822
(407) 856-4899

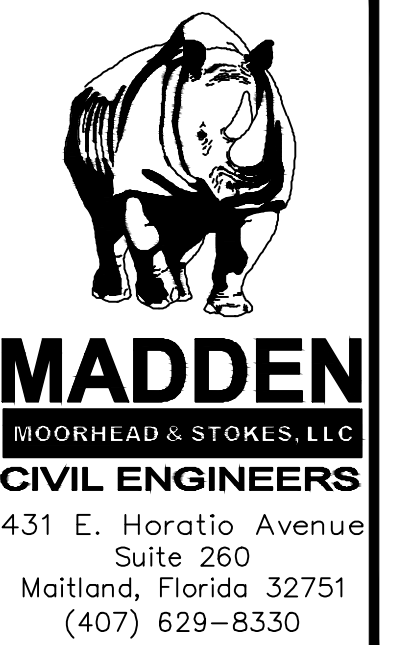
ENGINEER IN CHARGE:
DAVID A. STOKES, P.E. #66527
DATE: February 6, 2024
CERTIFICATE OF AUTHORIZATION NO. EB-0007223

NO.	DATE	REVISIONS

JOB # 23019
DATE: 10/27/2023
SCALE: 1"=200'
DESIGNED BY: JV
DRAWN BY: JV
APPROVED BY: DAS

C1.00





PRELIMINARY SUBDIVISION PLAN
FOR
LAKE HILLS
TOWN OF HONEY-IN-THE-HILLS
LAKE COUNTY, FLORIDA

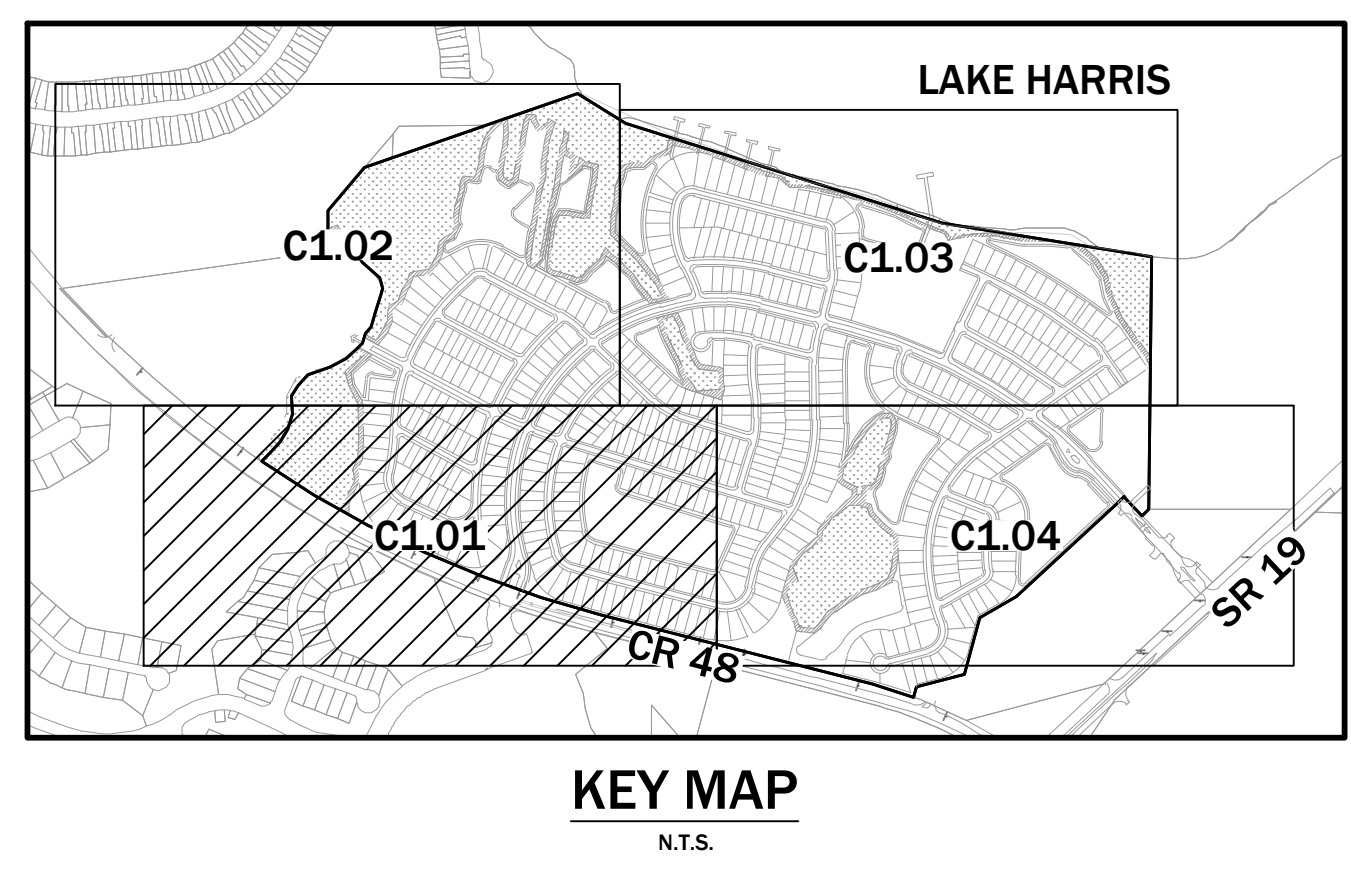
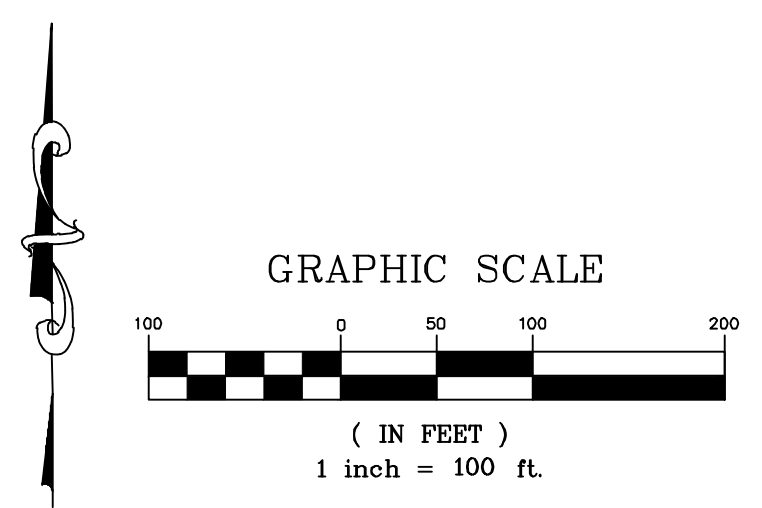
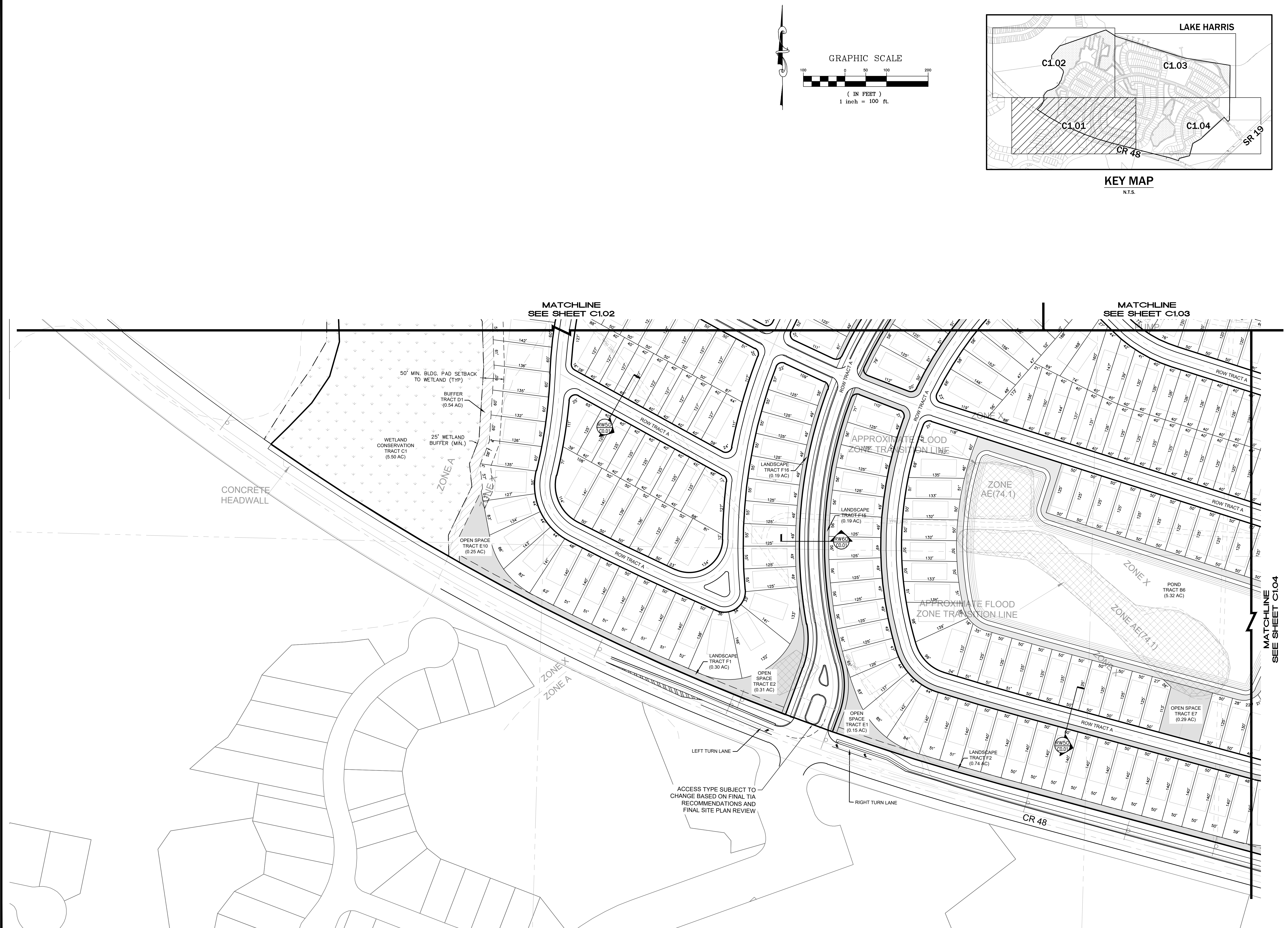
LAKE HILLS
READER COMMUNITIES
5850 TO LEE BOULEVARD, SUITE 200
ORLANDO, FL 32822
(407) 856-4899

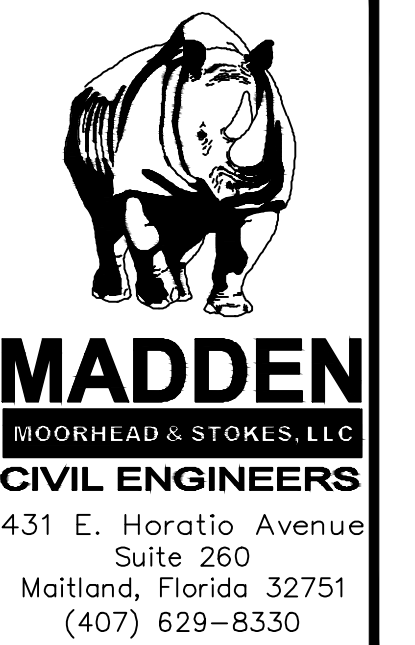
ENGINEER IN CHARGE:
DAVID A. STOKES, P.E. #66527
DATE: February 6, 2024
CERTIFICATE OF AUTHORIZATION NO. EB-0007223

NO.	DATE	REVISIONS
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		

JOB # 23019
DATE: 10/27/2023
SCALE: 1"=100'
DESIGNED BY: JV
DRAWN BY: JV
APPROVED BY: DAS

C1.01





PRELIMINARY SUBDIVISION PLAN FOR LAKE HILLS

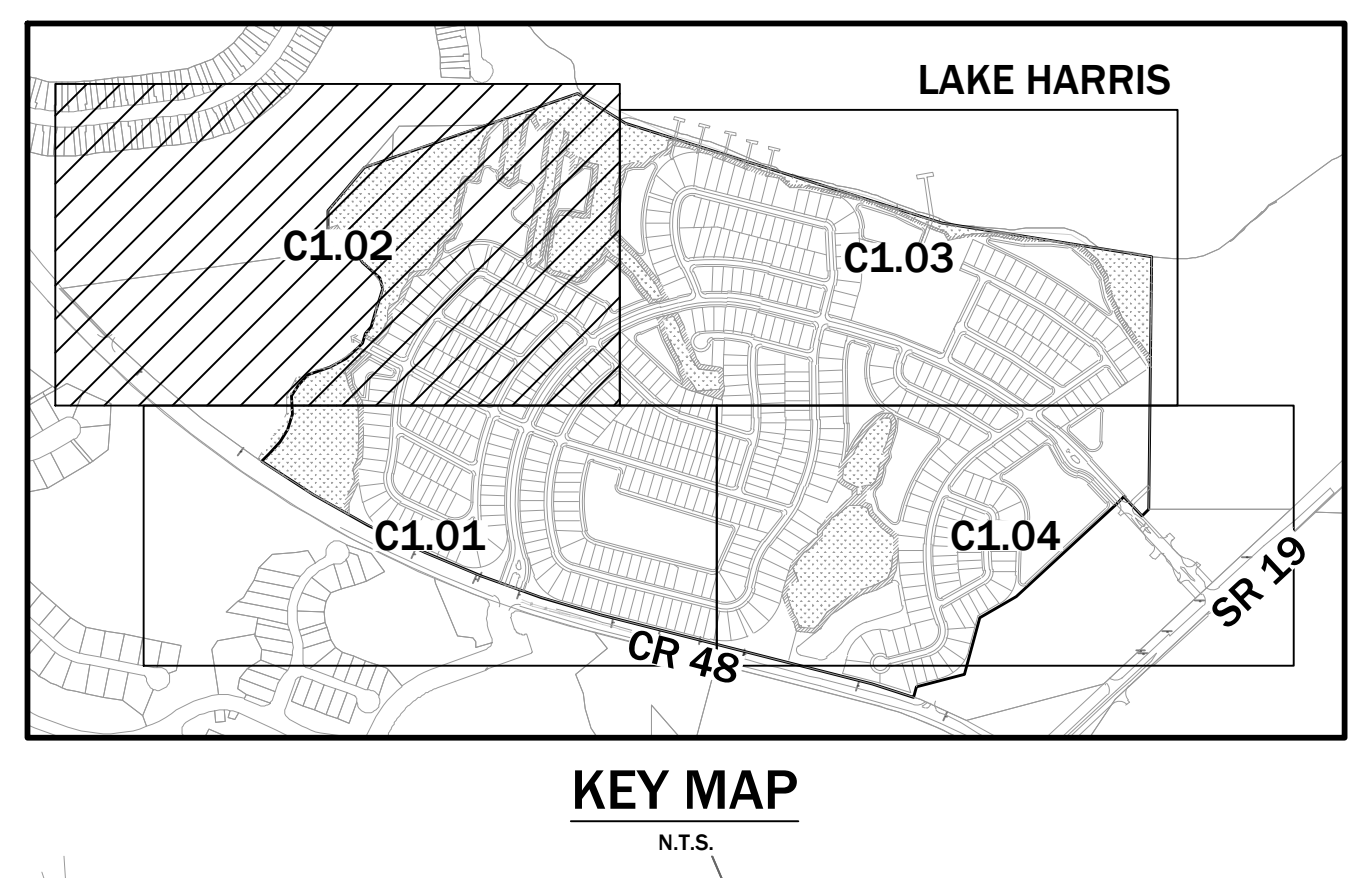
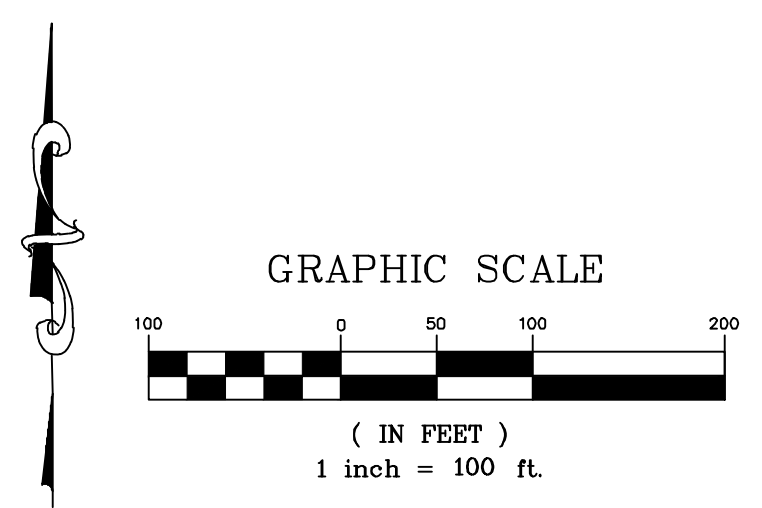
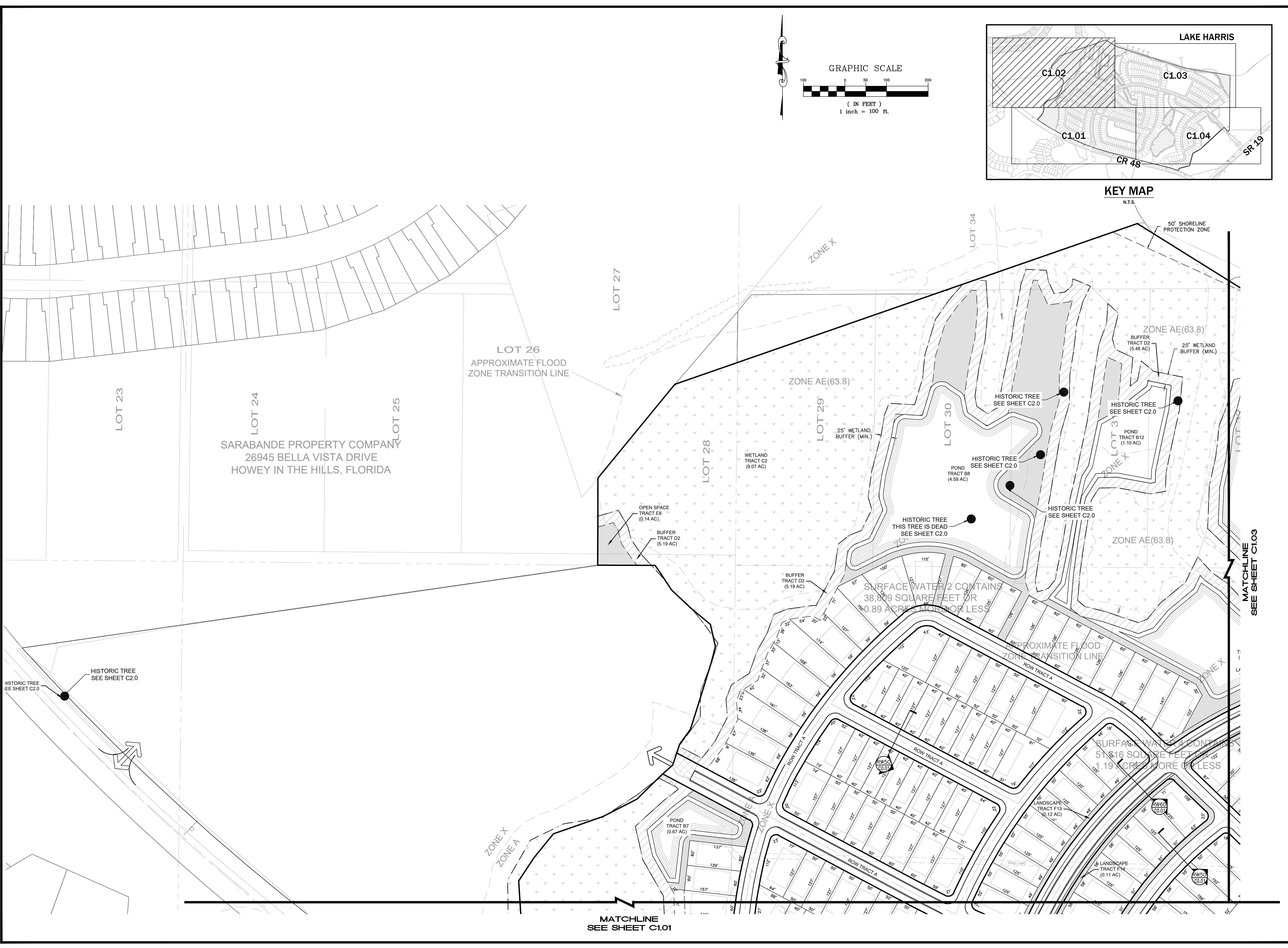
LAKE HILLS READER COMMUNITIES 5850 TO LEE BOULEVARD, SUITE 200 ORLANDO, FL 32822 (407) 856-4899

ENGINEER IN CHARGE: DAVID A. STOKES, P.E. #66527 DATE: February 6, 2024 CERTIFICATE OF AUTHORIZATION NO. EB-0007723

Table with columns for DATE and REVISIONS

JOB # 23019 DATE: 10/27/2023 SCALE: 1"=100 DESIGNED BY: JV DRAWN BY: JV APPROVED BY: DAS

C1.02



MATCHLINE SEE SHEET C1.01

MATCHLINE SEE SHEET C1.03

SURFACE WATER 2 CONTAINS 38,809 SQUARE FEET OR 0.89 ACRES MORE OR LESS

SURFACE WATER 4 CONTAINS 51,816 SQUARE FEET OR 1.19 ACRES MORE OR LESS

LOT 26 APPROXIMATE FLOOD ZONE TRANSITION LINE

SARABANDE PROPERTY COMPANY 26945 BELLA VISTA DRIVE HOWEY IN THE HILLS, FLORIDA



MADDEN
 MOORHEAD & STOKES, LLC
CIVIL ENGINEERS
 431 E. Horatio Avenue
 Suite 260
 Maitland, Florida 32751
 (407) 629-8330

PRELIMINARY SUBDIVISION PLAN
 FOR
LAKE HILLS

TOWN OF HONEY-IN-THE-HILLS LAKE COUNTY, FLORIDA

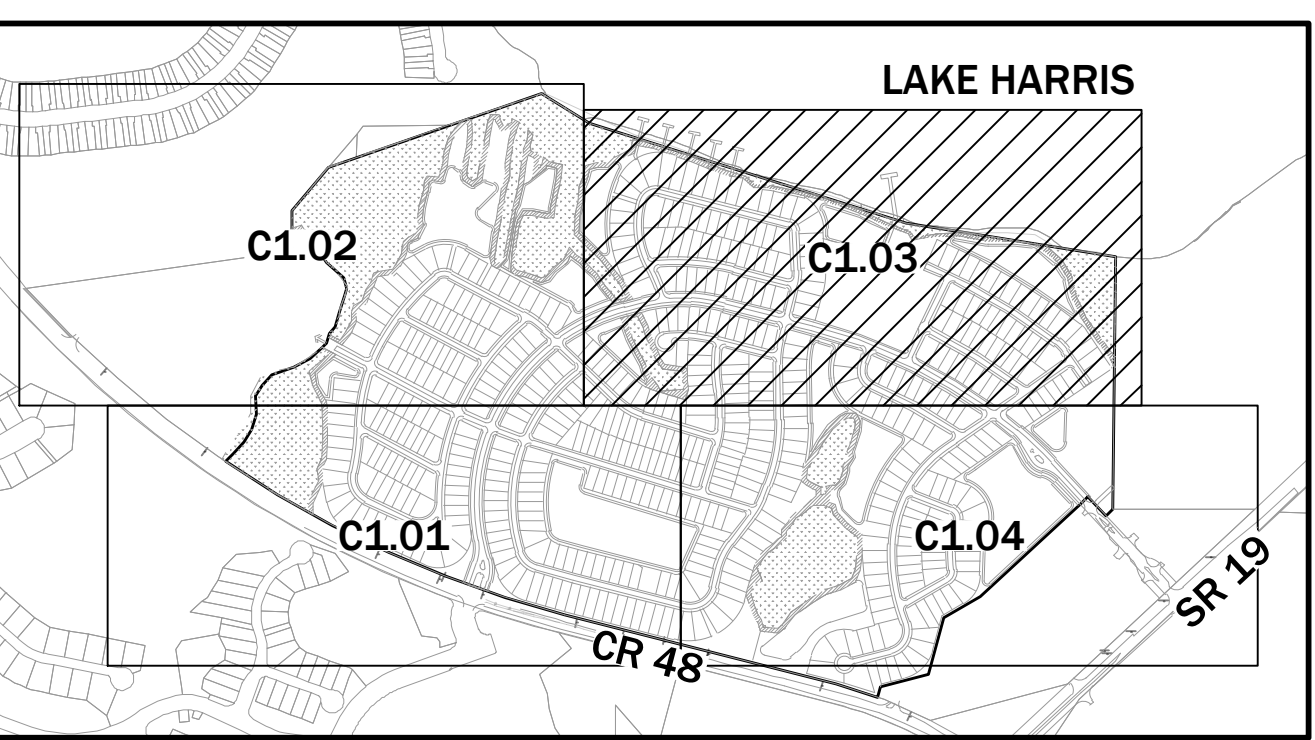
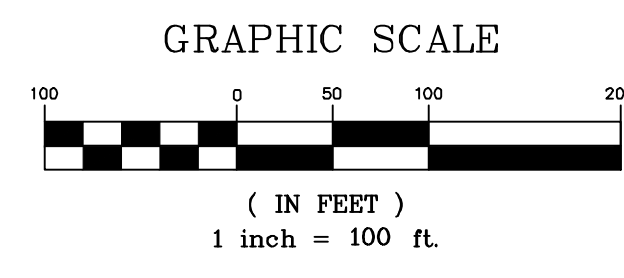
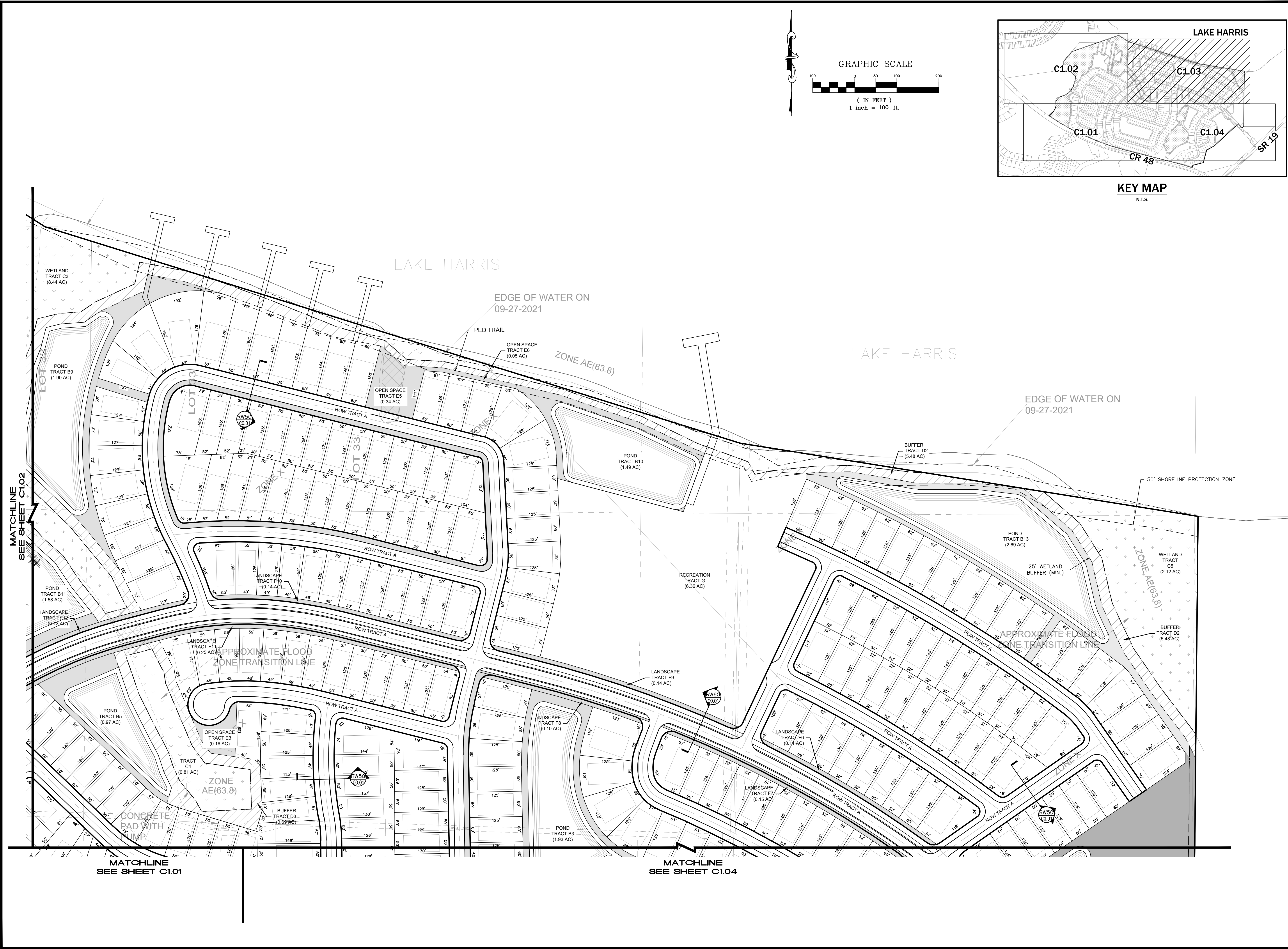
LAKE HILLS READER COMMUNITIES
 5850 TO LEE BOULEVARD, SUITE 200
 ORLANDO, FL 32822
 (407) 856-4899

ENGINEER IN CHARGE:
 DAVID A. STOKES, P.E. #66527
 DATE: February 6, 2024
 CERTIFICATE OF AUTHORIZATION NO. EB-0007223

DATE		REVISIONS	

JOB # 23019
 DATE: 10/27/2023
 SCALE: 1"=100'
 DESIGNED BY: JV
 DRAWN BY: JV
 APPROVED BY: DAS

C1.03



MATCHLINE
 SEE SHEET C1.02 (on the left side)

MATCHLINE
 SEE SHEET C1.01 (on the bottom left)

MATCHLINE
 SEE SHEET C1.04 (on the bottom center)



PRELIMINARY SUBDIVISION PLAN FOR LAKE HILLS

TOWN OF HONEY-IN-THE-HILLS LAKE COUNTY, FLORIDA

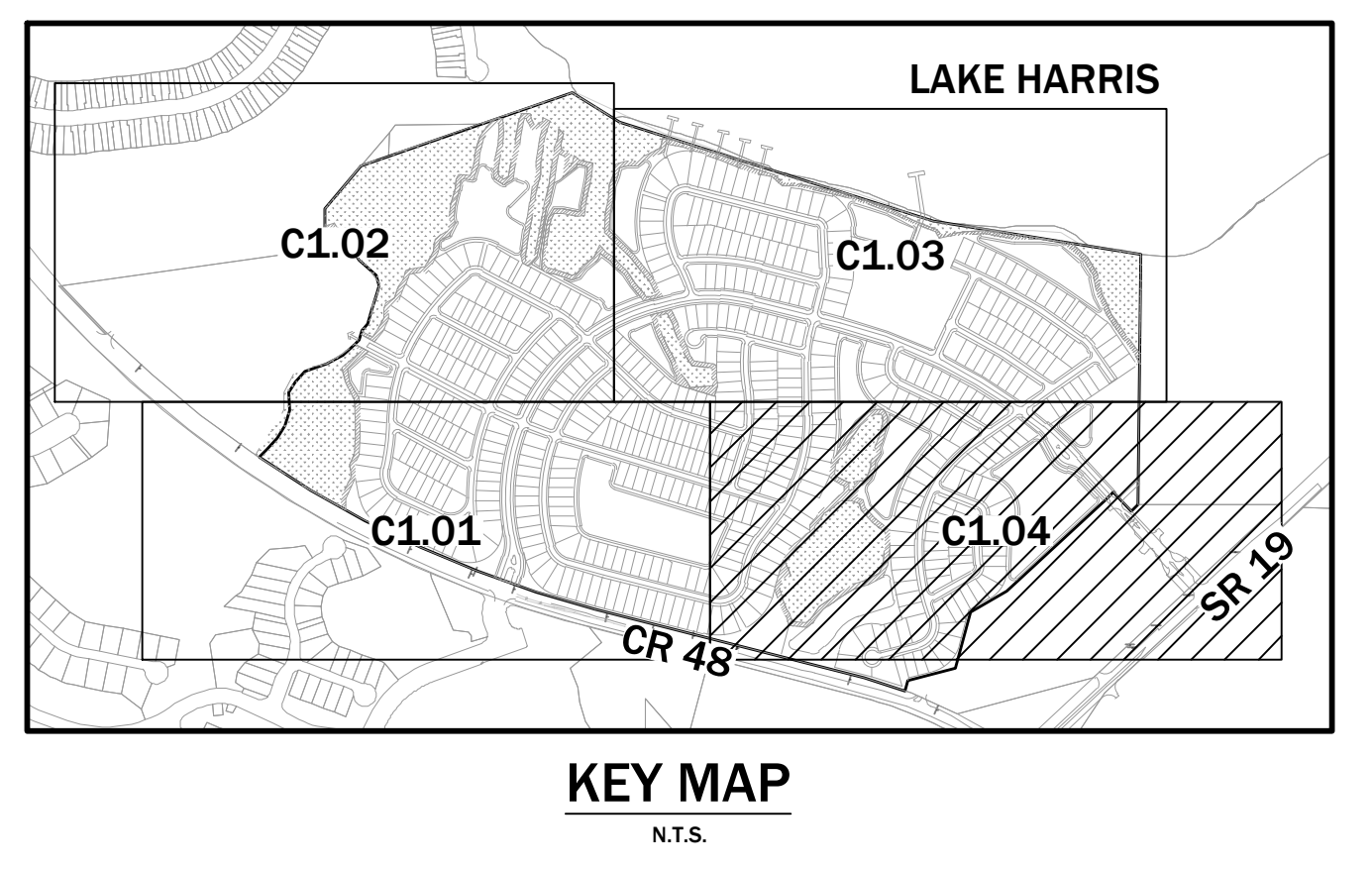
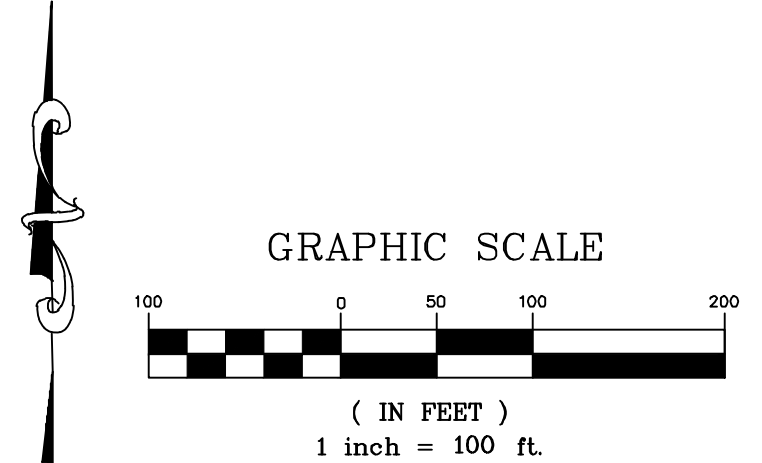
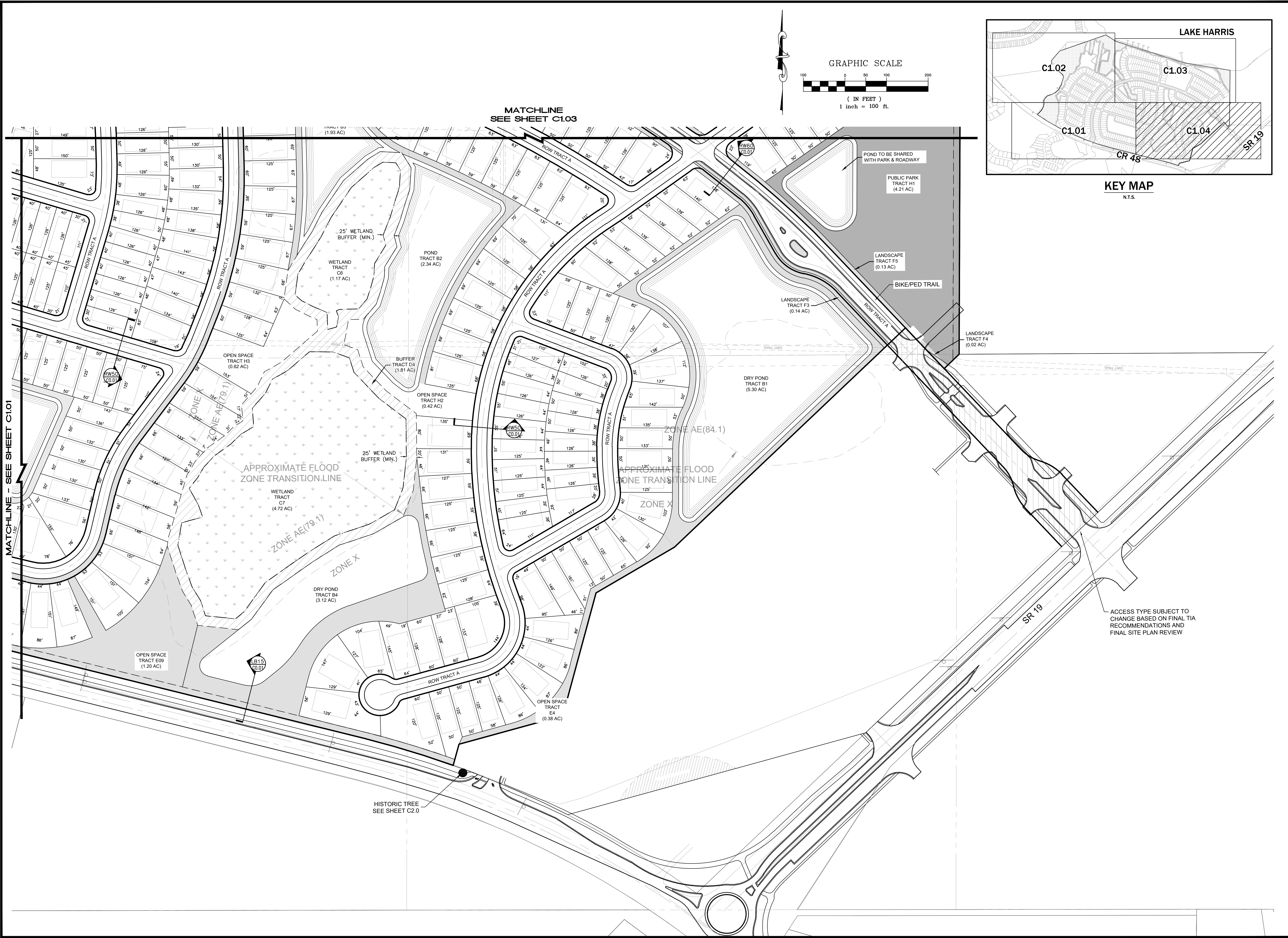
LAKE HILLS
READER COMMUNITIES
5850 TO LEE BOULEVARD, SUITE 200
ORLANDO, FL 32822
(407) 856-4899

ENGINEER IN CHARGE:
DAVID A. STOKES, P.E. #66527
DATE: February 6, 2024
CERTIFICATE OF AUTHORIZATION NO. EB-0007723

NO.	DATE	REVISIONS

JOB # 23019
DATE: 10/27/2023
SCALE: 1"=100
DESIGNED BY: JV
DRAWN BY: JV
APPROVED BY: DAS

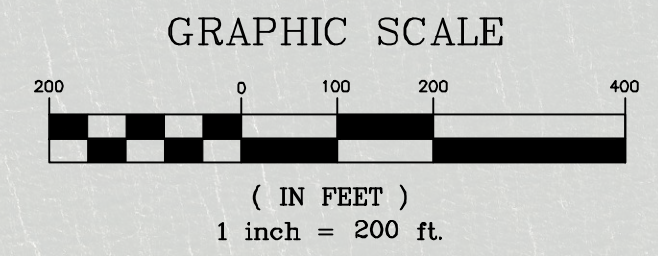
C1.04



ACCESS TYPE SUBJECT TO CHANGE BASED ON FINAL TIA RECOMMENDATIONS AND FINAL SITE PLAN REVIEW



MADDEN
MOORHEAD & STOKES, LLC
CIVIL ENGINEERS
431 E. Heratie Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330



PRELIMINARY HISTORIC TREE SAVE PLAN
FOR
LAKE HILLS
TOWN OF HONEY-IN-THE-HILLS
LAKE COUNTY, FLORIDA

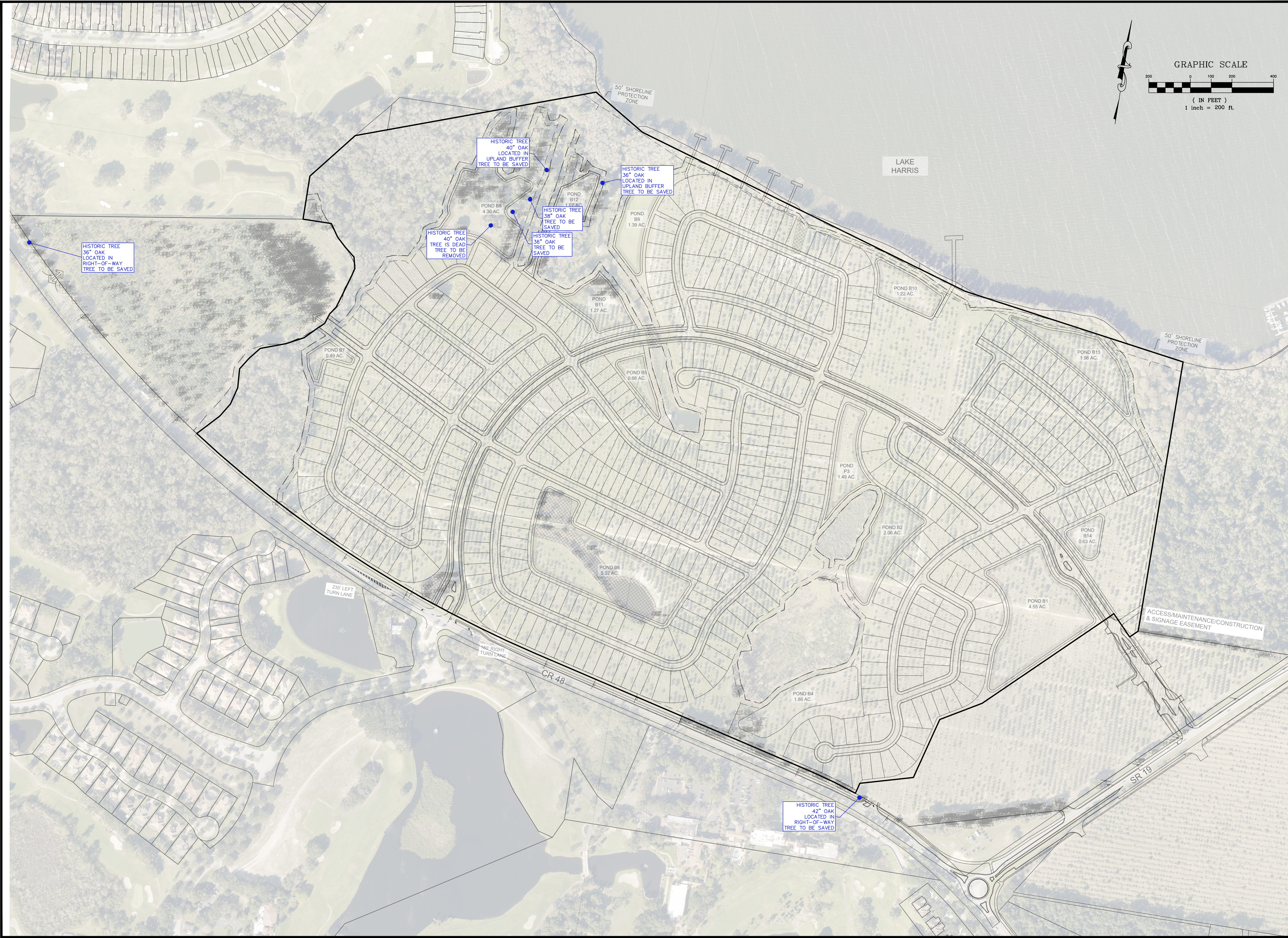
**LAKE HILLS
READER COMMUNITIES**
5850 TO LEE BOULEVARD, SUITE 200
ORLANDO, FL 32822
(407) 856-4899

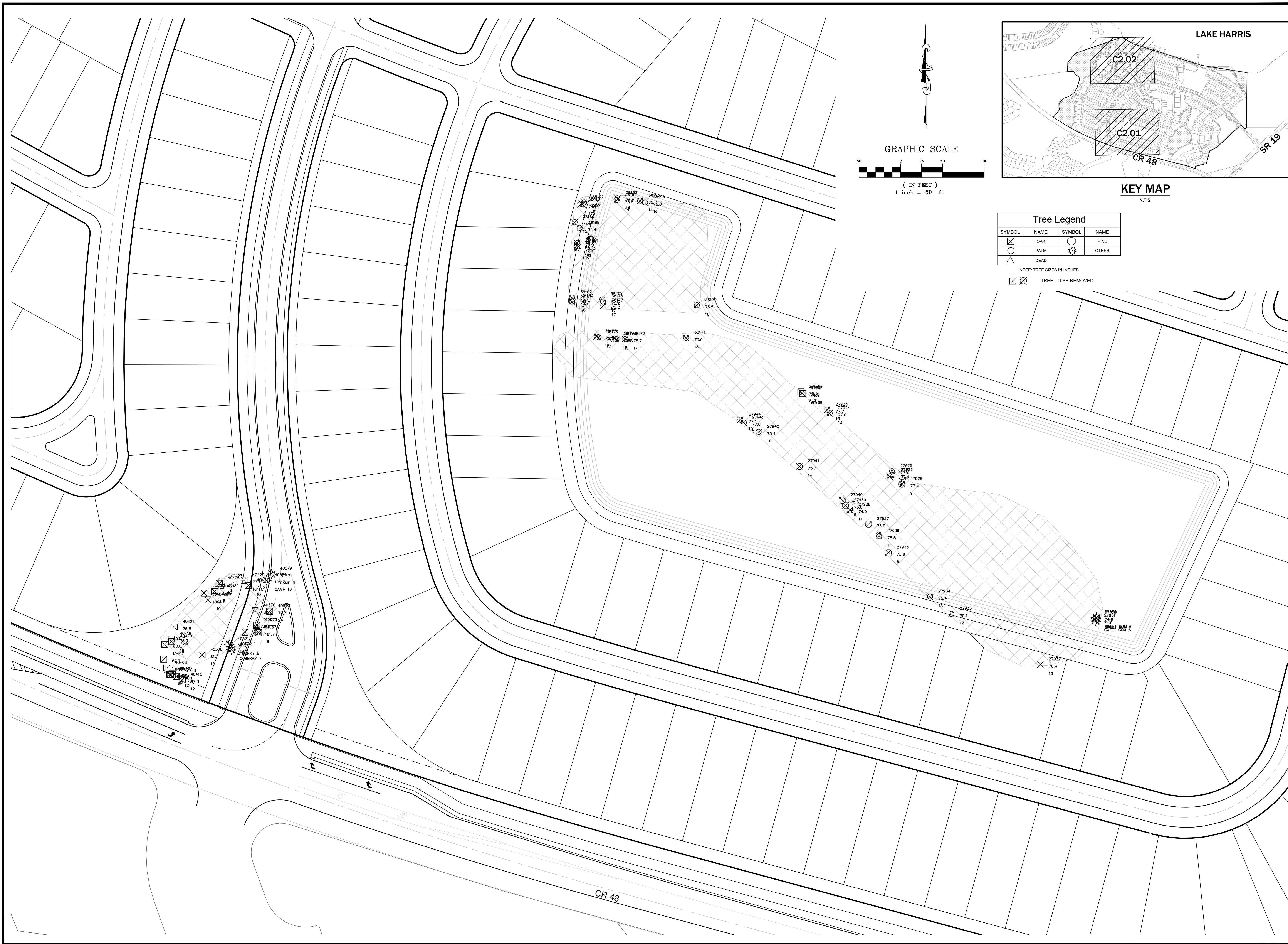
ENGINEER IN CHARGE:
DAVID A. STOKES, P.E. #66527
DATE: February 6, 2024
CERTIFICATE OF AUTHORIZATION NO. EB-0007723

NO.	DATE	REVISIONS

JOB # 23019
DATE: 10/27/2023
SCALE: 1"=200'
DESIGNED BY: JV
DRAWN BY: JV
APPROVED BY: DAS

C2.00





MADDEN
MOORHEAD & STOKES, LLC
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 250
Maitland, Florida 32751
(407) 629-8330

PRELIMINARY TREE REMOVAL PLAN
FOR
LAKE HILLS
TOWN OF HONEY-IN-THE-HILLS
LAKE COUNTY, FLORIDA

LAKE HILLS
READER COMMUNITIES
5850 TO LEE BOULEVARD, SUITE 200
ORLANDO, FL 32822
(407) 856-4899

ENGINEER IN CHARGE:
DAVID A. STOKES, P.E. #66527
DATE: February 6, 2024
CERTIFICATE OF AUTHORIZATION NO. EB-0007723

NO.	DATE	REVISIONS

JOB # 23019
DATE: 10/27/2023
SCALE: 1"=50'
DESIGNED BY: JV
DRAWN BY: JV
APPROVED BY: DAS


C2.01

OWNER INFORMATION:
 SEE OWNER INFORMATION AT BOTTOM OF PAGE
 Name: _____ E-Mail: _____
 Address: 923 N. Pennsylvania Ave. Phone: _____
Winter Park, FL 32789 Fax: _____

PROPERTY INFORMATION:
 Address: northwest corner of intersection of C.R. 48 and S.R. 19
 General Location: northwest corner of intersection of C.R. 48 and S.R. 19
 Current Zoning: PUD Current Land Use: vacant
 Parcel Size: 221.35 acres Tax Parcel #: SEE LIST OF PARCELS AT BOTTOM OF PAGE
 Legal Description Attached Yes No Survey Attached Yes No

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

Application Fee: \$ 3,000.00 (\$1,000 PSP fee plus \$2,000 deposit)

Applicant's Signature:  _____ 11/7/23
(Signature) *(Date)*
 Reader & Partners, LLC
 By: Dean Barberree
 Its: President

(Print)

Owner's Signature: SEE AUTHORIZATION LETTER _____
(Provide letter of Authorization) *(Signature)* *(Date)*

(Print)

Applications must be complete to initiate the review process.

Parcel No.	Alt Key	OWNER
23-20-25-0004-000-00200	1780438	LAKE HARRIS (ORLANDO) ASLI VII OWNER #1 LLC
22-20-25-0004-000-01000	1801770	LAKE HARRIS (ORLANDO) ASLI VII OWNER #1 LLC
22-20-25-0001-000-01400	2923946	LAKE HARRIS (ORLANDO) ASLI VII OWNER #2 LLC
23-20-25-0002-000-00600	2923954	LAKE HARRIS (ORLANDO) ASLI VII OWNER #2 LLC
23-20-25-0002-000-01100	3881538	LAKE HARRIS (ORLANDO) ASLI VII OWNER #2 LLC
23-20-25-0004-000-01000	3815447	LAKE HARRIS (ORLANDO) ASLI VII OWNER #3 LLC



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

MEMORANDUM

TO: Town of Howey-in-the-Hills Development Review Committee
CC: J. Brock, Town Clerk
FROM: Thomas Harowski, AICP, Planning Consultant
SUBJECT: Lake Hills Residential Preliminary Subdivision Plan Resubmittal

DATE: January 4, 2024

These comments are based on the letter and resubmittal package dated December 22, 2023.

1. The applicant has assigned 10.95 acres of the minimum open space to be provided by others. The applicant needs to identify who is providing the additional open space and provide a firm commitment from that source.
2. Total project open space by my calculation is 86.58 acres while the 66 acres refers to the minimum required open space.
3. Net developable land for the residential portion of the project is calculated as 154.37 acres. (220 acres less the 55.05 acres of required open space allocated to the residential portion of the project less the remaining wetlands and water bodies.) The required allocations for other project assigned uses are calculated from this amount.
4. With regard to the alley lot requirements, it appears the applicant can request the Town Council revise the agreement. We will discuss the procedure with the Town attorney, but assume at a minimum a written request will be needed along with a justification supporting the amendment. This request needs to be included in the package to go to the planning board.
5. With regard to the dedication of the access road, it is still not clear which entity is actually dedicating the right-of-way.
6. The sidewalk on CR 48 needs to be extended from its current terminus to the edge of the school district property.

7. The intersection plans for SR-19 and CR-48 seem to be clear in that a roundabout is to be constructed. Timing for the roundabout needs to be coordinated with the traffic impact assessment findings.
8. Town Council will need to accept using the required park to hold stormwater runoff from the entrance road. Be prepared to identify the anticipated volume from the road and from the park as separate totals.
9. The response on the tree protection requirements is inadequate. The applicant was asked to identify the total number of specimen trees and historic trees on the site and the number of trees preserved. As this factor may affect subdivision design, it cannot wait to future phases. A quick scan of the tree table identified the planned removal of at least one historic tree which is not permitted by the code except for specific circumstances.
10. The applicant is requested to calculate the total number of trees on site and the total number of trees protected. This figure is essential as an input to whether additional tree protection is to be requested. No effort was made to modify the proposed retention areas to minimize tree removal.
11. The tree legend was included in the submittal, but either the actual tree layer was turned off or was unreadable through the other information.
12. The proposed language for the pool and accessory structure setbacks needs to include a statement that the owner waives his right to seek a variance to the setback requirement. Alternatively, provide larger rear setbacks.

GRIFFEY ENGINEERING, INC.

January 9, 2024
Lake Hills Preliminary Subdivision Plan
Engineering Review Comments
Page 1

Traffic

Access connections and offsite improvements need to be coordinated between the residential and commercial portions of Lake Hills PUD. The town and FDOT are working to develop an improvement plan for this area. Approval of this PSP should include a condition that the construction plans will incorporate those improvements.



February 7, 2024

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

RE: Lake Hills Residential Preliminary Subdivision Plan Resubmittal

To whom this may concern:

Below please find our responses to those comments.

TMH CONSULTING, INC.

Comment 1: The applicant has assigned 10.95 acres of the minimum open space to be provided by others. The applicant needs to identify who is providing the additional open space and provide a firm commitment from that source.

Response 1: Please see revised PUD table on sheet C0.01, the table has been modified to only list the PUD required areas. The separate residential tables reflect the acreages provided by the residential portion of the development, which complies with the PUD requirements.

Comment 2: Total project open space by my calculation is 86.58 acres while the 66 acres refers to the minimum required open space.

Response 2: The PUD required open space is 25% of the gross 264 ac PUD. The commercial parcels, the residential parcel, and the future school parcel each will individually provide open space meeting the 25% PUD requirement. The provided open space within the residential portion will meet the required open space of the 220.21 Ac residential portion of the PUD, which equates to a minimum of 55 Ac.

Comment 3: Net developable land for the residential portion of the project is calculated as 154.37 acres. (220 acres less the 55.05 acres of required open space allocated to the residential portion of the project less the remaining wetlands and water bodies.) The required allocations for other project assigned uses are calculated from this amount.

Response 3: *The net developable acreage is 220.21 Ac, less 50% of the wetlands = 15.31 ac, less surface waters, and less 25% required open space, which nets 144.58 Ac net developable acreage. Please see table on sheet C0.01 which includes this calculation.*

Comment 4: With regard to the alley lot requirements, it appears the applicant can request the Town Council revise the agreement. We will discuss the procedure with the Town attorney, but assume at a minimum a written request will be needed along with a justification supporting the amendment.

Response 4: *The applicant is seeking to create a high value age restricted active adult community to help distinguish it from other more traditional new communities in the area. This community will include an abundance of resident amenities as well as a public park and will help provide the necessary utility connection to allow the adjacent grocery anchored center to occur. This will bring an increased tax base and closer services to the residents of the town. This type of community has a reduced impact on services and vehicular trips compared to a more traditional community while creating a higher overall value. An essential part of creating this type of community is to provide a mix of home types desired by this type of buyer. A key part of this mix is to offer an attached “lock and leave” villa option that is a staple of this type of community. When residents are not enjoying the more social community amenities, they live primarily off the back of their homes in a more private rear living space and courtyard. This allows them a balance of privacy and public interaction depending their desire for that day. To accomplish this the attached villa home design has been a staple of age restricted communities. By positioning the garage to the front of the unit it allows this desired rear court privacy. As part of the master plan, we have located these proposed front-loaded villas in clusters in less prevalent areas, so they are not a primary focal point of the streetscape. We also anticipate these to be only 20% to 25% of the overall mix. We are respectfully seeking approval Town Council to allow this product type as a slight variation from the paired home lot (duplex) diagramed in the PUD. The PUD clearly states that “Housing types illustrated are conceptual only and are intended to portray typical housing. Actual housing product may vary from these examples.” The requested Villa product will offer a unique and desired lifestyle option for future residents to enjoy both the public and private experiences desired in creating this premium community. We respectfully request the Town Council to confirm this product is allowed and meets the intent of the approve PUD or alternatively is permissible and an alternative standard or non-substantial amendment of the CLUP consistent with the conceptual designation of the CLUP in the approved PUD.*

Comment 5: With regard to the dedication of the access road, it is still not clear which entity is actually dedicating the right-of-way.

Response 5: *The portion of the road located in the commercial site plan will be dedicated to the Town by the commercial developer which will be the owner of the land. The portion of the land located in the residential site plan will be dedicated to the Town by the residential developer which will be the owner of the land. The residential developer will be the beneficiary of an access and construction easement over the portion of the road located in the commercial site plan that allows the residential developer to complete the road if the commercial developer is delayed in doing so. This will also oblige the commercial developer to dedicate the right of way to the Town upon completion of the road.*

Comment 6: The sidewalk on CR 48 needs to be extend from its current terminus to the edge of the school district property.

Response 6: *Please see revised PSP, the sidewalk is now shown extending to the edge of the school property.*

Comment 7: The intersection plans for SR-19 and CR-48 seem to be clear in that a roundabout is to be constructed. Timing for the roundabout needs to be coordinated with the traffic impact assessment findings.

Response 7: *This item is informational and is acknowledged. The TIA will be coordinated with the Town and County for future planned improvements.*

Comment 8: Town Council will need to accept using the required park to hold stormwater runoff from the entrance road. Be prepared to identify the anticipated volume from the road and from the park as separate totals.

Response 8: *Acknowledged, this pond will only serve the park and public road portion. It is necessary to separate public and future HOA facilities for maintenance purposes.*

Comment 9: The response on the tree protection requirements is inadequate. The applicant was asked to identify the total number of specimen trees and historic tree on the site and the number of trees preserved. As this factor may affect subdivision design, it cannot wait to future phases. A quick scan of the tree table identified the planned removal of at least one historic tree which is not permitted by the code except for specific circumstances.

Response 9: *Please see revised PSP enclosed, the historic trees have been added to the PSP sheets, in addition a preliminary historic tree plan has been added to better distinguish the historic trees. The plan has been modified to avoid the healthy trees, note 1-tree is noted as dead and this tree will be removed. Additionally, 2 of the historic trees fall outside the residential portion of the PUD. Lastly,*

sheets C2.01 and C2.02 have been added to better denote the trees to be saved and removed.

Comment 10: The tree legend was included in the submittal, but either the actual tree layer was turned off or was unreadable through the other information.

Response 10: Please see revised PSP set, the tree legend has been moved to the tree specific sheets C2.01 and C2.02.

Comment 11: The proposed language for the pool and accessory structure setbacks needs to include a statement that the owner waives his right to seek a variance to the setback requirement. Alternatively, provide larger rear setbacks.

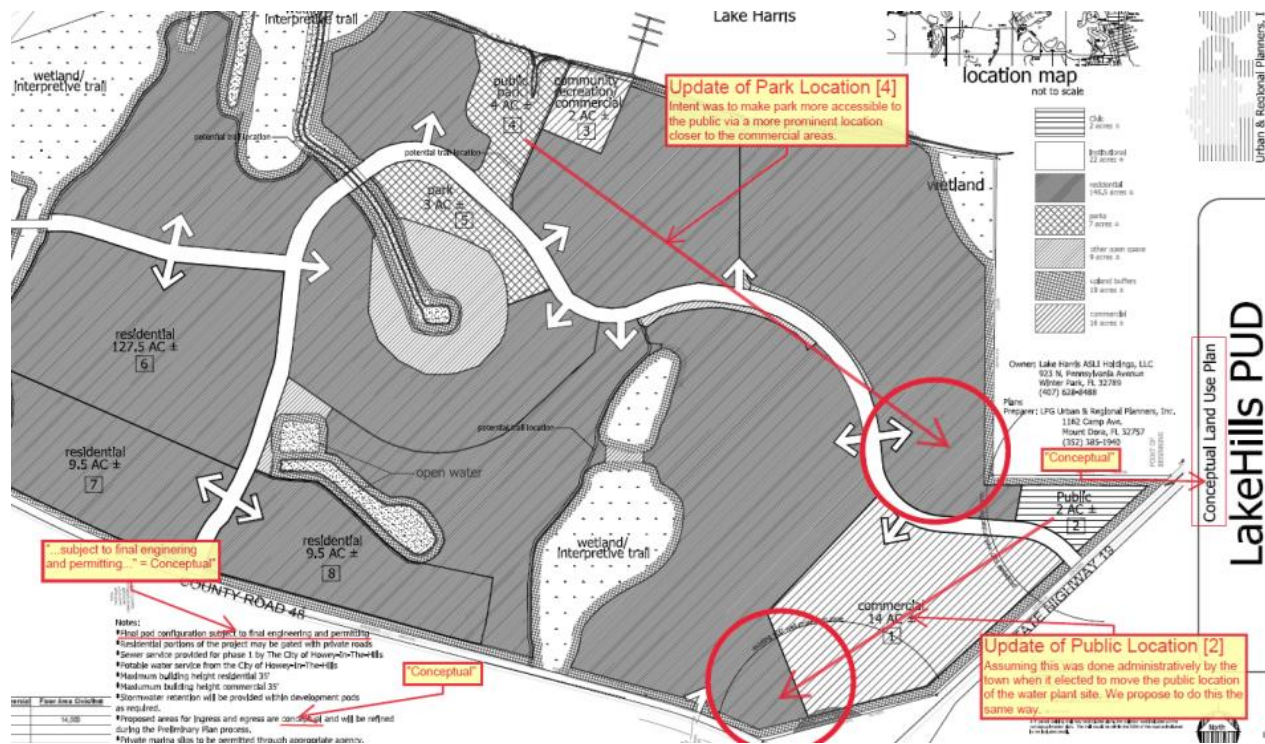
Response 11: Acknowledged the restriction on pool and accessory structures will include a statement that the owner waives his right to see a variance to the setback requirement.

*Supplemental
Comment*

(Park Location):

The four-acre public park is assigned to Pod 4 on the approved conceptual land use plan for the project. The current proposal to place the park in the area outside the control gate moves the park away from the Pod 4 designation. I think this is going to mean a modification to the most recent plan to move the facility back to the Pod 4 area.

Response SC: The design intent is to provide the required 4-acre park is to locate it in a more prominent location than on the "Conceptual" Land Use Plan. The proposed location will bridge the residential and commercial areas and have better public accessibility for Howey residents. We see this to be very similar to the adjustment made for Public parcel [2] for the water plant when the Town elected to move it to the corner of US 19 and CR48. In that case the Conceptual Land Use Plan was not updated to make that change and these evidences the Towns understanding and application of the conceptual basis of this plan. We request to consistently follow what was done there.



GRIFFEY ENGINEERING, INC.

Comment 1: Traffic - Access connections and offsite improvements need to be coordinated between the residential and commercial portions of Lake Hills PUD. The town and FDOT are working to develop an improvement plan for this area. Approval of this PSP should include the condition that the construction plans will incorporate those improvements.

Response 1: Acknowledged

If you have any questions, please don't hesitate to contact our office.

Sincerely,
David A. Stokes

David A. Stokes, P.E.
President

DAS/ja
H:\Data\23019-Lake Hills PD\Cor\Comment & Response Letters\Howey-In-The-Hills Response - 2.doc

DESCRIPTION: (As per Title Commitment 11166639 issued by Fidelity National Title Insurance Company bearing an effective date of May 24, 2023 at 8:00 AM with Revision 1 dated June 6, 2023)

PARCEL 1: GOVERNMENT LOTS 2, 4, 5, 6, 7, 8 AND 9 LYING NORTH OF HIGHWAY 48 AND THE WESTERLY OF HIGHWAY 19, ALL LYING IN SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, LESS THE FOLLOWING DESCRIBED PARCEL OF LAND...

LESS AND EXCEPT COMMERCIAL 1: A PORTION OF GOVERNMENT LOTS 2, 8, AND 9 LYING WESTERLY OF HIGHWAY 19, ALL LYING IN SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: AS A POINT OF REFERENCE COMMENCE AT SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 23...

LESS AND EXCEPT COMMERCIAL 2: A PORTION OF GOVERNMENT LOT 9 LYING WESTERLY OF HIGHWAY 19, ALL LYING IN SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: AS A POINT OF REFERENCE COMMENCE AT SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 23...

LESS AND EXCEPT ACCESS EASEMENT: COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 SECTION 23-20-25, THENCE SOUTH 00°28'42" WEST ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SECTION 25, A DISTANCE OF 765.11 FEET TO THE NORTHERLY RIGHT OF WAY OF STATE ROAD 19...

PARCEL 2: BEGIN AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, RUN SOUTH 89°09'42" WEST ALONG THE NORTH LINE OF THE SOUTHEAST 1/4, A DISTANCE OF 330 FEET...

PARCEL 3: FROM THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, RUN SOUTH 89°09'42" WEST ALONG THE SOUTH LINE OF THE NORTHEAST 1/4 A DISTANCE OF 330 FEET...

PARCEL 4: THAT PART OF THE N.W. 1/4 OF THE S.E. 1/4 OF SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA, BOUNDED AND DESCRIBED AS FOLLOWS: BEGIN AT A CONCRETE MONUMENT (NO NUMBER) AT THE SOUTHEAST CORNER OF THE N.W. 1/4 OF THE S.E. 1/4 OF SAID SECTION 23...

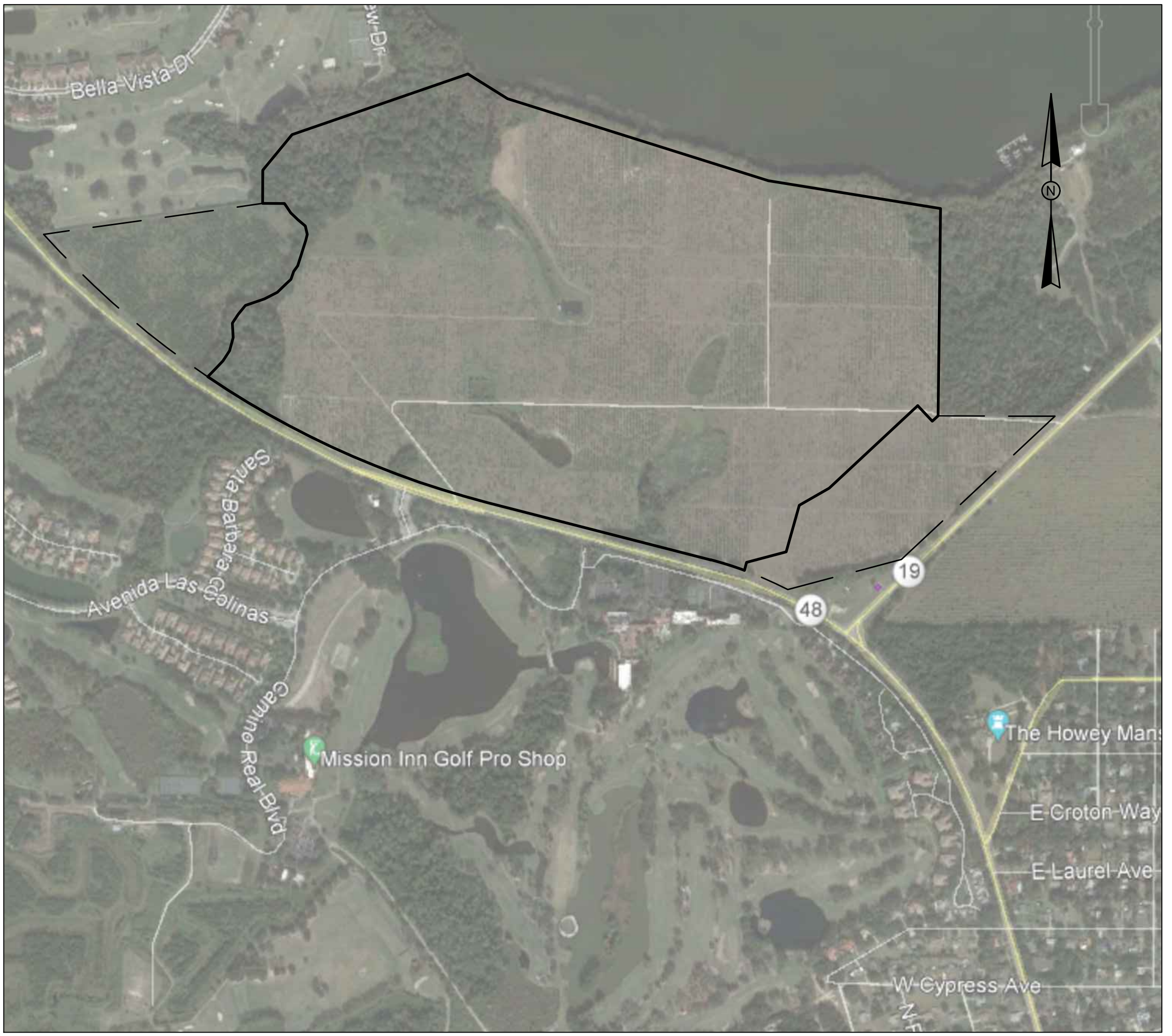
SUBJECT TO AND TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS LYING OVER, UPON AND THROUGH THE FOLLOWING DESCRIBED PARCEL OF LAND, THE NORTH 60 FEET OF THE S.E. 1/4 OF THE S.E. 1/4 OF SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA LYING WEST OF THE NORTHWESTERLY RIGHT-OF-WAY LINE OF STATE HIGHWAY NO. 19...

PARCEL 5: BEGIN AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, RUN SOUTH 89°09'42" WEST ALONG THE SOUTH LINE OF THE NORTHEAST 1/4 A DISTANCE OF 330 FEET...

PARCEL 6: THAT PART OF SECTION 23, TOWNSHIP 20 SOUTH, RANGE 25 EAST, IN LAKE COUNTY, FLORIDA, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCE AT A CONCRETE MONUMENT (NO NUMBER) AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22...

Legend: (AS APPLICABLE) Table with 3 columns: Symbol, Description, and Notes. Includes entries for S/CIR (SET CAPPED IRON ROD), F/CIR (FOUND CAPPED IRON ROD), F/IR (FOUND IRON ROD), F/CP (FOUND CAPPED IRON PIPE), F/FP (FOUND IRON PIPE), F/CM (FOUND CONCRETE MONUMENT), F/SPKND (SET PK NAIL & DISK), F/FPKND (FOUND PK NAIL & DISK), F/FRS (FOUND RAILROAD SPIKE), WM (WATER METER), HYD (FIRE HYDRANT), W (WATER VALVE), BFP (BACK FLOW PREVENTER), GI (GRATE INLET), CI (CURB INLET), ID (IDENTIFICATION), LB (LICENSED BUSINESS), CONC (CONCRETE), CLF (CHAIN LINK FENCE), BW (BARBED-WIRE), OUL (OVERHEAD UTILITY LINE), UP (UTILITY POLE), LP (LIGHT POLE), GA (GLY ANCHOR), SIG (SIGN), RCP (REINFORCED CONCRETE PIPE), CMP (CORRUGATED METAL PIPE), CPP (CORRUGATED PLASTIC PIPE), X 99.99 (EXISTING ELEVATION), ORB (OFFICIAL RECORDS BOOK), (D) (CALCULATED), (P) (PLAT), (F) (FIELD).

VICINITY MAP NOT TO SCALE



Surveyor's Notes: (AS APPLICABLE)

ACCORDING TO CURRENT FLOOD INSURANCE MAPS ISSUED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, THE PROPERTY SHOWN APPEARS TO BE WITHIN ZONES "X", "A" AND "AE" PANEL NO. 12069C0485E DATED DECEMBER 18, 2012. THE APPROXIMATE FLOOD ZONE TRANSITION, IF APPLICABLE, HAS BEEN OBTAINED AND PLOTTED FROM LARGE SCALE MAPS AND IS DEPICTED AS ACCURATELY AS POSSIBLE...

- 1) BEARINGS SHOWN HEREON ARE BASED ON THE NORTHERLY RIGHT OF WAY LINE OF HIGHWAY 48 AS SHOWN HAVING A BEARING OF N 75°35'20" W.
2) THERE MAY BE ADDITIONAL EASEMENTS AND/OR RESTRICTIONS AFFECTING THIS PROPERTY THAT MAY NOT BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
3) NO INFORMATION ON ADJACENT PROPERTY OWNERS OR ADJOINING PROPERTY RECORDING INFORMATION WAS PROVIDED TO THIS SURVEYOR.
4) THE SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS.
5) THE BOUNDARY CORNERS AND LINES DEPICTED BY THIS SURVEY WERE ESTABLISHED PER INFORMATION AS FURNISHED.
6) UNLESS OTHERWISE SHOWN HEREON, NO JURISDICTIONAL WETLAND AREAS OR OTHER PHYSICAL TOPOGRAPHIC FEATURES HAVE BEEN LOCATED.
7) UNDERGROUND ENCROACHMENTS, SUCH AS UTILITIES, STRUCTURES, INSTALLATIONS, IMPROVEMENTS AND FOUNDATIONS THAT MAY EXIST, HAVE NOT BEEN FIELD LOCATED EXCEPT AS SHOWN.
8) THIS MAP DOES NOT DETERMINE OR REFLECT OWNERSHIP OF PROPERTY, BOUNDARY LINES AFFECTED BY ADVERSE USE, LINES OF CONFLICTING DEEDS, OR OTHER LINES THAT MAY OTHERWISE BE DETERMINED BY A COURT OF LAW.
9) UNDERGROUND UTILITY LOCATIONS AND IDENTIFICATIONS SHOWN HEREON ARE BASED UPON VISIBLE ABOVE GROUND APPURTENANCES AND DO NOT NECESSARILY SHOW ALL UTILITY LOCATIONS. NO SUBTERRANEAN EXCAVATION HAS BEEN MADE TO DETERMINE UNDERGROUND UTILITY LOCATIONS.
10) THE MEASURED MATHEMATICAL CLOSURE OF THE SURVEYED BOUNDARY EXCEEDS THE ACCURACY STANDARDS FOR AN URBAN CLASS SURVEY AS DEFINED BY THE AMERICAN CONGRESS ON SURVEYING AND MAPPING AND THE AMERICAN LAND TITLE ASSOCIATION.
11) TIES FROM BUILDING CORNERS, FENCE CORNERS, SHEET CORNERS, ETC., ARE NOT TO BE USED TO REESTABLISH PROPERTY BOUNDARIES.
12) ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS MADE BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
13) THIS SURVEY HAS BEEN PREPARED EXPRESSLY FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE. NO OTHER PERSON OR ENTITY IS ENTITLED TO RELY UPON AND/OR REUSE THIS SURVEY FOR ANY OTHER PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN CONSENT OF HAMILTON ENGINEERING & SURVEYING AND THE CERTIFYING PROFESSIONAL SURVEYOR AND MAPPER.
14) NOTHING HEREIN SHALL BE CONSTRUED TO GIVE ANY RIGHTS OR BENEFITS TO ANYONE OTHER THAN THOSE CERTIFIED TO ON THIS SURVEY.
15) FENCE OWNERSHIP NOT DETERMINED.
16) PRINTED DIMENSIONS SHOWN ON THE MAP OF SURVEY SUPERSEDE SCALED DIMENSIONS. THERE MAY BE ITEMS DRAWN OUT OF SCALE TO GRAPHICALLY SHOW THEIR LOCATION.
17) REPRODUCTION OF THIS SURVEY IS EXPRESSLY FORBIDDEN WITHOUT THE WRITTEN PERMISSION FROM THE SIGNING SURVEYOR.
18) THE WORD "CERTIFIED" IS UNDERSTOOD TO BE AN EXPRESSION OF THE PROFESSIONAL SURVEYOR'S OPINION BASED ON HIS BEST KNOWLEDGE, INFORMATION AND BELIEF, AND THAT IT ITSELF CONSTITUTES NEITHER A GUARANTEE NOR A WARRANTY, EITHER EXPRESSED OR IMPLIED.
19) THIS SURVEY IS A REPRESENTATION OF EXISTING FIELD CONDITIONS AT THE TIME OF THE FIELD SURVEY DATE AND IS BASED ON FOUND EXISTING MONUMENTATION IN THE FIELD.
20) THE SIGNATURE DATE DOES NOT UPDATE OR SUPERSEDE THE DATE OF SURVEY.

COPYRIGHT 2023 - HAMILTON ENGINEERING & SURVEYING, LLC.

NOTES REGARDING SCHEDULE B-II EXCEPTIONS: (As per Title Commitment 11166639 issued by Fidelity National Title Insurance Company bearing an effective date of May 24, 2023 at 8:00 AM with Revision 1 dated June 6, 2023)

- 6. Distribution Easement in favor of Florida Power Corporation recorded in Official Records Book 980, page 145. Shown on the survey.
7. Grant of Restrictive Covenant in favor of Town of Howey-in-the-Hills recorded in Official Records Book 991, page 1056. Shown on the survey.
8. Ordinance No. 2013-29 recorded in Official Records Book 4404, Page 477. The property falls within the Town of Howey in the Hills as shown on Exhibit "A" and Exhibit "B-1" and would be blanket in nature. Did not find the Alternative Key Number for the property in the list provided.
9. Lake Hills PUD Development Agreement by and between Lake Harris (Orlando) ASLI VII Owner #1, LLC, a Delaware limited liability company, Lake Harris (Orlando) ASLI VII Owner #2, LLC, a Delaware limited liability company, Lake Harris (Orlando) ASLI VII Owner #3, LLC, a Delaware limited liability company and Town of Howey-in-the-Hills, Florida, a municipal corporation chartered and operating under the laws of the State of Florida recorded February 24, 2016, in Official Records Book 4744, Page 1032, Public Records of Lake County, Florida. Affects the subject property and is blanket in nature.
10. Perpetual Access and Temporary Construction Easement Agreement by and between Lake Harris (Orlando) ASLI VII Owner #1, LLC, a Delaware limited liability company and Town of Howey-In-The-Hills, Florida, a Florida corporation recorded in Official Records Book 6069, Page 242. Shown on the survey.

NOTES REGARDING OPTIONAL ALTA TABLE A

- 1. MONUMENTS ARE SHOWN.
2. THE ADDRESS OF THE SUBJECT PROPERTY IS AS SHOWN.
3. THE FLOOD ZONE IS SHOWN.
4. THE AREA OF THE PROPERTY IS SHOWN.
8. SUBSTANTIAL FEATURES OBSERVED ARE SHOWN.
11(a). VISIBLE EVIDENCE OF ABOVE GROUND AND UNDERGROUND UTILITIES IS SHOWN.
13. THE ADJACENT OWNERS ARE SHOWN ACCORDING TO THE HILLSBOROUGH COUNTY PROPERTY APPRAISER'S WEB SITE.
16. THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK OR BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

To Madden, Moorhead & Stokes, LLC; First American Title Insurance Company
Homeman Developments of Florida, Inc.; Eastern National Title Agency Florida, LLC:

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, and includes Items 1, 2, 3, 4, 8, 11(a), 13, and 16, of Table A thereof. The field work was completed on September 27, 2021

Aaron J. Murphy, PLS Date of Signature

FLORIDA LICENSE NO. PLS#6768
CERTIFICATE OF AUTHORIZATION LB #8405
Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper



MAP OF BOUNDARY & WETLAND SURVEY
ALTA/NSPS LAND TITLE SURVEY
LAKE HILLS RESIDENTIAL
COUNTY ROAD 48, HOWEY IN THE HILLS
FLORIDA, LAKE COUNTY

Table with 2 columns: FIELD ROW/PIG (DIGITAL), QUALITY CONTROL FIELD (VINCE), QUALITY CONTROL OFFICE (AJM), DRAWN BY (RHF), PARTY CHIEF (VINCE), JOB # (03913.0024), SEC TWP RANG (22 & 23-20-25), SURVEY DATE (08-04-2023), NOT VALID WITHOUT ALL SHEETS (1 OF 3).

PREPARED FOR: MADDEN, MOORHEAD & STOKES, LLC

CERTIFIED TO:

FIELD ROW/PIG: DIGITAL

QUALITY CONTROL FIELD: VINCE

QUALITY CONTROL OFFICE: AJM

DRAWN BY: RHF PARTY CHIEF: VINCE

JOB #: 03913.0024

SEC TWP RANG: 22 & 23-20-25

SURVEY DATE: 08-04-2023

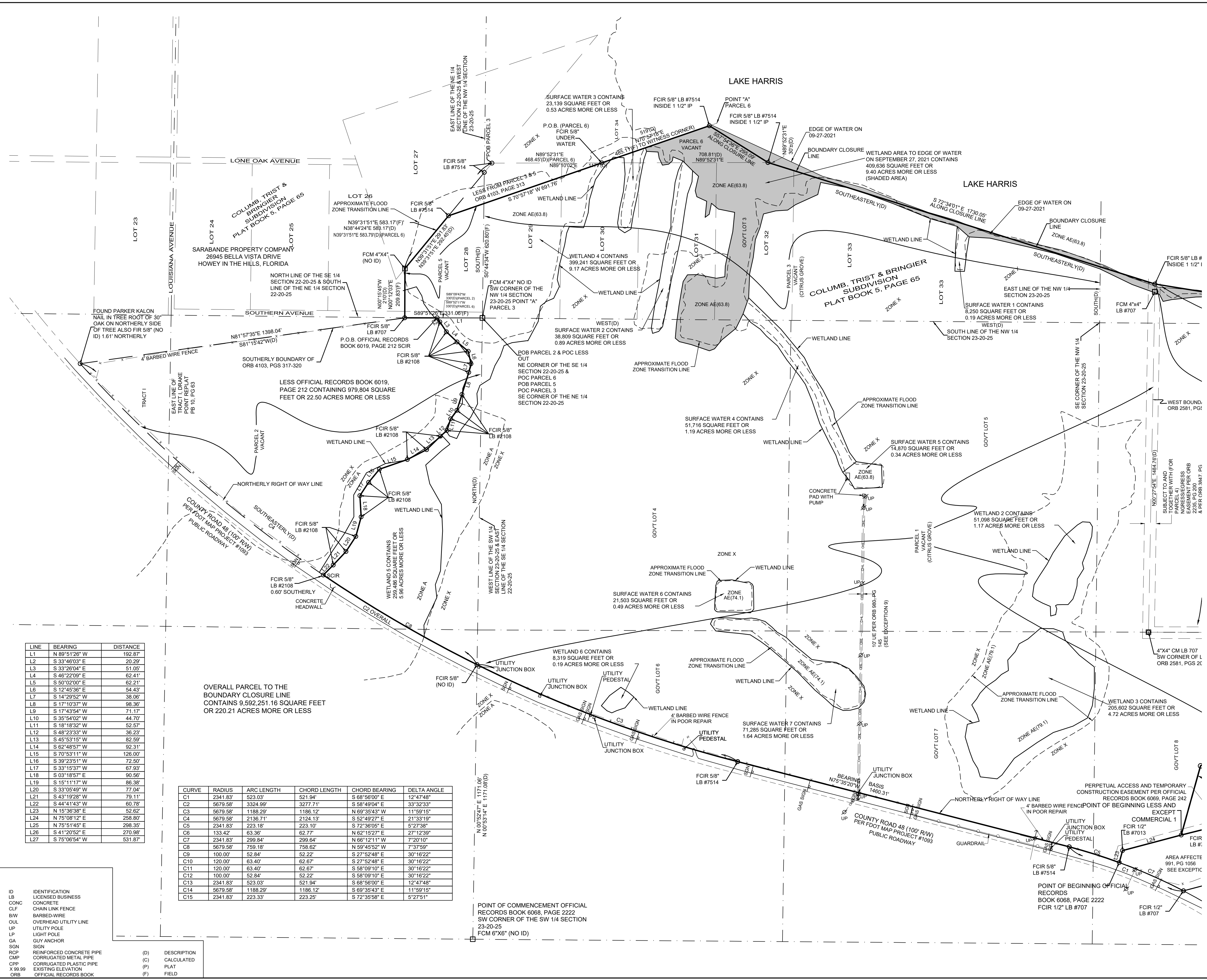
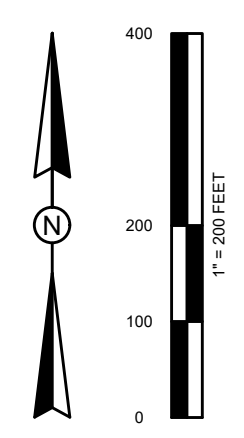
NOT VALID WITHOUT ALL SHEETS 1 OF 3

L:\3501 to 3699\03\13 Madden Eng\03\024 HOME IN THE HILLS 2021 UPDATE\SURVING\GARCIALO 2023 OVERALL UPDATE\03\024 4 SECTIONS ALTA UPDATE.dwg (BOUNDARY SHEET) | plmadden Nov 15, 2023, 2:10pm

Tree Legend

SYMBOL	NAME	SYMBOL	NAME
○	OAK	○	PINE
□	PALM	○	OTHER
△	DEAD		

NOTE: TREE SIZES IN INCHES



LINE	BEARING	DISTANCE
L1	N 89°51'26" W	192.87'
L2	S 33°46'03" E	20.29'
L3	S 33°26'04" E	51.05'
L4	S 48°22'09" E	62.41'
L5	S 50°02'00" E	62.21'
L6	S 12°45'36" E	54.43'
L7	S 14°29'52" W	38.06'
L8	S 17°10'37" W	98.36'
L9	S 17°43'54" W	71.17'
L10	S 35°54'02" W	44.70'
L11	S 18°18'32" W	52.57'
L12	S 48°23'33" W	36.23'
L13	S 45°53'15" W	82.59'
L14	S 62°48'57" W	92.31'
L15	S 70°53'11" W	128.00'
L16	S 39°23'51" W	72.50'
L17	S 33°15'37" W	67.93'
L18	S 03°18'57" E	90.56'
L19	S 15°11'17" W	86.38'
L20	S 33°05'49" W	77.04'
L21	S 43°19'28" W	79.11'
L22	S 44°41'43" W	60.78'
L23	N 15°36'38" E	52.62'
L24	N 75°08'12" E	258.80'
L25	N 75°51'45" E	298.35'
L26	S 41°20'52" E	270.98'
L27	S 75°06'54" W	531.87'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	2341.83'	523.03'	521.94'	S 68°56'00" E	12°47'48"
C2	5679.58'	3324.99'	3277.71'	S 58°49'04" E	33°32'33"
C3	5679.58'	1188.29'	1186.12'	N 69°35'43" W	11°59'15"
C4	5679.58'	2136.71'	2124.13'	S 52°49'27" E	21°33'19"
C5	2341.83'	223.18'	223.10'	S 72°36'05" E	5°27'38"
C6	133.42'	63.36'	62.77'	N 62°15'27" E	27°12'39"
C7	2341.83'	299.84'	299.64'	N 66°12'11" W	7°20'10"
C8	5679.58'	759.18'	758.62'	N 59°45'52" W	7°37'59"
C9	100.00'	52.84'	52.22'	S 27°52'48" E	30°16'22"
C10	120.00'	63.40'	62.67'	S 27°52'48" E	30°16'22"
C11	120.00'	63.40'	62.67'	S 58°09'10" E	30°16'22"
C12	100.00'	52.84'	52.22'	S 58°09'10" E	30°16'22"
C13	2341.83'	523.03'	521.94'	S 68°56'00" E	12°47'48"
C14	5679.58'	1188.29'	1186.12'	S 69°35'43" E	11°59'15"
C15	2341.83'	223.33'	223.25'	S 72°35'58" E	5°27'51"

OVERALL PARCEL TO THE BOUNDARY CLOSURE LINE CONTAINS 9,592,251.16 SQUARE FEET OR 220.21 ACRES MORE OR LESS

POINT OF COMMENCEMENT OFFICIAL RECORDS BOOK 6068, PAGE 2222 SW CORNER OF THE SW 1/4 SECTION 23-20-25 FCM 6"x6" (NO ID)

Legend: (AS APPLICABLE)

SCIR	SET CAPPED IRON ROD 1/2" LB #8405	ID	IDENTIFICATION
FCR	FOUND CAPPED IRON ROD	LB	LICENSED BUSINESS
FIR	FOUND IRON ROD	CNC	CONCRETE
FCIP	FOUND CAPPED IRON PIPE	CLF	CHAIN LINK FENCE
FIP	FOUND IRON PIPE	B/W	BARBED-WIRE
FCM	FOUND CONCRETE MONUMENT	OUL	OVERHEAD UTILITY LINE
SPKND	SET PK NAIL & DISK	UP	UTILITY POLE
FRNS	FOUND RAILROAD SPIKE	LP	LIGHT POLE
WM	WATER METER	GA	GUY ANCHOR
HYD	FIRE HYDRANT	SGN	SIGN
WV	WATER VALVE	RCP	REINFORCED CONCRETE PIPE
BFP	BACK FLOW PREVENTER	CMP	CORRUGATED METAL PIPE
GI	GRATE INLET	CPP	CORRUGATED PLASTIC PIPE
CI	CURB INLET	X 99.99	EXISTING ELEVATION
		ORB	OFFICIAL RECORDS BOOK

(D)	DESCRIPTION
(C)	CALCULATED
(P)	PLAT
(F)	FIELD

HAMILTON
ENGINEERING & SURVEYING, LLC

3409 W. LENOX STREET
TAMPA, FL 33609
TEL: (813) 250-5355
FAX: (813) 250-5806
LB #0005

**MAP OF BOUNDARY & WETLAND SURVEY
ALTA MSPS LAND TITLE SURVEY**

**LAKE HILLS RESIDENTIAL
COUNTY ROAD 48, HOWEY IN THE HILLS
FLORIDA, LAKE COUNTY**

SHEET TITLE:

PREPARED FOR:
MADDEN, MOORHEAD & STOKES, LLC

CERTIFIED TO:

FIELD BOOK/PAGE:
DIGITAL

QUALITY CONTROL FIELD:
VINCE

QUALITY CONTROL OFFICE:
AJM

DRAWN BY: **RHF** PARTY CHIEF: **VINCE**

JOB #:
03913.0024

SEC TWP RING:
22 & 23-20-25

SURVEY DATE:
08-04-2023

NOT VALID WITHOUT ALL SHEETS

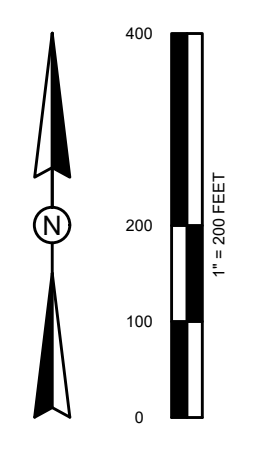
2 OF 3

L:\3501 to 3599\030124 - HOWEY IN THE HILLS 2023 UPDATE\SURVING\CARLO 2023 OVERALL UPDATE\0813.0024 4 SEASONS ALTA UPDATE.dwg (BOUNDARY SHEET 2) (plotted) Nov 15, 2023 - 2:44pm

Tree Legend

SYMBOL	NAME	SYMBOL	NAME
○	OAK	○	PINE
○	PALM	⊗	OTHER
△	DEAD		

NOTE: TREE SIZES IN INCHES

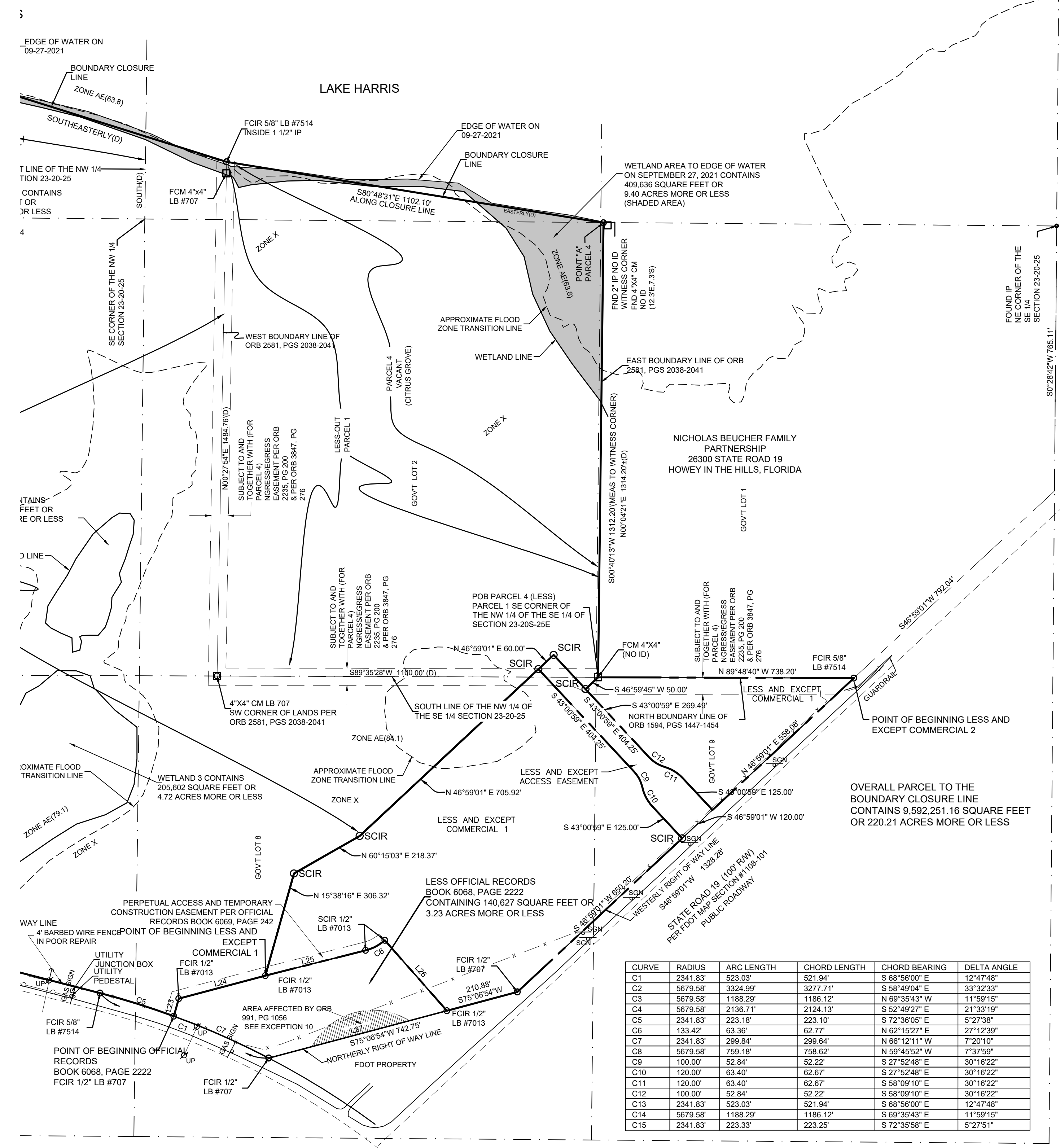
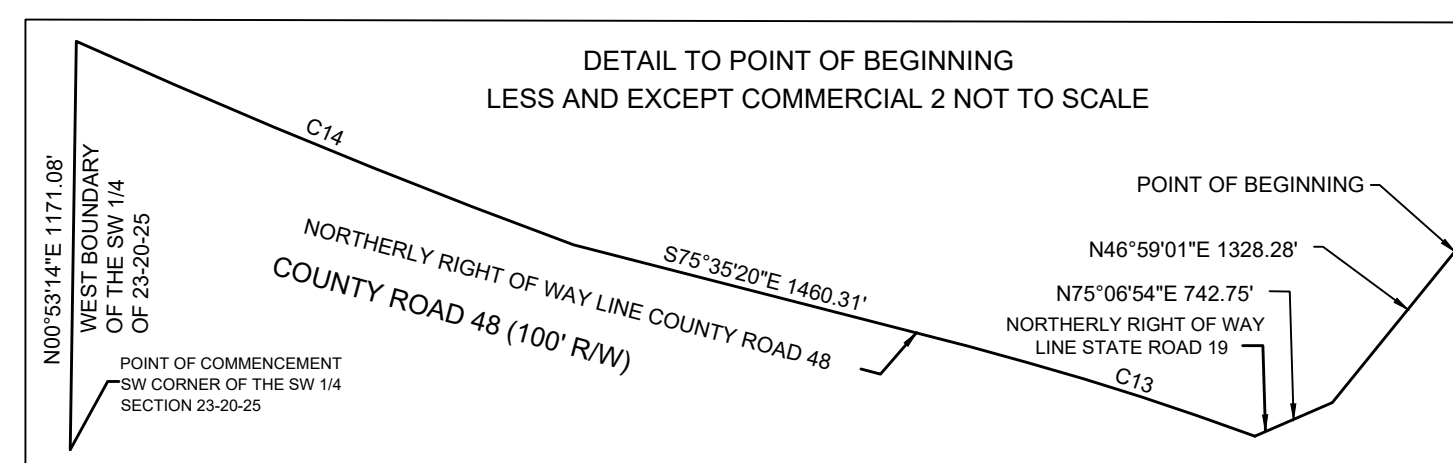
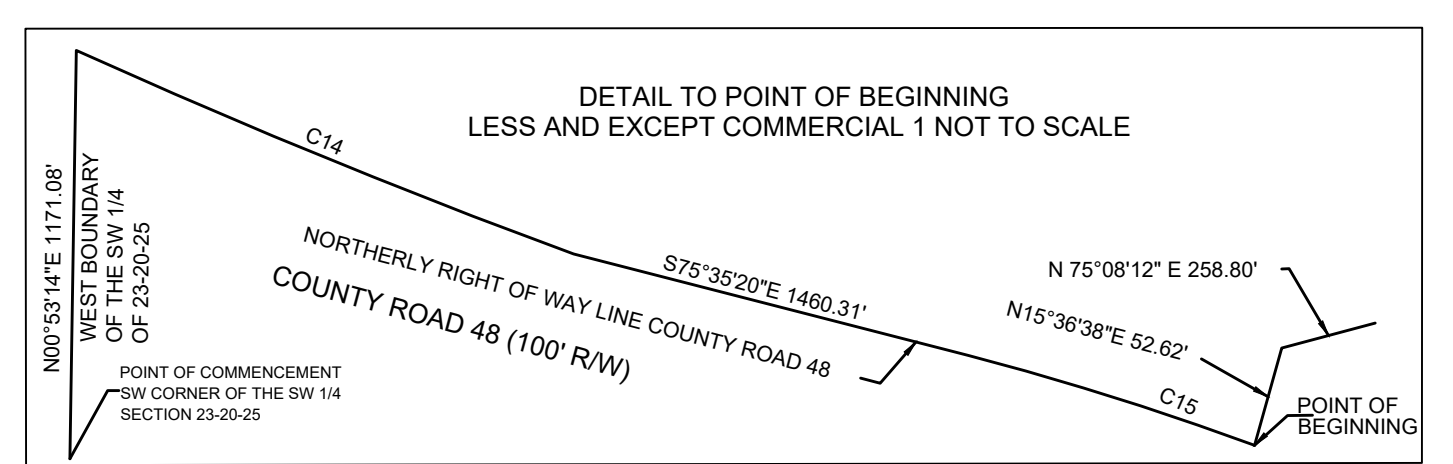


HAMILTON
ENGINEERING & SURVEYING, LLC

3409 W. LINDEN STREET
TAMPA, FL 33609
TEL: (813) 250-3355
FAX: (813) 250-3806
L.D. #0002

**MAP OF BOUNDARY & WETLAND SURVEY
ALTA TNSPS LAND TITLE SURVEY**

**LAKE HILLS RESIDENTIAL
COUNTY ROAD 48, HOWEY IN THE HILLS
FLORIDA, LAKE COUNTY**



LINE	BEARING	DISTANCE
L1	N 89°51'26" W	192.16'
L2	S 32°07'23" E	19.92'
L3	S 33°26'04" E	51.05'
L4	S 46°22'09" E	62.41'
L5	S 50°02'00" E	62.21'
L6	S 12°45'36" E	54.43'
L7	S 14°29'52" W	38.06'
L8	S 17°10'37" W	98.36'
L9	S 17°43'54" W	71.17'
L10	S 35°54'02" W	44.70'
L11	S 18°18'32" W	52.37'
L12	S 48°23'33" W	36.23'
L13	S 45°53'15" W	82.59'
L14	S 62°48'57" W	92.31'
L15	S 70°53'11" W	126.00'
L16	S 39°23'51" W	72.50'
L17	S 33°15'37" W	67.83'
L18	S 03°18'57" E	90.56'
L19	S 15°11'17" W	86.38'
L20	S 33°05'49" W	77.04'
L21	S 43°19'28" W	79.11'
L22	S 44°41'43" W	60.78'
L23	N 15°36'38" E	52.62'
L24	N 75°08'12" E	258.80'
L25	N 75°51'45" E	298.35'
L26	S 41°20'52" E	270.98'
L27	S 75°06'54" W	531.87'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	2341.83'	523.03'	521.84'	S 68°56'00" E	12°47'48"
C2	5679.58'	3324.99'	3277.71'	S 58°49'04" E	33°32'33"
C3	5679.58'	1188.29'	1186.12'	N 69°35'43" W	11°59'15"
C4	5679.58'	2136.71'	2124.13'	S 52°49'27" E	21°33'19"
C5	2341.83'	223.18'	223.10'	S 72°36'05" E	5°27'38"
C6	133.42'	63.36'	62.77'	N 62°15'27" E	27°12'39"
C7	2341.83'	299.84'	299.64'	N 68°12'11" W	7°20'10"
C8	5679.58'	759.18'	758.62'	N 59°45'52" W	7°37'59"
C9	100.00'	52.84'	52.22'	S 27°52'48" E	30°16'22"
C10	120.00'	63.40'	62.67'	S 27°52'48" E	30°16'22"
C11	120.00'	63.40'	62.67'	S 58°09'10" E	30°16'22"
C12	100.00'	52.84'	52.22'	S 83°09'10" E	30°16'22"
C13	2341.83'	523.03'	521.94'	S 68°56'00" E	12°47'48"
C14	5679.58'	1188.29'	1186.12'	S 69°35'43" E	11°59'15"
C15	2341.83'	223.33'	223.25'	S 72°36'58" E	5°27'51"

Legend: (AS APPLICABLE)

SCIR	SET CAPPPED IRON ROD 1/2" LB #8405	ID	IDENTIFICATION	(D)	DESCRIPTION
FCIR	FOUND CAPPPED IRON ROD	LB	LICENSED BUSINESS	(C)	CALCULATED
FIR	FOUND IRON ROD	CONC	CONCRETE	(P)	PLAT
FCIP	FOUND CAPPPED IRON PIPE	CLF	CHAIN LINK FENCE	(F)	FIELD
FIP	FOUND IRON PIPE	B/W	BARBED-WIRE		
FCM	FOUND CONCRETE MONUMENT	OUL	OVERHEAD UTILITY LINE		
SPKNAD	SET PK NAIL & DISK	UP	UTILITY POLE		
FPKNAD	FOUND PK NAIL & DISK	LP	LIGHT POLE		
FRS	FOUND RAILROAD SPIKE	GA	GUY ANCHOR		
WM	WATER METER	SGA	SIGN		
HYD	FIRE HYDRANT	RCP	REINFORCED CONCRETE PIPE		
WV	WATER VALVE	CMP	CORRUGATED METAL PIPE		
BFP	BACK FLOW PREVENTER	CPP	CORRUGATED PLASTIC PIPE		
GI	GRATE INLET	X 99.99	EXISTING ELEVATION		
CI	CURB INLET	ORB	OFFICIAL RECORDS BOOK		

PREPARED FOR:
MADDEN, MOORHEAD & STOKES, LLC

CERTIFIED TO:

FIELD BOOK/PAGE:
DIGITAL

QUALITY CONTROL FIELD:
VINCE

QUALITY CONTROL OFFICE:
AJM

DRAWN BY:
RHF

PARTY CHECK:
VINCE

JOB #:
03913.0024

SEC TWP RING:
22 & 23-20-25

SURVEY DATE:
08-04-2023

NOT VALID WITHOUT ALL SHEETS
3 OF 3

L:\3201 to 3999\03913 Madden Eng\03913 HOWEY IN THE HILLS 2023 UPDATE SURVING\CARLO 2023 OVERALL UPDATE\03913.0024 4 SEASONS ALTA UPDATE (SHEET 2) (main) Nov. 15, 2023 - 2:45pm

Sec. 48-3. Meetings; voting; officers.

The Planning and Zoning Commission may adopt such rules and regulations which it deems necessary to carry out the provisions of this chapter. However, the following rules shall apply to the Planning and Zoning Commission:

- A. *Meetings.* The Planning and Zoning Commission shall hold regular meetings at the Town Hall on the fourth Thursday of each month at 6:00 p.m. Special meetings may be called by the chairman, when necessary.
- B. *Voting.* Four members of the Planning and Zoning Commission shall constitute a quorum. However, regardless of the existence of a quorum, any action taken by the Planning and Zoning Commission must be approved by at least three members of the Commission.
- C. *Officers.* The Planning and Zoning Commission shall annually select from among its membership a chairman and a vice-chairman. This annual selection shall occur at the regularly scheduled March meeting and shall be subject to the approval of the Town Council.
- D. *Chairman.* The chairman shall:
 - (1) Preside at all meetings.
 - (2) Call special meetings as he deems necessary.
 - (3) Attest to the accuracy of all minutes of meetings prior to those minutes being submitted to the Town Council.
 - (4) Form subcommittees to assist the Planning and Zoning Commission in the fulfillment of its duties.
- E. *Vice-chairman.* The vice-chairman shall:
 - (1) Ensure that Town Hall staff notices all meetings.
 - (2) Ensure minutes of the Planning and Zoning Commission meetings are prepared by Town Hall staff.
 - (3) Serve as chairman pro-tempore.
- F. *Attendance.* Any member of the Planning and Zoning Commission who misses two regular meetings of the Commission in a row without first providing the notice of the absence to the town clerk or her designee shall be deemed to have resigned his or her membership on the Commission. Additionally, any member of the Commission who misses four regular meetings of the Commission during the course of a calendar year, regardless of whether prior notice was provided to the town clerk or her designee, shall be deemed to have resigned his or her membership on the Commission.

(Ord. No. 117, 2-10-75; Code 1975, § 2-6; Ord. No. 90-205, 11-12-90; Ord. No. 2003-314, §§ 1, 2, 9-8-03; Ord. No. 2009-005, § 2, 3-23-09)

Government in the Sunshine

Public Records

Ethics

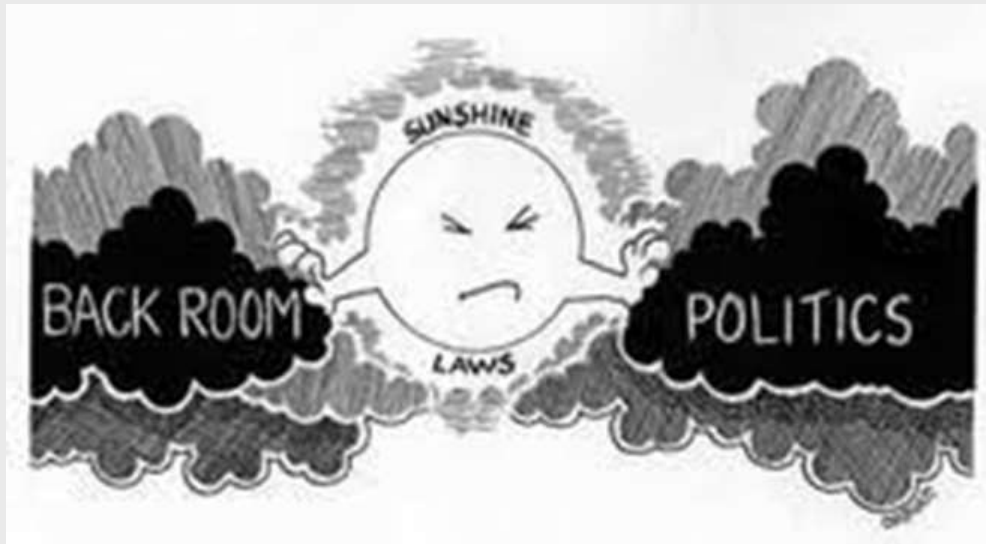
Gifts

Howey-in-the-Hills P&Z Board
March 28, 2024



Overview

1. **Government in the Sunshine Law** – *Chapter 286, Fla. Stat.*
2. **Public Records Law** – *Chapter 119, Fla. Stat*
3. **Ethics, Gifts** – *Part III of Chapter 112, Fla. Stat.*



SUNSHINE LAW



SUNSHINE LAW

Applicable to:

- **Advisory boards**
- **Committees**

When such boards or committees have been delegated “**decision-making authority**” as opposed to mere “**information gathering or fact-finding authority**”.

SUNSHINE LAW

Basic requirements:

1. Meetings must be open and accessible to the public.
2. Meetings must be noticed.
3. Written minutes must be taken.

§286.011 Florida Statutes

SUNSHINE LAW

Things to remember:

- If 2 or more council/committee members need to discuss council/committee related business, a meeting must be officially noticed.
- Do not call, text or e-mail each other on town related business -- all discussions must be in an open, noticed meeting.
- You cannot have a person act as a “go-between”.
- Whispering and passing notes at a noticed meeting could be considered an unnoticed meeting if discussing town business.
- Once a meeting is adjourned, don't talk about town business on your way out of the room.
- Members of the public must be provided an opportunity to address the council/committee during the decision-making process, and **before** a decision is made.

SUNSHINE LAW

PERMISSIBLE CLOSED SESSIONS:

- *Pending* litigation [direction only 286.011(8)]



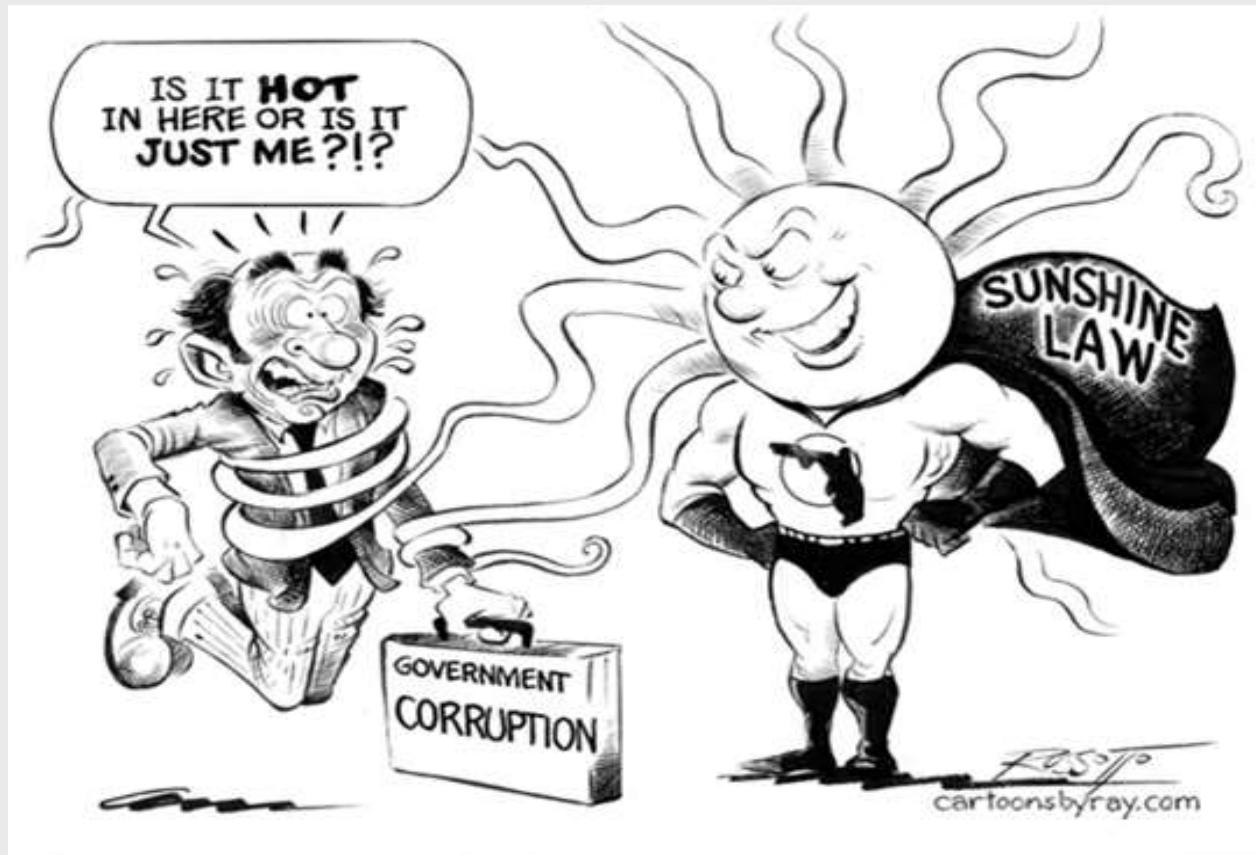
SUNSHINE LAW

City of Belle Isle “Roundtable”:

- Group of citizens and Belle Isle City Commissioners met to discuss strategy for campaigning and recruiting people to run for the Belle Isle City Commission.
- Meetings held in a commission member’s home.
- State Attorney’s office found a violation, but unclear whether charges will be brought.

SUNSHINE LAW

Questions?



PUBLIC RECORDS



PUBLIC RECORDS LAW

Applicable to records of:

- Town employees
- Town Council
- Advisory Boards
- Committees
- **All town records**



PUBLIC RECORDS LAW

Important things to know:

- Every record made or received in connection with town business.
- All elected and appointed officials and town employees must permit inspection and copying of public records.
- NOT limited to traditional written documents.
- Includes **texts** and **emails** made or received in connection with official business.
- Includes YouTube videos, Facebook posts, tapes, photographs, videos and sound recordings.



PUBLIC RECORDS LAW

Important things to know:

- Public records can only be destroyed in accordance with a specific process under state law.
- Public records must be retained for certain periods of time.
- The law applies to communications with residents, members of the public, employees, consultants, contractors and legal counsel and others involving town business, **even if it is on your private computer, laptop or phone**. It is the nature of the record – not the location.
- Purely personal e-mails are not public records, but there is no “expectation of privacy” for communications on a town owned computer.

PUBLIC RECORDS LAW

Important things to know:

- Public records include metadata.
- There is no “unfinished business” exemption – drafts and notes can be a public record.
- A public records request may be verbal, written, e-mailed, by any person at any time for any or no reason.
- You cannot require the requester to provide his or her name, and he or she does not have to say why the records are requested.
- **If you receive a public records request, let the Town Clerk know immediately.**

PUBLIC RECORDS LAW

Orange County “textgate”:

- Public-records scandal -- Orange County Mayor and Commissioners each fined \$500.00.
- 2012 political fight over a referendum for paid sick-time.
- Mayor and Commissioners exchanged texts with lobbyists and citizens opposed to the measure during a public hearing on the issue.
- Public records request was made for the texts.
- They **lost** or **deleted** the texts.
- State Attorney Jeff Ashton concluded the mayor and four commissioners had violated public records laws but **unintentionally**.

PUBLIC RECORDS LAW

Statutory exemptions:

The entire record is a public record unless there is an express statutory exemption.

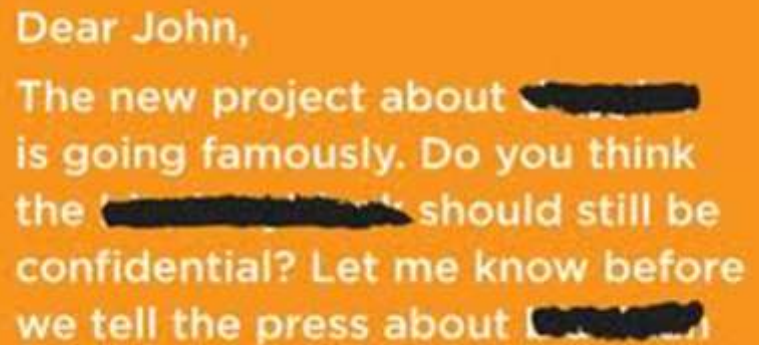
- Exemptions must be **explicitly** provided by statute.
- Exemptions must be **narrowly applied**.
- All exemptions must be **stated in writing** to a requestor.



PUBLIC RECORDS LAW

Statutory exemptions:

- Sealed bids and proposals (for a certain period of time). [119.071(1)(b), Fla. Stat.]
- Information relating to a facility's security system plans. [119.071(3)(a), Fla. Stat.]
- Building plans and drawings depicting the internal layout and structural elements of a building owned or operated by an agency. [119.071(3)(b), Fla. Stat.]
- Many more....



Dear John,
The new project about [REDACTED]
is going famously. Do you think
the [REDACTED] should still be
confidential? Let me know before
we tell the press about [REDACTED]

SUNSHINE AND PUBLIC RECORDS LAW

For violations of the law -

- **The State Attorney or a Grand Jury can be involved**
- **Private parties can sue**
- **Penalties can include:**
 - Jail time – 1 year in jail for a knowing violation
 - Fines -- \$500 for an unintentional violation
 - Attorney's fees
 - Trial
 - Nasty press coverage



PUBLIC RECORDS LAW

Questions?



ETHICS



ETHICS

Basic principle of Ethics in Florida

Legislative Intent – Part III of Chapter 112:

“It is declared to be the policy of the state that **public officers** and **employees**, state and local, are agents of the people and hold their positions **for the benefit of the public**. . . . promoting the **public interest** and maintaining the **respect** of the people in their government must be of **foremost concern**.”

ETHICS

Applies to:

- Town Council members
- Committee members
- Advisory-board members
- Town employees



ETHICS

The following is a [brief summary](#) of the Ethics Code. If you are in a situation where something may apply to you, please ask!



ETHICS

What to remember:

Do not use your position at the town to secure anything special for yourself, your family, friends, or anyone else.



ETHICS

Caution areas:

- Doing business with the town – you or your family should not do business with the town. *[Sec. 112.313(3), Fla. Stat.]*
- Secondary employment – there cannot be any conflict with your town position. You cannot take a job with a company doing business with the town. *[Sec. 112.313(7), Fla. Stat.]*
- Using information -- Don't use information (now or in the future) which you learned from your town position to gain a special advantage for you or your family or anyone else. *[Sec. 112.313(8), Fla. Stat.]*

ETHICS

Caution areas:

- Honoraria – you cannot accept a payment to speak or write for an organization. Reasonable expenses can be paid. [Sec. 112.3149, Fla. Stat.]
- Nepotism – you cannot hire, promote, or advocate for your relatives to get a job with the town. [Sec. 112.3135, Fla. Stat.]



ETHICS

GENERAL RULE ABOUT VOTING:

- You **must vote** on all Council items.
- *Unless* you have “conflict of interest” or there appears to be a “possible conflict of interest”.
[Sec. 286.012, Fla. Stat.]
- “Abstentions” are not allowed.



ETHICS

VOTING CONFLICTS:

- Must disclose if, on *any* issue, the Council's vote would benefit ... or hurt ...
 - You
 - Your relative
 - Your business partner
 - Your employer
 - Your client/customer
 - The parent company, subsidiary company, or sister company of ...
 - Your employer
 - Your client

ETHICS

VOTING CONFLICTS:

- Must not vote
- Must file Form 8B (with the Town Clerk) within 15 days after the vote
- May participate in the discussion if the conflict is first disclosed (but why would you?)



ETHICS

VOTING CONFLICTS

- **MUST** abstain:
 - conflict of interest
- **MAY** abstain:
 - appearance of a conflict of interest
- If you abstain for either reason, file Form 8B

FORM 8B MEMORANDUM OF VOTING CONFLICT FOR COUNTY, MUNICIPAL, AND OTHER LOCAL PUBLIC OFFICERS	
LAST NAME—FIRST NAME—MIDDLE NAME	NAME OF BOARD, COUNCIL, COMMISSION, AUTHORITY, OR COMMITTEE
MAILING ADDRESS	THE BOARD, COUNCIL, COMMISSION, AUTHORITY OR COMMITTEE ON WHICH I SERVE IS A UNIT OF:
CITY COUNTY	<input type="checkbox"/> CITY <input type="checkbox"/> COUNTY <input type="checkbox"/> OTHER LOCAL AGENCY
DATE ON WHICH VOTE OCCURRED	NAME OF POLITICAL SUBDIVISION
	MY POSITION IS: <input type="checkbox"/> ELECTIVE <input type="checkbox"/> APPOINTIVE

WHO MUST FILE FORM 8B

This form is for use by any person serving at the county, city, or other local level of government on an appointed or elected board, council, commission, authority, or committee. It applies equally to members of advisory and non-advisory bodies who are presented with a voting conflict of interest under Section 112.3143, Florida Statutes.

Your responsibilities under the law when faced with voting on a measure in which you have a conflict of interest will vary greatly depending on whether you hold an elective or appointive position. For this reason, please pay close attention to the instructions on the form before completing the reverse side and filing the form.

INSTRUCTIONS FOR COMPLIANCE WITH SECTION 112.3143, FLORIDA STATUTES

A person holding elective or appointive county, municipal, or other local public office **MUST ABSTAIN** from voting on a measure which inures to his or her special private gain or loss. Each elected or appointed local officer also is prohibited from knowingly voting on a measure which inures to the special gain or loss of a principal (other than a government agency) by whom he or she is retained (including the parent organization or subsidiary of a corporate principal by which he or she is retained); to the special private gain or loss of a relative; or to the special private gain or loss of a business associate. Commissioners of community redevelopment agencies under Sec. 163.266 or 163.267, F.S., and officers of independent special tax districts elected on a one-acre, one-vote basis are not prohibited from voting in that capacity.

For purposes of this law, a "relative" includes only the officer's father, mother, son, daughter, husband, wife, brother, sister, father-in-law, mother-in-law, son-in-law, and daughter-in-law. A "business associate" means any person or entity engaged in or carrying on a business enterprise with the officer as a partner, joint venturer, coowner of property, or corporate shareholder (where the shares of the corporation are not listed on any national or regional stock exchange).

ELECTED OFFICERS:

In addition to abstaining from voting in the situations described above, you must disclose the conflict

PRIOR TO THE VOTE BEING TAKEN by publicly stating to the assembly the nature of your interest in the measure on which you are abstaining from voting; and

WITHIN 15 DAYS AFTER THE VOTE OCCURS by completing and filing this form with the person responsible for recording the minutes of the meeting, who should incorporate the form in the minutes.

APPOINTED OFFICERS:

Although you must abstain from voting in the situations described above, you otherwise may participate in these matters. However, you must disclose the nature of the conflict before making any attempt to influence the decision, whether orally or in writing and whether made by you or at your direction.

IF YOU INTEND TO MAKE ANY ATTEMPT TO INFLUENCE THE DECISION PRIOR TO THE MEETING AT WHICH THE VOTE WILL BE TAKEN:

* You must complete and file this form (before making any attempt to influence the decision) with the person responsible for recording the minutes of the meeting, who will incorporate the form in the minutes. (Continued on other side)

ETHICS

Penalties (*employees, officers, candidates*):

Impeachment, removal from office or employment, suspension, public censure, reprimand, demotion, reduction in salary level, forfeiture of one-third salary per month for twelve months, a civil penalty up to \$10,000, restitution of any pecuniary benefits received, and triple the value of a gift from a political committee.

ETHICS

Questions?



GIFTS



GIFTS

What is a “gift”?

- money
- real estate
- use of real estate
- tangible personal property
- intangible personal property
- use of personal property
- food or beverages
- membership dues
- transportation
- plants & flowers
- admission tickets (sports, concerts, cruises, theme parks, etc.)
- forgiveness of debt
- a preferential rate or price on a debt, loan, goods or services
- any other thing having value
- any other service having value

GIFTS

Caution areas:

- Taking gifts – taking anything of value for you or your family **over \$100** can be an ethics violation.
[Sec. 112.3148, Fla. Stat.]
- Asking for gifts – don't ask people **working with** or **associated with** town business for anything -- lobbyist, vendor, customer, or anyone doing business with the town. *[Sec. 112.313(2), Fla. Stat.]*

GIFTS

DISCLOSURE OF GIFTS BY YOU:

- Any gift which is accepted AND worth **over \$100**
- Exceptions:
 - Gifts from relatives
 - **Prohibited** gifts (*i.e.*, from lobbyists and vendors)



GIFTS

GIFTS DISCLOSED ... BY LOBBYISTS AND VENDORS:

- All gifts to you worth **over \$25**
- Disclosed quarterly ... by the lobbyist or vendor, not you



FLORIDA COMMISSION ON ETHICS

- Available for advice: ethics / gifts / financial disclosure
- Phone: 850-488-7864
- Website: www.ethics.state.fl.us

Questions?



Planning & Zoning

- **Per Code, Section 48:**
 - **Seven members (Must be Town residents, preference given to property owner applicants)**
 - **Chair & Vice-chair annually chosen in March (subject to Town Council Approval)**
 - **Three year terms**
 - **Four member quorum**
 - **Missing two meetings in a row without prior notice to the Town Clerk is an effective resignation**
 - **Missing four meetings in a calendar year (regardless of notice) is an effective resignation**

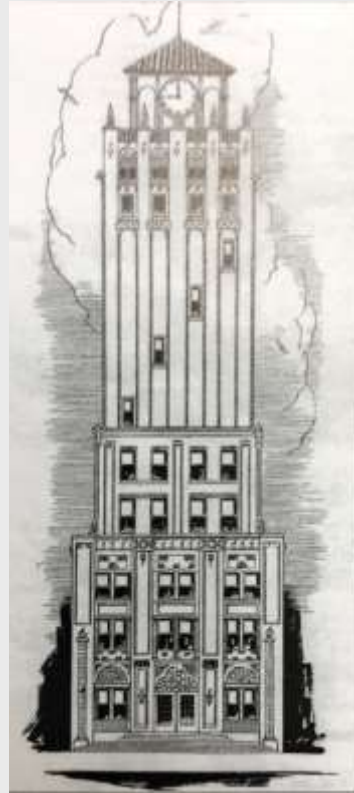
Planning & Zoning

- **What the Planning & Zoning Board is NOT**
 - The Town Planner
 - The Town Engineer
 - The Town Attorney
 - The Town Council

Planning & Zoning

- **What the Planning & Zoning Board IS**
 - A recommending body
 - Intermediary review between the Development Review Committee and Town Council, with more particular knowledge of applicable code/ordinances
 - **Maintainers of standards, even in variance**
(Variance: relaxation of terms of regulation where such [...] will not be contrary to the public interest and where, owing to conditions peculiar to the property and not the result of the action of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship)
 - **Shall provide reasons for disapproving plans**

Questions?





Town of Howey-in-the-Hills

Code of Core Values for Civility and Ethics

It is the policy of the Town of Howey-in-the-Hills to uphold, promote and demand the highest standards of civility and ethics from all of its citizens and officials, whether elected or appointed. Accordingly, members of the Town Council, Boards and Committees should maintain the utmost standards of personal honesty, civility and fairness in carrying out their public duties, avoid any improprieties in their roles as public servants, and never use their Town position or powers for improper personal gain.

Implementation

The Code of Core Values for Civility and Ethics is intended to be self-enforcing. It therefore becomes most effective when members are thoroughly familiar with it and embrace its provisions. For this reason, the Core Values of Civility and Ethical standards shall be included in the regular orientations for the Town Council, Boards and Committees.

Code of Core Values for Civility and Ethics:

Ethics

I pledge to maintain the highest standards of professional behavior and to comply with the laws, regulations, and policies under which we operate. I shall make no promises or commitments I cannot reasonably expect to fulfill, and I shall maintain appropriate social, ethical, and organizational norms in Town related activities.

Civility

I pledge to help create an atmosphere of respect and civility where individual councilors, department heads, staff, committee and board members, and the public are free to express their ideas and work to their full potential. I pledge to be open, consistent, truthful, and respectful in all communications, written and verbal, as this is vital for reflective and sound decision making for the Howey-in-the-Hills community.

Respect for the Individual

I respect the diversity of councilors, staff, committee members, and citizens, to provide fair and equitable treatment in all areas, and to encourage personal and professional growth. I shall recognize and value individual contributions to the Howey-in-the-Hills community, as the Town's mission and vision are pursued.



Teamwork

I shall work together with others, with mutual respect, to achieve organizational goals, recognizing that unity of purpose and effort leads to increased productivity and greater accomplishments.

Leadership

I shall lead by example, using appropriate interpersonal skills, and shall strive to maximize citizen and staff involvement to further the vision of Howey-in-the-Hills' quality community.

Creativity and Innovation

I shall strive to stimulate and appreciate new concepts and solutions suggested by all, as Howey-in-the-Hills' creative community is enriched. I shall respond efficiently and effectively to the needs of our citizens as well as to changes in our environment.

Stewardship

I shall strive to make a positive contribution to our Town and to enhance the quality of services throughout the Howey-in-the-Hills community and strive for excellence in every phase of our work. I shall work to attain our goals by optimizing the use of our energy, time and resources and consider the impact of all decisions on resources and to recognize the limitations imposed by our environment.



Town of Howey-in-the-Hills
Code of Core Values for Civility and Ethics Attestation Statement

I hereby affirm by signing this Attestation Statement that:

- a. I have received a copy of the Town of Howey-in-the-Hill’s Code of Core Values for Civility and Ethics (the “Code of Core Values”) governing my service on the Town Council or Town Board or Committee;
- b. I have read and understand the Code of Core Values; and
- c. I agree to comply with the Code of Core Values and not engage in any activity in violation of the Code.

I further understand that if I am an appointed member of a Town Board or Committee that my failure to comply with the Code of Core Values may result in (i) my removal from the Board or Committee by the Town Council, or (ii) my removal from a Town Council meeting by majority vote of the other Town Council members.

Signature_____

Date_____

Print
Name_____



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: Sign Code Amendments
DATE: March 18, 2024

As we have been reviewing code changes to the land development code, The Town Attorney has identified the need to modify the sign code section of chapter five in the LDR to address issues generated by a recent Supreme Court decision on sign regulations. Essentially the court ruled that signs cannot be regulated based on sign content. This concept has been in effect for some time, but the most recent decision on signs has been broadened to impact on temporary signs like political signs, real estate signs, yard sale signs and similar signage. Now the sign may not be regulated separately from other temporary signs if one needs to read the sign to classify it.

The Town can regulate such items as the number, size and location of temporary signs, but we cannot set a different time period for a type of temporary sign since the sign content would have to be analyzed to determine how to classify the sign. Most of the changes offered by the Town Attorney are removing the specifics of different types of temporary signs and replacing them with a generic regulation that sticks to the items that Town can regulate.

The planning board is being asked to review the proposed revisions and make a recommendation on the proposal to the Town Council.

ORDINANCE NO. 2024-003

AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA, PERTAINING TO SIGNS; AMENDING SECTIONS 5.03.04 THROUGH 5.03.07 OF THE LAND DEVELOPMENT CODE TO REVISE REGULATIONS GOVERNING TEMPORARY SIGNAGE; PROVIDING FOR CODIFICATION, SEVERABILITY, AND AN EFFECTIVE DATE.

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

Section 1. Amendment to section 5.03.01 of the Land Development Code.

Paragraph 7 of subsection 5.03.01A of the Land Development Code is amended to read:

5.03.01 Generally

A. The intent of this section is to ensure adequate means of communication through signage while maintaining the attractive visual appearance within the Town. The purposes of this section are to:

* * *

7. Restrict sign regulation to time, place, and manner, without limitations on content, ~~so long as the material displayed avoids content commonly judged by the community to be immoral, indecent, or obscene;~~ and

Section 2. Amendment to certain definitions in the Land Development Code.

The following specified definitions in section 1.12.00 of the Town’s Land Development Code are amended to read:

Sign means any device or display consisting of letters, numbers, symbols, pictures, illustrations, announcements, trademarks, including all trim and borders, designed to advertise, inform or attract the attention of persons not on the premises on which the device or display is located, and visible from the public way. A sign shall be construed to be a single

1 display surface or device containing elements organized, related, and
2 composed to form a single unit.

- 3
- 4 1. **Banner sign** means any sign having characters, letters, or
5 illustrations applied to cloth, paper, or fabric of any kind, with only
6 such material as backing, which is mounted to a pole or building
7 by one (1) or more edges. National, state, or municipal flags or the
8 official flag of a business or institution shall not be considered a
9 banner.
- 10 2. **Barber Pole sign** means any traditional cylindrical, striped
11 revolving sign identifying barbers.
- 12 ~~3. **Construction sign** means any sign advertising the construction
13 actually being done on the premises where the sign is located. The
14 sign may also include the contractor's name, the owner's name, the
15 architect's name, and the name of the institution providing
16 financial services.~~
- 17 4. **Detached sign**. See "Freestanding/ground sign" and "Pole sign."
- 18 5. **Exempt sign** means any sign for which a permit is not required.
- 19 6. **Freestanding or Ground sign** means any detached sign, including
20 any signs supported by structures in or on the ground and
21 independent of support from any building. Includes the term
22 "monument sign."
- 23 ~~7. **Garage Sale sign** means any sign pertaining to the sale of personal
24 property in, at, or upon any residentially zoned property, whether
25 made under any other name, such as lawn sale, backyard sale,
26 rummage sale, or any similar designation.~~
- 27 8. **Identification sign** means any sign which indicates the name,
28 owner or address of a residence, office, or business, but bearing no
29 advertising.
- 30 9. **Illuminated sign** means any sign having characters, letters, figures,
31 design, or outlines illuminated by electric lights or luminous tubes
32 designed for that purpose, whether or not the lights or tubes are
33 physically attached to the sign.
- 34 10. **Incidental sign** means any general informational sign which has a
35 purpose secondary to the use of the site on which it is located, such
36 as "Open", "Closed", "Welcome", "No Parking", "Entrance",
37 "Loading Only", and similar information and directives. ~~No sign
38 with a business name, logo, or advertising shall be considered
39 incidental.~~

- 1 11. **Off-site sign** means any sign which advertises the services or
2 products of a business not on the premises where the sign is
3 erected.
- 4 12. **Pole sign** means any sign erected on a pole which is wholly
5 independent of any building for support.
- 6 ~~13. **Political signs** are those concerning candidacy for public office or
7 urging action on any ballot issue in a forthcoming public election
8 or pertaining to or advocating political views or policies.~~
- 9 14. **Portable sign** means any sign, whether on its own trailer, wheels,
10 chassis, or otherwise movable support, which is manifestly
11 designed to be transported from one place to another.
- 12 15. **Projecting sign** means any sign which is affixed to any building,
13 wall, or structure and which extends beyond the building, wall, and
14 structure (see "bracket sign").
- 15 ~~16. **Real Estate sign** means any on-premises structure showing that the
16 premises upon which it is located is either for sale, for lease or for
17 rent, or open for inspection.~~
- 18 17. **Sandwich or Sidewalk sign** means any sign, double- or single-
19 faced, which is portable, able to be moved easily by an individual,
20 and which fits within a sidewalk while still allowing for pedestrian
21 travel.
- 22 18. **Snipe sign** means any sign which is tacked, nailed, posted, pasted,
23 glued, or otherwise attached to trees, poles, stakes, fences, or other
24 objects.
- 25 19. **Street Number sign** means any sign displaying a street number on
26 a structure, wherever located.
- 27 20. **Temporary sign.** A sign addressing (i) a discrete, upcoming,
28 and nonrepeating event such as an election or referendum, a "grand
29 opening," a garage sale, a going-out-of-business sale, a festival,
30 celebration, parade, or other community event, etc., or (ii) a
31 temporary condition such as a construction project, a property for
32 sale, a temporary closure of a facility or area, etc.
- 33 21. **Wall sign.** Any sign that shall be affixed parallel to the wall or
34 painted on the wall of any building in such a manner as to read
35 parallel to the wall on which it is mounted, in such a way that the
36 wall becomes the supporting structure for, or forms the background
37 surface of the sign; provided, however, said wall sign shall not
38 project more than 12 inches from the face of the building; shall not
39 project above the top of the wall or beyond the end of the building.
- 40 ~~22. **Yard Sale sign.** See "Garage sale sign."~~

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Section 3. Amendment to Section 5.03.03 of the Land Development Code.

Subparagraph D.3.e of section 5.03.03 of the Town’s Land Development Code is repealed and reserved:

- e. ~~Reserved. Nonconforming real estate or construction signs shall be removed no later than six months after the date of adoption of this amendment. Thereafter, all such nonconforming signs shall be deemed unlawful and prohibited and subject to the enforcement provisions of this chapter.~~

Section 4. Amendment to Section 5.03.04 of the Land Development Code.

Section 5.03.04 of the Town’s Land Development Code is amended to read:

- 5.03.04 Prohibited Signs.** The following signs are prohibited:
~~The signs identified in this section are prohibited within the Town.~~
- A. ~~Any~~ A sign which constitutes a traffic hazard or a detriment to traffic safety by reason of its size, location, movement, ~~content~~, coloring, or method of illumination.
 - B. ~~Any~~ A sign that obstructs the vision between pedestrians and vehicles using the public right-of-way, including, but not restricted to, those not meeting intersection visibility requirements set forth in Section 7.01.08.
 - C. Signs with lights, lighted screens or illuminations that flash, move, rotate, scintillate, blink, flicker, or vary in intensity or color, except for time-temperature-date signs.
 - D. Signs that contain words and traffic control symbols ~~so as to~~ that interfere with, mislead, or confuse motorists, such as "stop," "look," "caution," "danger," or "slow."
 - E. ~~Snipe signs attached to trees or utility poles.~~
 - F. ~~Reserved. Snipe signs, except as permitted for campaign advertising or other special events under Section 5.03.07.~~
 - G. Signs with visible moving, revolving, or rotating parts, or visible mechanical movement of any description or other apparent visible movement achieved by electrical, electronic, or mechanical means, except for traditional barber poles.
 - H. Signs with the optical illusion of movement by means of a design that presents a pattern capable of giving the illusion of motion or changing of copy.
 - I. Signs that emit audible sound, odor, or visible matter such as smoke or steam.

- 1 J. Signs that are of such intensity or brilliance as to cause glare or
2 impair the vision of any motorist, cyclist, or pedestrian using or
3 entering a public right-of-way, or that are a hazard or a nuisance to
4 occupants of any property because of glare or other characteristics.
- 5 K. Signs that are painted, pasted, or printed on any curbstone, flagstone,
6 pavement, or any portion of any sidewalk or street, except house
7 numbers and official traffic control signs.
- 8 L. Offsite advertising signs, with the exception of sandwich boards as
9 set forth in Section 5.03.11(D) and temporary signs ~~Special Event~~
10 ~~Signs~~ as permitted in 5.03.07.
- 11 M. Signs mounted on any portion of a roof.
- 12 N. Abandoned signs.
- 13 O. Signs erected, installed, or placed on public property, with the
14 exception of signs erected by public authority for public purposes,
15 and sandwich boards as set forth in Section 5.03.10 (D) ~~and Special~~
16 ~~Event Signs as permitted in 5.03.07.~~
- 17 P. Portable or trailer signs.
- 18 Q. Pole signs.
- 19 R. Internally lit signs within or adjacent to residential property.
- 20 S. Any other signs ~~that are~~ not specifically permitted or exempted by this
21 LDC.
- 22

23 **Section 5. Amendment to Section 5.03.05 of the Land Development Code.**

24 Section 5.03.05 of the Land Development Code is amended to read:

- 25 **5.03.05 Exempt Signs.** The following signs identified in this section
26 are permitted within the Town and are exempt from the requirement to
27 obtain a permit:
- 28
 - 29 A. Regulatory, statutory, traffic control, or directional signs erected on
30 public property by or with permission of the State of Florida, Lake
31 County, or the Town of Howey in the Hills.
 - 32 B. Legal notices and official instruments.
 - 33 C. Holiday lights and seasonal decorations displayed at times when such
34 lights and decorations are generally considered appropriate.
 - 35 D. Signs incorporated into machinery or equipment by a manufacturer or
36 distributor, which identify or advertise only the product or service
37 dispensed by the machine or equipment, such as signs customarily
38 affixed to vending machines, newspaper racks, and gasoline pumps.
 - 39 E. Incidental signs.
 - 40 F. Public warning signs to indicate the dangers of swimming, animals, or
41 similar hazards.
 - 42 G. Barber poles at barbershops.
 - 43 H. ~~Temporary window signs are permitted and subject to the following~~
44 ~~standards:~~

- 1 1. ~~The signs may display or announce any business, civic, cultural,~~
- 2 ~~or private sale or event for a period not to exceed thirty (30) days.~~
- 3 2. ~~Temporary signs shall be located wholly within a window and~~
- 4 ~~shall not exceed an aggregate area equal to ten percent (10%) of~~
- 5 ~~the total glassed area of the store front. Temporary signs, together~~
- 6 ~~with permanent window signs, shall not exceed an aggregate equal~~
- 7 ~~to twenty percent (20%) of the total glassed area of the store front.~~
- 8 I. ~~Temporary Signs allowed under section 5.03.07 (D).~~
- 9 J. ~~Works of art that do not constitute as advertising.~~
- 10 K. ~~Political signs allowed under section 5.03.07 (D)~~
- 11 1. ~~Signs shall not exceed 16" x 24" in size~~
- 12 2. ~~Signs are limited to a maximum of two signs per candidate or issue~~
- 13 ~~per parcel~~
- 14 3. ~~Signs may be erected not more than sixty days prior to any~~
- 15 ~~election. Removal of political signs shall be regulated by all~~
- 16 ~~applicable Florida Statutes.~~
- 17 L. ~~Garage sale or yard sale signs placed only on the premises of the sale.~~

18
19 **Section 6. Repeal of Section 5.03.06 of the Land Development Code.** Section
20 5.03.06 of the Land Development Code is repealed and reserved:

21 **5.03.06 Reserved. Provisionally Exempt Signs**

- 22 A. ~~Signs identified in this section may be placed without a permit,~~
23 ~~provided that such signs comply with the standards in Table 5.03.06~~
24 ~~(A).~~

25 **Table 5.03.06 (A) Standards for Provisionally Exempt Signs**

Type of Sign	Standards
Identification signs	2 square feet or less in area
"No trespassing" or "no dumping"	2 square feet or less in area
Memorial signs or tablets, and names of buildings and dates	Cut into any masonry surface, or of erection; constructed of bronze or other noncombustible materials and attached to the surface of a building
Decorative flags and bunting	Used for temporary events only.
Menu boards, price lists or other signage for drive-through facilities	Maximum of 2 such signs, and maximum area of 24 square feet or less, and located adjacent to and oriented toward the drive-through area
Menus	2 square feet or less in area, and mounted at the entrance to a restaurant

Real estate signs	One sign, 6 square feet or less in area. One sign 16 square feet or less is permitted for parcels of 5 acres or larger and for each commercial or industrial property, unless said property is located in the Town Center. A brochure box, information tube
Construction signs	One sign, 6 square feet or less in area, and located on property where a valid building permit has
Yard or garage sale signs	2 square feet or less in area, and located on the property on which a sale is being conducted, and limited to three (3) days per sale, not to exceed
Occupant or owner identification sign	2 square feet or less in area when located in a residential zoning district

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Section 7. Amendment to Section 5.03.07 of the Land Development Code.
Section 5.03.07 of the Land Development Code is revised to read:

5.03.07 Temporary Signs. Temporary signs are may be placed or installed on property without a permit, subject to the following:

- A. A temporary sign pertaining to an event may be displayed for a period not to exceed 180 days. A temporary sign pertaining to a temporary condition may be displayed for the duration of the condition.
- B. A temporary sign must be removed no later than ten days (i) after the pertinent event occurs and is completed or (ii) after the pertinent condition ceases to exist, whichever is applicable.
- C. No temporary sign may be placed within right-of-way or other public property unless authorized by the government agency with jurisdiction.
- D. No sign that is prohibited under section 5.03.04 or any other part of this land development code may be displayed as a temporary sign.
- E. On property zoned or used for residential purposes a temporary sign may not exceed six square feet of copy area on each side and may not exceed three feet in height. The sign may contain its message on both sides. A temporary banner sign is prohibited.
- F. On property zoned and used for non-residential purposes, the copy area on each side of a temporary sign may not exceed 16 square feet. Copy area on a banner sign may not exceed 32 square feet.
- G. A temporary sign may be placed on property only with the permission of the owner.

Special Event Signs

- A. ~~Temporary signs for special events shall be permitted as described in this section. No fee is charged for signs meeting these requirements.~~
- B. ~~For purposes of this section, "special event" shall mean:~~

- ~~1. Community events, such as the Christmas Parade;~~
- ~~2. Grand openings of new businesses, businesses that have changed ownership, businesses that have reopened after extensive renovation, or businesses that have made appreciable expansion to their facilities. For purposes of clarification, the term "new business," as used in this section, shall mean any newly organized commercial venture that is opening for the first time, or an existing business that has changed location;~~
- ~~3. Promotion of events for nonprofit organizations; and~~
- ~~4. Real estate events such as open houses.~~

~~C. Design Standards~~

- ~~1. Setback shall be twenty five (25) feet from side property lines or equidistant between side property lines.~~
- ~~2. The maximum height shall be five feet in residential zones and eight feet in nonresidential zones, exclusive of banners, balloons and pennants.~~
- ~~3. The maximum size sign shall be 16 square feet.~~
- ~~4. The maximum size banner shall be 32 square feet.~~
- ~~5. Special event signs shall only be displayed on non-residential property.~~

~~D. General Requirements~~

- ~~1. No sign prohibited in section 5.03.04 of this chapter shall be authorized under this section as a special event sign.~~
- ~~2. No special event sign shall be placed so as to obscure visibility of any permanent freestanding sign, unless such placement has been approved by the property owner whose freestanding sign is obscured.~~
- ~~3. No special event sign shall be placed on lots or parcels of any privately owned, undeveloped property without written authorization of the property owner. Such authorization shall be filed with the town clerk prior to posting any sign on the undeveloped property.~~
- ~~4. All special event signs may be placed not more than fourteen (14) days prior to the event and shall be removed within 24 hours after the special event for which the sign was authorized.~~
- ~~5. Unless otherwise specified, all special event signs shall be limited to a period of twenty (20) consecutive days.~~
- ~~6. The erection and removal of all special event signs shall be the responsibility of the person sponsoring the special event, or duly authorized agent.~~
- ~~7. Any special event sign proposed to be placed on Town property must be first approved by the Town.~~

~~E. Temporary off-site Real Estate and Non-Profit signs are permitted within the Town subject to the following provisions:~~

- ~~1. Limited to eight (8) hours per day.~~
- ~~2. Limited to a maximum of six (6) signs, each sign not to exceed six (6) square feet per sign face.~~
- ~~3. Shall follow the sign design in diagram 5.03.07 (A) below~~
- ~~4. A brochure box, information tube or similar device may be attached to the sign as long as it does not exceed 10" x 12" in area.~~

Section 8. 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 9. Conflicts. In the event of a conflict between this ordinance and other ordinances, this ordinance shall control and supersede.

Section 10. Codification. The amendments enacted in sections 1 through 7, inclusive, shall be codified in the Town's Land Development Code. The remaining sections shall not be codified. The Town Clerk is authorized and directed to make all nonsubstantive, conforming edits to other parts of the Land Development Code as may be necessary or useful for the codification.

Section 11. Effective Date. This ordinance shall take effect upon its enactment.

[Signatures on the following page

1 **ORDAINED AND ENACTED** this _____ day of _____,
2 2024, by the Town Council of the Town of Howey-in-the-Hills, Florida.

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**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

First Reading held _____, 2024

Second Reading and Adoption held _____, 2024

Advertised _____, 2024



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: Annual Capital Improvements Update
DATE: March 18, 2024

Each year state statute requires the Town to update the five-year capital improvements schedule to make adjustments to the planned capital expenditures and to add a new fifth year to the program. While this update is an amendment to the comprehensive plan, the update is done by local ordinance and does not go through the formal review process used for other comprehensive plan amendments. A draft of the local ordinance is included in the board packet.

The Town Council has held several workshops to review the capital improvements plan and made adjustments to the plan based on:

- The removal of completed projects
- The addition of new projects recommended by the staff and Council
- The modification of continuing projects based on a change in the project scope and/or a change in the cost estimate
- The removal or modification of proposed projects based on changes in priorities and/or Council policies

The affected items are Table 20 of the Capital Improvements Element which includes most projects and Table 20A which identifies needed traffic management projects for use in the “fairshare” assessment program. Each project is identified by title and potential funding source or sources, and project expenditures are then allocated across the five-year program. The first year of the program is most important as this is the year that is linked to the current budget. While the Town Council has discussed the amendment package in some detail, the Town’s policies require the proposed amendment to be presented to the Planning Board for comment and recommendation.

ORDINANCE NO. 2024-005

AN ORDINANCE OF THE TOWN OF HOWEY-IN-THE-HILLS, FLORIDA AMENDING THE CAPITAL IMPROVEMENTS ELEMENT IN CHAPTER 8 OF THE TOWN’S COMPREHENSIVE PLAN BY UPDATING THE FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS TO INCLUDE ESTIMATED CAPITAL IMPROVEMENTS FOR FISCAL YEAR 2023-2024 THROUGH FISCAL YEAR 2028-2029 PURSUANT TO THE REQUIREMENTS OF CHAPTER 163 OF THE FLORIDA STATUTES; PROVIDING FOR CONFLICT, CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE.

Whereas, Chapter 8 of the Comprehensive Plan for the Town of Howey-in-the-Hills includes the statutorily required Capital Improvements Element.

Whereas, Subsection 163.3177(3) of the Florida Statutes requires that every local government annually update the Five-Year Schedule of Capital Improvements (the “Schedule”) of the Capital Improvements Element (“CIE”) of the Comprehensive Plan.

Whereas, this Ordinance updates the Schedule to comply with the requirements of Subsection 163.3177(3) of the Florida Statutes.

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

Section 1. Recitals. That the foregoing “whereas” clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Ordinance.

Section 2. Amendment. The Five-Year Schedule of Capital Improvements set forth in Table 20 in Chapter 8 of the Town’s Comprehensive Plan is hereby updated and amended in compliance with Section 163.3177 of the Florida Statutes and is replaced with the updated version of the Table 20 attached hereto as Attachment A to include estimated capital improvements for fiscal year 2023-2024 through fiscal year 2028-2029.

Section 3. Conflicts. All Ordinances or parts of Ordinances, Resolutions, or parts of Resolutions in conflict herewith are hereby superseded to the extent of such conflict.

Section 4. Codification. It is the intent of the Town Council that the provisions of this Ordinance shall become and be made a part of the Town of Howey-in-the-Hills Comprehensive Plan and that the sections of this Ordinance may be renumbered or re-lettered and the word “ordinance” may be changed to “section,” “article,” or such other appropriate word or phrase to accomplish such intentions.

Section 5. Severability. If any section, sentence, clause, or phrase of this ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portion of this ordinance.

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Section 6. Effective Date. This ordinance shall become effective immediately upon its passage and approval as a non-emergency ordinance at two regular meetings of the Town Council.

PASSED AND ORDAINED this 22nd day of April, 2024, by the Town Council of the Town of Howey-in-the-Hills, Florida.

Martha MacFarlane, Mayor

ATTEST:

APPROVED AS TO FORM AND LEGALITY
for use and reliance by the Town of Howey-in-the-Hills, Florida, only.

John M Brock, Town Clerk

Thomas J Wilkes, Town Attorney

First Reading held April 8, 2024
Second Reading and Adoption held April 22, 2024
Advertising April 22, 2024

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ATTACHMENT A
TOWN OF HOWEY-IN-THE-HILLS
5-YEAR ESTIMATED SCHEDULE OF CAPITAL IMPROVEMENTS
FY 2023-2024 THROUGH FY 2028-2029

TABLE 20								
TOWN OF HOWEY-IN-THE-HILLS, FLORIDA								
5-YEAR ESTIMATED SCHEDULE OF CAPITAL IMPROVEMENTS								
Description	Funding Source	FY24	FY25	FY26	FY27	FY28	FY29	Total
Public Works								
Acquire Drake Pointe Water-WW	Bond Issue			\$ 5,000,000				\$ 5,000,000
Annual stormwater improvements	Various	\$ 130,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 380,000
Central Avenue Streetscape	General Fund					\$ 30,000	\$ 500,000	\$ 530,000
Drilling for Well #5 & #6	Various	\$ 1,500,000						\$ 1,500,000
Emergency Lift Station Bypass Pumps	Various	\$ 340,000						\$ 340,000
Install Sanitary Sewer to Septic	Various		\$ 510,000					\$ 510,000
N. Water Treatment Plant Construction	Various	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000	\$ 500,000			\$ 7,500,000
Wastewater Treatment Plant Construction	Impact Fees (WW)	\$ 2,500,000						\$ 2,500,000
Road Reconstruction	Infrastructure	\$ 295,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 2,170,000
Sidewalk Improvements	General Fund	\$ 10,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 310,000
Venezia South Second Access	General Fund				\$ 75,000			\$ 75,000
Water Mains - North	Impact Fees (Water)	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000
Water Mains - South	Impact Fees (Water)			\$ 100,000	\$ 100,000	\$ 100,000		\$ 300,000
Water Master Plan	Water Utility Fund	\$ 20,000						\$ 20,000
Water Tower Repair and Painting	General Fund	\$ 150,000						\$ 150,000
Fire Truck Repair and Painting	General Fund	\$ 50,000						\$ 50,000
								\$ 21,935,000
General Community Services								
Library Expansion	Impact Fees			\$ 150,000	\$ 800,000	\$ 200,000		\$ 1,150,000
Municipal Complex Design	Various						\$ 1,400,000	\$ 1,400,000
Police Station Expansion/Renovation	Various		\$ 250,000	\$ 1,250,000	\$ 1,250,000	\$ 250,000		\$ 3,000,000
Town Hall Retrofitting	Various			\$ 250,000				\$ 250,000
								\$ 5,800,000
Parks and Recreation								
Convert Landfill to Park (Peak Park)	Impact Fees (Parks)	\$50,000			\$ 200,000	\$ 725,000		\$ 975,000
Grove Square Park	Impact Fees (Parks)			\$ 10,000				\$ 10,000
Improvements to Griffin Park	Various				\$ 10,000		\$ 90,000	\$ 100,000
Lakeshore Shoreline Improvements	Grant (Unspecified)		100,000					\$ 100,000
Repair/renovate Sara Maude Park	Impact Fees (Parks)	\$ 300,000						\$ 300,000
Repair/replace finger piers	Impact Fees (Parks)			\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 120,000
Town Park South End (Pine Park)	Impact Fees (Parks)	\$ 50,000			\$ 200,000	\$ 200,000	\$ 200,000	\$ 650,000
								\$ 2,255,000
Per Year		\$ 6,495,000	\$ 4,445,000	#####	\$ 3,750,000	\$ 2,120,000	\$ 2,805,000	
Program Total								\$ 29,990,000

**TABLE 20 A
TOWN OF HOWEY-IN-THE-HILLS, FLORIDA
5-YEAR ESTIMATED SCHEDULE OF CAPITAL IMPROVEMENTS**

Description	Funding Source	FY24	FY25	FY26	FY27	FY28	FY29	CIP Total
Transportation Mitigation Projects								
SR 19 @ CR 48 Intersection	Fair Share		\$ 742,500					\$ 742,500
SR 19 @ Central Ave Intersection	Fair Share		\$ 742,500					\$ 742,500
Revels Rd @ SR 19 Intersection	Fair Share					\$ 742,500		\$ 742,500
Florida Ave @ SR 19 Intersection	Fair Share			\$ 148,500				\$ 148,500
Florida Ave @ Number 2 Rd. Intersection	Fair Share				\$ 148,500			\$ 148,500
Pedestrian Improvements	Various		\$ 20,000	\$ 20,000	\$ 20,000	\$ 40,000		\$ 100,000
Bicycle Improvements	Various			\$ 20,000	\$ 30,000	\$ 50,000		\$ 100,000
Streetscape	Various					\$ 250,000		\$ 250,000
Total		\$ -	\$ 1,505,000	\$ 188,500	\$ 198,500	\$ 1,082,500	\$ -	\$ 2,974,500



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PH: 386.316.8426

MEMORANDUM

TO: Howey-in-the-Hills Planning Board
CC: J. Brock, Town Clerk
FROM: Thomas Harowski, AICP, Planning Consultant
SUBJECT: EAR Update Transportation Element
DATE: February 6, 2024

This submittal is the next item in our program to update the comprehensive plan as part of our required review. The review is required no more than every seven years, and our last update was in 2018. The Board reviewed the future land use and capital improvements elements in draft form last month, and this month the Transportation Element is presented for discussion. Key updates are as follows:

- The data base was updated to include new streets and sidewalks since the last update. These are shown on Table 1 and Table 3.
- The traffic count data was updated to 2022 which is the most current data. The updated traffic counts are then applied to set the current level of service for the arterial and collector network. See Table 2.
- SR-19 between Citrus Avenue and Florida Avenue has been stressed as a constrained facility. This means that the road should not be widened. This is important as the current SR-19 widening proposal includes 4-laning through the Town center.
- Discussion has been added regarding Number Two Road as impacted and needing improvement. (Page II-15)
- The currently planned road projects by FDOT have been updated with the current status. (Page II-15)
- In terms of needed projects (Page II-18) Number Two Road is again noted and the idea of a connector between SR-19 and US-27 south of town is suggested.
- Policy 1.5.4 regarding bicycle storage has been edited to show the correct status. This policy received several comments in the Town Council reviews.

- Policy 1.5.5 suggesting the designation of SR-19 as a “Backwoods” road has been deleted to better reflect current conditions.
- Policy 1.6.2 has been edited to remove the references to Rule 9J-5 which no longer exists. We did most of the 9-J-5 deletions with the last EAR update, but this one apparently got overlooked.

TRANSPORTATION ELEMENT



TOWN OF HOWEY-IN-THE-HILLS

LAKE COUNTY, FLORIDA

ADOPTED ON OCTOBER 11, 2010

AMENDED AUGUST 10, 2020

**TRANSPORTATION ELEMENT
TABLE OF CONTENTS**

A. PURPOSE AND FORMAT..... 4

B. INTRODUCTION 4

 1. TRANSPORTATION SYSTEM OVERVIEW4

C. INVENTORY OF THE EXISTING SYSTEMS 5

 1. PRESENT TOWN LIMITS5

 2. LEVELS OF SERVICE (LOS).....8

 3. TRAFFIC ACCIDENTS.....9

 4. PUBLIC TRANSPORTATION.....9

 5. RIGHTS-OF-WAY ACQUISITION AND PROTECTION9

D. ANALYSIS OF EXISTING TRANSPORTATION SYSTEM..... 9

 1. FUNCTIONAL CLASSIFICATION.....9

 2. CONSTRAINED FACILITIES10

 3. EVACUATION ROUTES.....11

 4. PARKING SYSTEM11

 5. INTERMODAL FACILITIES11

 6. PEDESTRIAN/BICYCLE SYSTEM11

 7. DEFICIENCIES IN TOWN14

 8. NEW FACILITIES OR EXPANSION.....15

E. ANALYSIS OF PROJECTED NEEDS..... 17

F. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES 18

LIST OF TABLES

TABLE 1: STREETS WITHIN THE TOWN LIMITS 5
TABLE 2: LAKE COUNTY TRANSPORTATION CONCURRENCY
MANAGEMENT SYSTEM TRAFFIC COUNTS, FEBRUARY 2009 10
TABLE 3 2019 SIDEWALK INVENTORY.....13
TABLE 4 2019 BICYCLE FACILITY INVENTORY14
TABLE 3: 2016 PROJECTED LOS CAPACITY ANALYSIS 17

LIST OF MAPS

MAP 1 2035 FUTURE TRANSPORTATION MAP.....28
MAP 2 EXISTING TRANSPORTATION MAP.....29
MAP 3 HOWEY-IN-THE-HILLS SIDEWALK MASTER PLAN MAP.....30
MAP 4 HOWEY-IN-THE-HILLS TRILS MASTER PLAN MAP.....31

CHAPTER 2 TRANSPORTATION ELEMENT

A. PURPOSE AND FORMAT

The purpose of the *Transportation Element* is to plan for future motorized and non-motorized transportation systems, pursuant to Chapter 163, Florida Statutes. An essential basis for planning transportation systems is the *Future Land Use Element*, specifically the *Future Land Use Map*. Clearly, the *Future Land Use Map* will direct where roadway facilities must be improved and where new roadway facilities may be needed. The criteria for determining the extent of facilities needed are the adopted level of service (LOS) standards.

Before a local government can responsibly plan for its future, it must assess the capability of its existing transportation system to serve current demand. It is, therefore, necessary to determine existing levels of service and to identify existing roadway deficiencies within the transportation system.

The content of this *Element* includes: (1) an introduction; (2) an inventory of the existing transportation system, including the *Existing Transportation Map*; (3) an analysis of existing roadway conditions within the transportation system; (4) an analysis of projected needs; (5) a discussion of issues and opportunities; (6) a listing of goals, objectives, and policies; and (7) the *Future Transportation Map*.

B. INTRODUCTION

1. Transportation System Overview

The Town of Howey-in-the-Hills, with a population of ~~1,106 (2015)~~ 1,643 (2020) is located in the central portion of Lake County adjacent to Little Lake Harris. Only three major roads provide access into Town: (1) County Road 48, (2) State Road 19, and CR 455. County Road 48 provides a direct connection to the City of Leesburg and US 27. State Road 19 provides direct access to the Florida Turnpike and the cities of Groveland (south) and Tavares (north). County Road 455 provides access into Town from the east, intersecting SR 19 just south of Town. Number Two Road is classified as a rural minor collector which provides access from the west to SR-19 via Central Avenue.

The historic downtown area of Howey-in-the-Hills is served by local streets in a more traditional grid system. All the streets in Howey-in-the-Hills are paved, although the pavement widths vary. Newer development in the Village Mixed Use areas typically applies a more curvilinear street design.

C. INVENTORY OF THE EXISTING SYSTEMS

1. Present Town Limits

The *Existing Transportation Map* provides a description of the Town’s current system. Table 1 lists the current streets within the Town.

As previously noted, County Road 48, State Road 19, and County Road 455 are the main routes that provide access to and from Howey-in-the-Hills. County Road 48 is a two-lane undivided collector that connects US 27 and SR 19. State Road 19 runs north and south from Groveland to Tavares at US 441. It is classified as a two-lane undivided arterial. State Road 19 is the primary north-south route through Town. County Road 455 is not in the Town limits but provides access to the south end of Town from the east.

There are a few other roads in Town that feed County Road 48 and State Road 19. County Road Number 2 connects with CR 48 west of Howey-in-the-Hills. A portion of CR No. 2 is in the Town’s Utility Service/Planning Area as it heads east towards Howey’s historic downtown area. In the Town limits, the road’s name changes to Grant/Central Avenue. Grant/Central Avenue connects with SR 19 in the Town Center and crosses SR 19 where it terminates at Lakeshore Boulevard. Florida Avenue is a local road in Town that connects Grant/Central Avenue with SR 19 on the south side of Town. And Lakeshore Boulevard/E. Revels Road connects the neighborhoods along Little Lake Harris to SR 19, again on the south side of Town.

TABLE 1: STREETS WITHIN THE TOWN LIMITS

Street Name	General Notes	Length in Miles
7th Avenue	Local road; intersects Revels Road	0.03
Amola Way	Local Road; Talichet	0.07
Avila Place	Local Road; Talichet	0.81
Bellisimo Place	Local road; Venezia South	0.64
Calabria Way	Local road; Venezia South	0.20
Camino Real Boulevard	Local road; adjacent to State Road 19	0.58
County Road 48	Major Collector road	0.67*
E. Camellia Way	Local road; connects to Lakeshore Dr. and N. Citrus Ave.	0.32
E. Cedar Street	Local road; connects to Lakeshore Dr. and State Road 19	0.21
E. Central Avenue	Local road; connects to Lakeshore Dr. and State Road 19	0.14
E. Croton Way	Local road; connects to Lakeshore Dr. and N. Citrus Ave.	0.32
E. Cypress Avenue	Local road; connects to Lakeshore Dr. and State Road 19	0.27
E. Gardenia Street	Local road; connects to Lakeshore Dr. and State Road 19	0.16

Street Name	General Notes	Length in Miles
E. Holly Street	Local road; connects to Lakeshore Dr. and State Road 19	0.15
E. Lakeview Avenue	Local road; connects to Lakeshore Dr. and State Road 19	0.15
E. Laurel Avenue	Local road; connects to Lakeshore Dr. and State Road 19	0.32
E. Magnolia Avenue	Local road; connects to Lakeshore Dr. and State Road 19	0.30
E. Mission Lane	Local road; connects to Lakeshore Dr. and N Valencia Ave.	0.22
E. Myrtle Street	Local road; connects to Lakeshore Dr. and State Road 19	0.16
E. Oak Street	Local road; connects to Lakeshore Dr. and State Road 19	0.17
E. Orchid Way	Local road; connects to N. Citrus Avenue and N. Tangerine Ave.	0.30
E. Palmetto Avenue	Local road; connects to Lakeshore Dr. and State Road 19	0.25
E. Pine Street	Local road; connects to Lakeshore Dr. and State Road 19	0.19
E. Revels Road	Minor Collector; connects to Lakeshore Dr. and State Road 19	0.95
Fifth Avenue	Local road; intersects with E. Revels Road	0.05
Island Drive	Local road; intersects with Lakeshore Dr.	0.25
Lido Loop	Local Road; Venezia South	0.41
Mare Avenue	Local road; intersects with W. Central Ave.	0.10
Marilyn Avenue	Local road; intersects with S. Marie Ave.	0.13
Messina Place	Local road; Venezia South	0.33
Murano Way	Local road; Venezia South	0.03
Napoli Way	Local road; Venezia South	0.04
N. Buckhill Road	Local road; intersects with Lakeshore Dr.	0.01
N. Citrus Avenue	Local road; connects to State Road 19 and E. Camellia Way	0.22
N. Dixie Drive	Local road; connects to W. Cypress Ave. and W. Central Ave.	0.39
N. Florida Avenue	Local road; connects to W. Cypress Ave., W. Dupont Cir., W. Oak Street, and W. Central Ave.	0.23
N. Georgia Avenue	Local road; connects to W. Cypress Ave. and W. Dupont Cir.	0.12
N. Hamlin Avenue	Local road; connects to E. Croton Way and E. Camellia Way	0.21
N. Lakeshore Boulevard	Local road: runs along Little lake Harris and connects to State Road 19	0.82
N. Tangerine Avenue	Local road; connects to Lakeshore Dr. and E. Mission Lane	0.27
N. Temple Avenue	Local road; connects to E. Cypress Ave. and E. Camellia Way	0.42
N. Valencia Avenue	Local road; connects to E. mission Lane and E. Croton Way	0.25
Number Two Road	Minor Collector; connects to S. Mare Ave. and W. Central Ave.	0.24*
Orange Blossom Road	Local road; connects to State Road 19	0.01
Palm Avenue	Local road; connects to Lakeshore Dr.	0.01
Revels Road	Local road; connects to State Road 19	0.74
San Luis Boulevard	Local road; connects to County Road 48	0.01

Street Name	General Notes	Length in Miles
Silverwood Lane	Local road	0.13
Sixth Avenue	Local road; intersects Lakeshore Dr.	0.15
S. Dixie Drive	Local road; connects to State Road 19 and W. Central Ave.	0.50
S. Florida Avenue	Local road; connects to State Road 19 and W. Central Ave.	0.53
S. Lakeshore Boulevard	Local road: runs along Little lake Harris and connects to E. Revels Road	0.97
S. Mare Avenue	Local road; connects to W. Central Ave.	0.31
State Road 19	Minor arterial; major road in Town	3.22*
Sunset Drive	Local road; intersects Lakeshore Dr.	0.01
Terracotta Terrace	Local road; Venezia South	0.30
Turn Lane	Local road; intersects State Road 19	0.02
Venezia Boulevard	Local Road; intersects SR 19 (Venezia South)	0.32
Via Bella Court	Local Road; Talichet	0.13
W. Central Avenue	Local road; connects to State Road 19	0.52
W. Cypress Avenue	Local road; connects to State Road 19 and N. Georgia Ave.	0.22
W. Dupont Circle	Local road; connects to N. Dixie Dr. and N. Georgia Ave.	0.24
W. Grant Street	Local road; intersects W. Central Ave.	0.03
W. Holly Street	Local road; connects to State Road 19 and S. Florida Ave.	0.14
W. Lakeview Avenue	Local road; connects to State Road 19 and S. Florida Ave.	0.14
W. Magnolia Avenue	Local road; connects to State Road 19 and W. Cypress St.	0.25
W. Myrtle Street	Local road; connects to State Road 19 and S. Florida Ave.	0.14
W. Oak Street	Local road; connects to State Road 19 and S. Florida Ave.	0.14
W. Oleander Avenue	Local road; connects to State Road 19 and S. Florida Ave.	0.14
W. Palmetto Avenue	Local road; connects to State Road 19 and N. Dixie Dr.	0.07
W. Pine Street	Local road; connects to State Road 19 and N. Dixie Dr.	0.07
Total Miles		20.13

* This length represents that portion of the road within the current Town limits.

The above table indicates that there are currently a little over 20 miles of roads in Town.

Overall, there are about 11.5 miles combined of bicycle/pedestrian pathways in Town. A detailed inventory of the bicycle/pedestrian pathways is featured in the *Recreation and Open Space Element* as well as the Analysis of Existing Transportation System section of this *Element*.

No mass transit is currently available in the Town.

2. Levels of Service (LOS)

The concept of levels of service is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level-of-service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. There are six levels of service, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst.

Level-of-service definitions – In general, the various levels of service are defined as follows:

- Level-of-service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
- Level-of-Service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
- Level-of-service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes affected by the presence of others, and maneuvering within the traffic stream requires vigilance on the part of the user. The general level of comfort and convenience declines at this level.
- Level-of-service D represents high-density, but stable, flow. Speed and freedom to maneuver are restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
- Level-of-service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are poor, and driver or pedestrian frustration may be high.
- Level-of-service F exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Operations within the queue are characterized by stop-and-go waves, and they are unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclical fashion. The common term for this is “stop and go traffic” and it most always refers to heavy congestion.

3. Traffic Accidents

Traffic accidents within the Town are primarily concentrated along SR 19 with local hot spots being the intersections at CR 48, Citrus Avenue and Revels Road. Otherwise, accidents are dispersed throughout the Town and average between 20 and 30 accidents per year.

4. Public Transportation

No bus or rail service is provided to the Town. The Town will continue to work with the Lake-Sumter MPO to expand the public transportation opportunities throughout Lake County.

5. Rights-of-Way Acquisition and Protection

The acquisition and preservation of rights-of-way (ROW) for future road improvements is important in planning the future transportation system for Howey-in-the-Hills. The Town shall continue to coordinate with FDOT and Lake County regarding the preservation and acquisition of ROW for state and county roads within the Town limits. As developments are planned along SR 19, CR No. 2, and CR 48, Howey-in-the-Hills will work with FDOT and Lake County to determine if right of way is needed during the development approval process.

Howey-in-the-Hills is also planning for future Town roads within the Town limits. As proposed developments are reviewed, the Town is requiring additional connections between CR No. 2 and SR 19 on the south end of Town to better disperse traffic. To the extent possible, the Town will also require connections between developments to limit the amount of traffic on SR 19 and CR 48.

D. ANALYSIS OF EXISTING TRANSPORTATION SYSTEM

1. Functional Classification

Functional classification is defined as the assignment of roads into systems according to the character of service they provide in relation to the total road network. The functional classification of public roads in this *Element* is based on FDOT criteria, which considers quantitative and qualitative factors such as jurisdiction, land access, route length, and trip lengths. A road hierarchy is used to identify relative importance of roads within the system, provide guidance for level-of-service and design standards, aid in establishing improvement priorities, identify maintenance responsibility, and assist in determining funding and financing policies. Based on the Roadway Functional Classifications, State Road 19 is the only Arterial, County Road 48 is the only Major Collector, and County Road Number 2 and E. Revels Rd are the only Minor Collectors currently within the Town limits. The remaining roads are classified as Local Roads.

~~In 2007, the Town entered into an Interlocal Agreement with the Lake-Sumter MPO, along with Lake County and all the other local governments in Lake County, to create and fund a Master Transportation Concurrency Management System Program. This approach was seen as the best way to ensure that levels of service are monitored and that necessary improvements are approached on a County-wide basis to make the best use of available funds.~~

Table 2 below represents the ~~Lake County Transportation Concurrency Management System~~ most recent traffic counts for the roads monitored in and around Howey-in-the-Hills. These counts were performed in in ~~2015~~ 2022.

TABLE 2: ~~LAKE COUNTY TRANSPORTATION CONCURRENCY MANAGEMENT SYSTEM TRAFFIC COUNTS, 2015~~
HOWEY-IN-THE-HILLS AREA TRAFFIC COUNTS

Road Name	From	To	No. Lanes	Functional Classification	Adopted LOS	LOS Capacity	2009 2022		
							AADT	V/C	LOS
C.R. 48	Lime Avenue	SR 19	2	Major Collector	D	13,680	8,181	0.60	B
						<u>21,780</u>	<u>9,982</u>	<u>0.48</u>	
SR 19	Lake Harris North End	CR 48	2	Uninterrupted	D	15,100	12,900	0.85	C
						<u>18,590</u>	<u>15,980</u>	<u>0.88</u>	
SR 19	CR 48	Central Avenue	2	Arterial 1	D	14,100	8,700	0.62	B <u>C</u>
						<u>14,160</u>	<u>8,950</u>	<u>0.63</u>	
SR 19	Central Avenue	CR 455	2	Uninterrupted	D	15,100	NA	NA	B
						<u>24,200</u>	<u>8,950</u>	<u>0.37</u>	

As part of the interlocal agreement with the MPO, as new development is proposed in Howey-in-the-Hills (either land use amendments or subdivision or site plan submittals), the landowner is required to perform a Traffic Impact Study (TIS). All jurisdictions have agreed to use the same TIS methodology in order to assist the MPO staff with making it as easy as possible to administer the concurrency management system.

Any proposed development that will impact a road segment beyond the adopted level of service standards will need to follow the Town’s *Transportation Proportionate Fair Share Program*. As development is proposed, it will need to provide adequate analysis of its impact on the road segments in Town to determine if the adopted LOS will be maintained.

2. Constrained Facilities

FDOT requests that local governments identify constrained roadways in their Comprehensive Plans to ensure maintenance of the operating conditions, so that significant degradation in the level-of-service does not occur. A constrained roadway is one in which

adding more through lanes to meet current or future needs is not possible due to physical, environmental or policy barriers.

SR 19 is a constrained facility through the Howey-in-the-Hills historical town center between Citrus Avenue and Florida Avenue. The road is not only physically constrained by current development; it would also create irreversible harm to the Town’s historic downtown character to create a four-lane corridor. The majority of traffic on SR 19 in Howey-in-the-Hills is through traffic. Because of the constraints placed by all the lakes in the region, SR 19 is one of the few direct routes to get from South Lake County to North Lake County. The Town has explored a three-lane section design for SR 19 through the downtown area and ultimately rejected this design solution.

3. Evacuation Routes

This section identifies the designated local and regional transportation facilities, critical to the evacuation of the coastal population prior to an impending natural disaster.

A regional evacuation transportation network that links existing county-level evacuation routes and any additional arterials/collectors in the region was provided by the East Central Florida Regional Planning Council. Based on the regional evacuation network, State Road 19 is the only road in Town categorized as evacuation route in the Statewide Regional Evacuation Study. Howey-in-the-Hills has not been subject to an evacuation order as a result of storm activity.

4. Parking System

At this time, the Town does not have any significant public parking facilities other than the on-street parking at the Town Hall and Library along Central Avenue. The on-street parking serves as parking for the local commercial businesses and employees and visitors to the Town’s government buildings.

5. Intermodal Facilities

Intermodal facilities are those transportation networks that accommodate and interconnect different modes of transportation and serve interstate, intrastate, and international movement of goods. Some facilities considered intermodal include ports, airports, bus stations, and train terminals. At this time, Howey-in-the-Hills does not have any intermodal facilities.

6. Pedestrian/Bicycle System

The pedestrian pathways, such as sidewalks, are primarily located in the downtown area, along a few residential streets in the northern portion of Town, and along Lakeshore Drive.

There are about 4 miles of pedestrian pathways in Town in addition to the ~~Venezia Subdivision which is developing with sidewalks on both sides of all streets~~ the newer subdivisions including Venezia and Talichet where sidewalks are required on both sides of all local streets.

The bicycle pathways in Town are along State Road 19 and County Road 48. While there is no striping indicating that these are bicycle lanes, the shoulders are wide enough to classify them as bicycle lanes. There are about 8 miles of bicycle pathways in Town. A detailed inventory of these facilities is presented in the *Recreation and Open Space Element* of this *Comprehensive Plan*. The existing bicycle/pedestrian pathways in Town are featured on the *Existing and Future Transportation Maps*.

The Town has a history of support for pedestrian and bicycle planning extending back to the mid-2000's. At that time the Lake-Sumter MPO has developed a regional bike map to identify all the major bikeway facilities within Lake and Sumter County. State Route 19 and County Road No.2/Central Avenue were identified in the Lake County Regional Bike Map as regional bicycle corridors. Previously, the Town Council reviewed and approved the bike facility for S. Lakeshore Boulevard and East Revels Road as a future North/South bicycle corridor. In July 2007, the Town Council reviewed a draft bike route proposed for the regional Lake-Sumter MPO bike map. The draft map included the following streets as regional bicycle facilities:

1. State Route 19;
2. S. Lakeshore Blvd and E. Revels Road; and
3. County Road No.2.

In March of the next year, the Town Council supported the MPO bike map and endorsed the bike map for final approval by the Lake-Sumter MPO Board. In addition to the map, the Council also supported the need for future bicycle improvements. These enhancements included the following:

- widen and add pavement for bike lanes;
- bicycle signage and striping;
- bicycle racks and benches (rest areas);
- regional bike maps need to identify S. Lakeshore Blvd and East Revels Road; and
- apply for regional funding for these enhancements.

Subsequent to these actions Lake County adopted its initial multi-use trails plan in 2008. The plan, which is still in effect, proposes service to Howey-in-the-Hills through the Central Lake Trail. This trail has not moved forward in any more specific planning other than a general corridor alignment.

In 2019 the Town has moved forward with a pedestrian and bicycle facilities master plan as required by policies in the Transportation Element. This plan provides more detail on

specific sidewalk projects and examines the Central Lake Trail options including routes preferred by the Town. Amendments to several policies in the Transportation element have been made to initiate implementation of the master plan recommendations.

TABLE 3
2019 2023 SIDEWALK INVENTORY
TOWN OF HOWEY-IN-THE-HILLS

EAST-WEST STREETS				
STREET	WIDTH	LENGTH (lf)	SIDE	CONDITION
N. Citrus	5-feet	550	North	Good
E. Laurel	5-feet	1015	North	Good
	5-feet	850	South	Good
E. Magnolia	5-feet	680	North	Good
	5-feet	250	South	Good
E. Palmetto	4-feet	125	South	Fair
E. Central	5-feet	450	South	Fair
W. Central	5-feet	300	North	Excellent
	5-feet	300	South	Excellent
	5-feet	300	South	Fair
W. Oak	5-feet	300	South	Good
NORTH-SOUTH STREETS				
STREET	WIDTH	LENGTH (lf)	SIDE	CONDITION
N. Dixie	5-feet	250	East	Good
N. Lakeshore	6-feet	2350	East	Excellent
S. Lakeshore	6-feet	2550	East	Excellent
	4-feet	1700	West	Excellent
N. Palm (SR-19)	5-feet	2050	West	Good
	5-feet	2400	East	Good
S. Palm (SR-19)	5-feet	1900	West	Good
	5-feet	1225	East	Good
VENEZIA SOUTH				
STREET	WIDTH	LENGTH (mi)	SIDE	CONDITION
Bellissimo	4-feet	0.64	Both	Excellent
Calabria	4-feet	0.20	Both	Excellent

Messina	4-feet	0.33	Both	Excellent
Napoli	4-feet	0.04	Both	Excellent
Terracotta	4-feet	0.30	Both	Excellent
Venezia	4-feet	0.32	Both	Excellent
Lido Loop	5-feet	0.41	Both	Excellent
Murano Way	5-feet	0.03	Both	Excellent
TALICHET				
STREET	WIDTH	LENGTH (mi)	SIDE	CONDITION
Amola Way	5-feet	0.07	Both	Excellent
Avila Place	5-feet	0.81	Both	Excellent
Lido Loop	5-feet	0.41	Both	Excellent
Murano Way	5-feet	0.03	Both	Excellent

Source: TMH Consulting, Inc.

**TABLE 4
2019 BICYCLE FACILITY INVENTORY
TOWN OF HOWEY-IN-THE-HILLS**

Facility Type	General Description	Miles
Bicycle	SR 19 Right Shoulder from southern town limits to northern town limits	3.22
Bicycle	SR 19 Left Shoulder from southern town limits to northern town limits	3.22
Bicycle	CR 48 left shoulder from town limits to SR 19 intersection	0.67
Bicycle	CR 48 right shoulder from town limits to SR 19 intersection	0.67
	TOTAL	11.53

Source: Town of Howey-in-the-Hills Recreation and Open Space Element

7. Deficiencies in Town

Currently, there are no LOS deficiencies for roads in Town. Most of the roads have additional capacity to support growth. ~~The One of the~~ primary transportation issues in Howey-in-the-Hills ~~in is the future will be~~ SR 19. Although most of the traffic on SR 19 is through traffic that does not originate nor end in Howey-in-the-Hills, the Town understands the need to address this issue.

The Town has also addressed the issue of SR 19 with regards to new growth in the development review process. Two large planned unit developments that lie between SR

19 and County Road No. 2 were required to include collector roads within their developments that would connect SR 19 with County Road No. 2. These future roadways will allow for better distribution of traffic and prevent all trips from having to use SR 19 through the downtown area. As future growth is proposed in Howey-in-the-Hills, the Town will continue to ensure that the road network provides for the most efficient system and that alternative modes of transportation are encouraged. The Town’s emphasis on mixed use developments and the redevelopment of the Town Center to a live-work environment will also help to alleviate traffic on SR 19 and the road network overall.

A second transportation issue is improvements to Number 2 Road. The existing road is substandard but will be experiencing increased traffic. The Town has required any development accessing Number 2 road to provide additional right-of-way to meet Lake County standards and to include turn lanes and other improvements to bring the affected road section up to standard. The Town has agreed to support Lake County in working on solutions for the balance of Number 2 Road. One option to consider is a bypass that would create an alternate route to Number 2 Road.

The Town does not have its own road impact fee; ~~it collects road impact fees on behalf of Lake County.~~ Lake County has impact fee districts and each year, a 5-year program is approved by the County Commission that includes projects by district. Lake County does provide for input from the cities and towns in the County as to what projects receive funding; however, the final decision is made by the County Commission.

8. New Facilities or Expansion

The Lake-Sumter MPO has identified the regional need to improve the road network’s capacity as well as maintenance concerns such as the need to replace the Little Lake Harris Bridge. ~~The long-range plans are to widen both the bridge and County Road 48 for future capacity needs. Current plans call for widening SR 19 from Lane Park Road to CR 48 to four lanes and upgrading the intersection at CR 48 to a roundabout design. Current funding is only for the PD&E phase. Funding for the road and bridge widening still needs to be programmed, however, these improvements are in the Lake-Sumter MPO cost-feasible plan which gives them a funding priority.~~

FDOT also has an improvement project on SR 19 from Groveland to Oleander Avenue in Howey. This improvement is primarily a resurfacing project that will include sidewalk projects recommended by the Town’s bicycle and pedestrian plan. This project has been expanded to include sidewalk improvements north to Citrus Avenue which were also recommended by the Town’s bicycle and pedestrian plan.

In 2009, the Lake-Sumter MPO and FDOT District 5 completed a comprehensive Efficient Transportation Decision Making (ETDM) study to review and identify the regional corridors for future widening within Central Lake County. This study reviewed the following regional corridors: State Route 19, County Road 561 and County Road 48. State

Route 19 is currently identified as a constrained roadway through Howey-in-the-Hills. ~~Based on this constraint, SR 19 through the Town is identified in the adopted cost-feasible Transportation 2040 long-range transportation plan of the Lake Sumter MPO as a two-lane restricted arterial corridor.~~

The Town has identified several key intersections along State Road 19 which may eventually need traffic signals or roundabouts as developments receive approvals and put new traffic on the roads. ~~These intersections have been identified in a cumulative traffic study completed in 2007 for several large residential developments within the Town.~~ These intersections are the following:

- Central Avenue at SR 19 (existing flashing light);
- S. Florida Avenue/Venezia Development Entrance at SR 19; and
- E. Revels Road at SR 19.

The *Future Transportation Map* shows two proposed roads within proposed developments that will provide connection between County Road No. 2 and SR 19 south of the Howey-in-the-Hills downtown core. These future collector roads will enhance the road network by providing alternative routes thereby resulting in better distribution of traffic. ~~Although environmental constraints will limit alternative north-south connections, the Town will also encourage north-south routes to provide alternatives to SR 19 in the southern region of the Town's planning area.~~

E. ANALYSIS OF PROJECTED NEEDS

This section shows the methodology used for the transportation analysis of existing and future conditions for the Town of Howey-in-the-Hills Comprehensive Plan ~~2035~~ 2045 horizon. This analysis is drawn from the 2040 long-range plan prepared by the Lake-Sumter MPO. The 2040 long-range transportation plan is rooted in part in a travel demand model (CFRPM 6.0) to forecast travel demand patterns, but it also employs other factors such as economic growth needs, population distribution patterns based on County-wide forecasting rather than local government forecasts (about 7,500 new residents countywide each year), and other limiting factors such as constrained roadways. Howey-in-the-Hills has one of the constrained roadways in SR 19 south of CR 48 to CR 455.

For the short-term, the Town has adequate road capacity as evidenced by the traffic count data presented in Table 1 ~~2~~. Growth rates have been accelerating since 2014 as the local economy and housing development recover from the recession. Over the longer term the Town can expect increasing traffic impacts. Road improvements planned and programmed for Howey-in-the-Hills and the immediate environs are limited. ~~The replacement of the SR-19 bridge over Lake Harris is under way and is the only funded improvement.~~ Widening SR-19 from CR-561 to CR-48 is funded ~~for PD&E for right-of-way~~ but ~~design and~~ construction remains unfunded and outside of the cost feasible plan. Plans to widen CR-48 west of SR 19 are also unfunded.

TABLE 5: 2016 LOS CAPACITY ANALYSIS

Road Name	From	To	No. Lanes	Functional Classification	Adopted LOS	LOS Capacity	2016 2022		
							AADT	V/C	LOS
CR 48	Lime Avenue	SR 19	2	Major Collector	D	13,680 <u>21,780</u>	8,181 <u>9,982</u>	0.60 <u>0.48</u>	B
SR 19	Lake Harris North End Lane Park	CR 48	2	Uninterrupted	E <u>D</u>	15,100 <u>18,590</u>	12,900 <u>15,980</u>	0.85 <u>0.88</u>	C
SR 19	CR 48	Central Avenue	2	Arterial 1	E <u>D</u>	14,100 <u>14,160</u>	8,700 <u>8,950</u>	0.62 <u>0.63</u>	B <u>C</u>
SR 19	Central Avenue	CR 455	2	Uninterrupted	E <u>D</u>	15,100 <u>24,200</u>	NA <u>8,950</u>	NA <u>0.37</u>	B

As development of the Village Mixed Use projects moves forward, the limited slate of transportation improvements will result in increased levels of congestion as a necessary outcome of the constrained section of SR 19. The Town can expect travel patterns to shift to some degree as through traffic looks for alternate routes to avoid the restrictions on SR 19.

In addition to the slate of transportation improvements included in the long-range plan, the Town needs to push the MPO to include a connector between SR-19 and US-27 using an alignment south of Town. This routing can be developed jointly with Lake County and the City of Groveland. This routing will help reduce pressure on both SR 19 and Number Two Road. Secondly, consideration needs to be given to widening CR-48 between SR-19 and US 27 given the increasing residential development on both the east and west ends of this corridor. This is another potential improvement that can reduce pressure on Number Two Road. Thirdly, the Town needs to work with the MPO and Lake County to include the Central Lake Bike Trail through Howey.

F. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES

GOAL 1: Provide a safe, convenient, efficient traffic circulation system for both motorized and non-motorized transportation modes.

OBJECTIVE 1.1: *Safe, Convenient, and Efficient Traffic Circulation System.*
 Provide a safe, convenient, and energy efficient transportation system through the establishment of minimum level of service standards and the provision of multi-modal transportation facilities with proposed road improvements.

POLICY 1.1.1: *Minimum Level of Service Standards.* The Town hereby adopts the following level of service standards for the below listed roadway classifications:

Road Class	AADT Level of Service
Principal Arterials: None are present	C
Minor Arterials: State Road 19	D
Major Collectors: County Road 48	D
Road Class	Peak Hour Minimum Level of Service (*)
Minor Collectors: E. Revels Road and County Road No. 2	D
Local Roadways: All roadways not classified as collectors or arterials.	D

(*) Level of service shall be predicated on the lowest quality design hour, which shall represent the thirtieth highest hour of traffic, as determined by FDOT.

POLICY 1.1.2.: *Review of Proposed Developments.* The Town shall review all proposed development for compliance and consistency with the adopted levels of service using its Concurrency Management System. No development shall be approved until the concurrency management system has been evaluated to determine that estimated impacts will not cause the level of service to decrease below the adopted minimum standard.

POLICY 1.1.3: *Transportation Impact Fees.* The Town will work with Lake County to propose impact fee projects in and around Howey-in-the-Hills. Any road impact fee-funded projects that Lake County includes in its 5-year Road Impact Fee Program will be included in the Town's *Capital Improvements Program* to denote future capacity enhancing improvements.

POLICY 1.1.4: *Bicycle and Pedestrian Transportation Facilities.* The Town adopts the sidewalk master plan map and the trails master plan map as the plans for sidewalks and bicycle facilities for the Town. The Town shall work with Lake County, developers, and other possible funding agencies to implement the improvements identified in the plan.

POLICY 1.1.5: *Functional Classification System.* The Town shall classify all roadways within its jurisdictional area according to the most current functional classification system established by the Florida Department of Transportation (FDOT).

POLICY 1.1.6: *Parking and Traffic Flow.* The Town shall require new development to submit a site plan that provides for adequate off-street parking and safe, convenient on-site and off-site traffic flow for motorized and non-motorized vehicles.

POLICY 1.1.7: *Transportation Facility Planning.* Planning for transportation facilities shall ensure:

- a. All streets/roads are constructed and certified to meet all Town standards;
- b. Residential street layouts avoid cul-de-sacs when possible;
- c. Residential areas are accessible to emergency vehicles;

- d. Residential streets shall have interconnections where possible to better distribute traffic;
- e. New subdivisions or developments shall address circulation, access control, off-street parking and landscaping of median strips and rights-of-way; and
- f. Design criteria for landscaping and signs along new streets/roads shall be enforced.

POLICY 1.1.8: *Plantings, Fencing, or Construction.* No plantings, fencing or construction shall be permitted on street/road rights-of-way except with the permission of the Town Council and based on a study and finding that no safety hazard will result. In addition, all streets will be examined for existing hazards which if discovered should be removed.

OBJECTIVE 1.2: *Future Land Use Compatibility.* The *Transportation Element* shall be consistent and compatible with proposed growth and development shown in the *Future Land Use Element* and *Future Land Use Map*.

POLICY 1.2.1: *Town Transportation Forecasting.* The Town shall utilize population, dwelling unit and employment projections obtained in the *Future Land Use Element* as data assumptions in forecasting future Town transportation needs.

POLICY 1.2.2: *Transportation System Improvements.* In areas designated for new growth, the Town shall determine the transportation system improvements needed prior to development approvals.

POLICY 1.2.3: *Consistency with Future Land Use Element and Map.* Decisions and actions the Town initiates or implements that will have an impact on the transportation system shall be consistent with the adopted *Future Land Use Map* and *Future Land Use* goals, objectives and policies of this *Plan*.

POLICY 1.2.4: *Future Transportation Map.* All transportation planning shall be consistent with the *Future Transportation Map* which is adopted with this *Plan* by the Town Council along with the *Future Land Use Map* and the *Capital Improvements Element*.

POLICY 1.2.5: *Conflicts with the Future Land Use Map.* Any changes to the transportation system shall be reviewed for conflicts with the *Future Land Use Map*. The *Future Transportation Map* and the *Capital Improvements Element* shall be coordinated and changed concurrently if necessary.

- POLICY 1.2.6:** *Statement of Findings.* Any proposed amendments to this *Element*, to include the *Future Transportation Map*, shall include a statement of findings supporting such proposals.
- POLICY 1.2.7:** *Cost/Benefit Studies.* Cost/benefit studies shall be prepared and adopted by the Town as a technical supplement to any transportation capital improvement program.
- POLICY 1.2.8:** *Energy Efficiency.* Energy efficiency shall be a consideration in any plans for improvements or expansion of the road network by the Town.
- POLICY 1.2.9:** *Coordinating Traffic Studies, Road Improvements, and Future Roadway Needs.* The Town, through the Lake-Sumter MPO's Concurrency Management System, shall coordinate traffic studies, road improvements, and future roadway needs with all the local jurisdictions in Lake County to ensure that the adopted levels of service are maintained.
- POLICY 1.2.10:** *Consistency with Adopted Levels of Service.* The Council shall review all proposed developments for consistency with this *Element* and the impact upon the adopted level of service standards.
- POLICY 1.2.11:** *Concurrency Management System.* The Town shall implement its Concurrency Management System to monitor impacts on the transportation system created by development and growth in Town. The Concurrency Management System shall also be used to assure integration of future land uses with available capacities on transportation corridors.
- OBJECTIVE 1.3:** *Right-of-way Preservation and Acquisition.* Provide for the protection and acquisition and preservation of existing and future rights-of-way.
- POLICY 1.3.1:** *Building Encroachments.* The Town shall continue to provide for protection of rights-of-way from building encroachments as well as providing for the acquisition and preservation of any existing and future rights-of-way.
- POLICY 1.3.2:** *Dedication of Needed Rights-of-way.* The Town shall continue requiring dedication of needed rights-of-way from new development, through subdivision regulations and applicable local ordinances.

POLICY 1.3.3: *Encroachment of Development.* The Town shall prohibit encroachment of development and required setbacks into established present and future rights-of-way and, within the law, require dedication of rights-of-way through development orders issued by the Town.

OBJECTIVE 1.4: *Future Roadway Improvements.* Provide transportation improvements to meet the projected needs of growth and development anticipated during the planning period.

POLICY 1.4.1: *Analyzing Transportation Plans and Programs.* The Town shall annually (during the Town’s annual concurrency assessment) analyze transportation plans and programs of FDOT, ECFRPC, and Lake County to establish consistency and compatibility to plans and policies set forth within the Town’s *Comprehensive Plan*. The Town shall likewise notify these three entities of all programs and improvements, amendments to the *Comprehensive Plan*, and status of the Concurrency Management System which pertain to transportation.

POLICY 1.4.2: *Monitoring the Transportation System.* The Town shall continue to monitor the available capacity of all roads identified in the Town’s Concurrency Management System. The Town shall use the most recent traffic count figures recorded by Lake County or FDOT to update roadway capacities. The Concurrency Management System shall include provisions requiring developers to perform, or pay fees for services in lieu thereof, a traffic impact study to measure proposed impacts on the current availability of road capacities as a requirement in the development review process. The Town will continue to work with the Lake Sumter MPO to coordinate the transportation concurrency management system as outlined in the interlocal agreement.

OBJECTIVE 1.5: *Bicycle and Pedestrian Ways and Scenic Roadways.* Promote a system of bicycle and pedestrian ways in planning for transportation facilities and analyze roadways for scenic designations.

POLICY 1.5.1: *Bicycle and Pedestrian Facilities Plan.* The Town shall implement sidewalk and bicycle facilities according to the adopted plan maps and include proposed projects in the Town’s capital improvements program as individual projects are presented for development.

- POLICY 1.5.2:** *Coordination with Lake County.* The Town shall coordinate with Lake County on the implementation of the Lake County Trails Master Plan which is hereby adopted by reference. The Town shall seek to advance the Central Lake Trail component of the plan..
- POLICY 1.5.3:** *Provision of Bicycle and Pedestrian Ways.* The Town shall enforce the provisions established in the Land Development Regulations regarding the development review process that requires applicants of PUDs, site plans, subdivisions, and replats to provide for the needs of bicycle and pedestrian facilities.
- POLICY 1.5.4:** *Bicycle Storage Facilities.* The Town shall ~~continue to provide bicycle storage facilities at existing and proposed Town parks and shall~~ analyze the need to provide such facilities at ~~other~~ Town public buildings ~~within the~~ as proposed in the bicycle and pedestrian plan. The Town shall enforce the guidelines established in the Land Development Regulations regarding the requirement of all new shopping centers, recreation areas, and other public uses to provide storage facilities for bicycles.
- POLICY 1.5.5:** ~~*Preservation of Scenic Route Designation.* The Town shall coordinate with the Florida Department of Transportation to preserve the State's designation of S.R. 19 as a "Backwoods Trail" to promote the roadway's unique scenic character.~~
- POLICY 1.5.6:** *Bicycle and Pedestrian Walkways Connection.* Bicycle and pedestrian walkways shall connect schools, the downtown area, parks and recreational areas and should include plans for bicycle parking.
- POLICY 1.5.7:** *Infill Development Sidewalk Policy.* In developed areas of the Town not served by a sidewalk network, infill residential development shall not be required to construct sidewalk unless the sidewalk will extend an existing sidewalk or where the development will include 80% or more of a block face..
- POLICY 1.5.8:** *Automobile Emission Pollution.* The Town shall enforce the guidelines and standards established in the Land Development Regulations regarding bicycle paths and pedestrian walkways to reduce the potential for automobile emission pollution and promote the use of bicycles and walking in the Town.

OBJECTIVE 1.6: *Coordination with Transportation Authorities.* The Town shall coordinate traffic improvements and transportation planning activities with adjacent towns, the Florida Department of Transportation, Lake County, the Lake-Sumter MPO, and other public transportation authorities or planning groups involved in the planning construction and operation of transportation facilities and services.

POLICY 1.6.1: *Coordinate Traffic Improvement Plans.* Prior to scheduling any improvements to State or County roads in the *Five-Year Schedule of Improvements*, the Town shall notify and coordinate such improvement plans with the jurisdictional authority for that road. The Town shall coordinate transportation plans and improvements with the Five-Year Transportation Improvements Programs or Schedule of Improvements adopted by the FDOT and Lake County.

POLICY 1.6.2: *Consistency in Level of Service Standards.* Level of service standards established for state or county roads shall be compatible with the respective state and county level of service standards to the maximum extent allowed under the Florida Highway System Plan, Section 187.201 (State Comprehensive Plan), Florida Statutes, and Chapter 163, Florida Statutes, ~~and Chapter 9J-5, Florida Administrative Code. In the event the adopted level of service is not compatible with the level of service standards established for roads under either the jurisdiction of the Florida Department of Transportation or Lake County, the Town shall provide a justification in the data inventory and analysis supporting document of the Comprehensive Plan.~~

POLICY 1.6.3: *Intergovernmental Coordination Element.* The *Intergovernmental Coordination Element* shall be used as a guide in establishing or enhancing communication or transportation planning and problems.

POLICY 1.6.4: *Future Transportation Map.* The Town shall share its *Future Transportation Map* and proposed changes thereto with neighboring cities, towns, and the County and review for compatibility the traffic plans of those agencies.

POLICY 1.6.5: *Median Landscaping and Road Beautification.* The Town shall continue to pursue grant opportunities for median landscaping and road beautification.

POLICY 1.6.6: *Transportation Demand Management.* The Town shall coordinate with the County and Lake-Sumter MPO on a Congestion/Mobility Management Program to identify Transportation Demand Management strategies to mitigate peak-hour congestion impacts.

Strategies may include: growth management and activity center strategies, telecommuting, transit information systems, alternative work hours, carpooling, vanpooling, guaranteed ride home program, parking management, addition of general purpose lanes, channelization, computerized signal systems, and intersection or midblock widenings.

POLICY 1.6.7: *Numerical Indicators.* The Town shall coordinate with the County and Lake-Sumter MPO in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates.

POLICY 1.6.8: *Assumptions and Policies in the Transportation Element.* The Town shall ensure that all assumptions and policies in the *Transportation Element* are consistent or coordinated with other Plan Elements, the Lake-Sumter MPO Long-range Transportation Plan, the FDOT adopted Five-year Work Program, the long-range and short-range elements of the Florida Transportation Plan, the East Central Florida Regional Planning Council Strategic Regional Policy Plan, and the Lake County Comprehensive Plan through establishment of formal coordination mechanisms and other informal coordination mechanisms.

POLICY 1.6.9: *Alternative Road Bypass Route(s).* The Town shall cooperate with the County, Lake-Sumter MPO, and FDOT to identify the future conditions and road improvements necessary to develop alternative road bypass route(s).

POLICY 1.6.10: *Coordination with Lake-Sumter MPO and FDOT.* The Town or designated transportation consultant shall work with the Lake-Sumter MPO and Lake County on the regional transportation forecast model to include the various urban collector roadways and key intersections within Town and Lake County to help distribute the traffic.

OBJECTIVE 1.7: *Future Transportation Map.* The Town shall exercise control over traffic planning and changes by maintaining a *Future Transportation Map*.

POLICY 1.7.1: *Future Transportation Map.* All traffic planning shall be consistent with the *Future Transportation Map* which is adopted with this *Plan* by the Town Council along with the *Future Land Use Map* and the *Capital Improvements Element*.

- POLICY 1.7.2:** *Conflicts with Future Land Use Map.* Any changes to the transportation system shall be reviewed for conflicts with the *Future Land Map*. The *Future Transportation Map* and the *Capital Improvements Element* shall be coordinated and changed concurrently if necessary.
- POLICY 1.7.3:** *Statement of Findings.* Any proposed amendments to this *Element*, to include the *Future Transportation Map*, shall include a statement of findings supporting such proposals.
- POLICY 1.7.4:** *Cost/Benefit Studies.* Cost/benefit studies shall be prepared and adopted by the Town as a technical supplement to any transportation capital improvement program.
- POLICY 1.7.5:** *Energy Efficiency.* Energy efficiency shall be a consideration in any plans for improvements or expansion of the road network by the Town.
- POLICY 1.7.6:** *Future Transportation Map Review.* The Town shall review its *Future Transportation Map* yearly in conjunction with the Monitoring and Evaluation Review.
- OBJECTIVE 1.8:** *Transportation Costs.* The Town shall establish mechanisms that will allow new growth to proportionally contribute to the cost of new transportation capital facilities.
- POLICY 1.8.1:** *Impacts on the Town’s Transportation Facilities.* The Town shall review all development proposals and require that they provide sufficient information to ascertain impacts on the Town’s transportation facilities.
- POLICY 1.8.2:** *Development Agreements.* Where feasible, the Town shall enter into development agreements with proposed land developments to establish how project impacts may be addressed through mechanisms such as right-of-way dedication, roadway construction, multimodal design (bicycle, pedestrian, golf cart), and impact fee payments and credits.
- POLICY 1.8.3:** *Proportionate Fair Share Ordinance.* The Town shall enforce its Proportionate Fair Share Ordinance to establish a method whereby the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors.

POLICY 1.8.4: *Fair Share Payments.* The Town shall require all new developments to pay their fair share for the improvement or construction of needed transportation facilities to maintain adopted level of services standards. Fair share payments will be collected consistent with the adopted *Proportionate Fair Share Ordinance*.

POLICY 1.8.5: *Proportionate Share of Cost.* Land development shall bear proportionate share of the cost of the provision of the new or expanded road capital facilities or signalization required by such development.

POLICY 1.8.6: *Imposition of Impact Fees.* The imposition of impact fees is a preferred method of regulating land development in order to help ensure that it bears a proportionate share of the cost of road capital facilities necessary to accommodate that development.

POLICY 1.8.7: *Compensation for Administrative Expense.* After compensation for administrative expense, all remaining funds collected from road impact fees shall be used for the purpose of capital improvements for the expansion of transportation facilities associated with the arterial and collector road networks in Howey-in-the-Hills or the adjacent County network.

POLICY 1.8.8: *Capital Improvements Funding.* Transportation capital improvements that may be funded by impact fees include transportation planning, preliminary engineering, engineering design studies, land surveys, rights-of-way acquisition, engineering, permitting, and construction of all the necessary features for arterial and collector road construction projects of the type made necessary by the new development.

OBJECTIVE 1.9: *Access Points.* The Town shall continue to enforce its zoning regulations to control access points onto collector streets and roadways.

POLICY 1.9.1: Guidelines and standards for the location of access points on County Roads shall be coordinated with Lake County and on State Roads with the FDOT (the permitting authority) with the following guidelines addressed as a minimum:

- a. Access points to major streets/roads shall be limited in number.
- b. Where frontage roads are available, no additional access points shall be permitted between established intersections.

- c. In the design of new areas, frontage roads shall be provided, whenever right-of-way is available, to provide access to private property; and
- d. Distance from intersections, width and frontage requirements should be studied.

OBJECTIVE 1.10: *Environmental Concern.* The environment shall be a major concern in any expansion of the transportation system.

POLICY 1.10.1: *Natural Environment Sensitivity.* Planning for future transportation improvements shall recognize the sensitivity of the natural environment to protect the quality of existing and future neighborhoods.

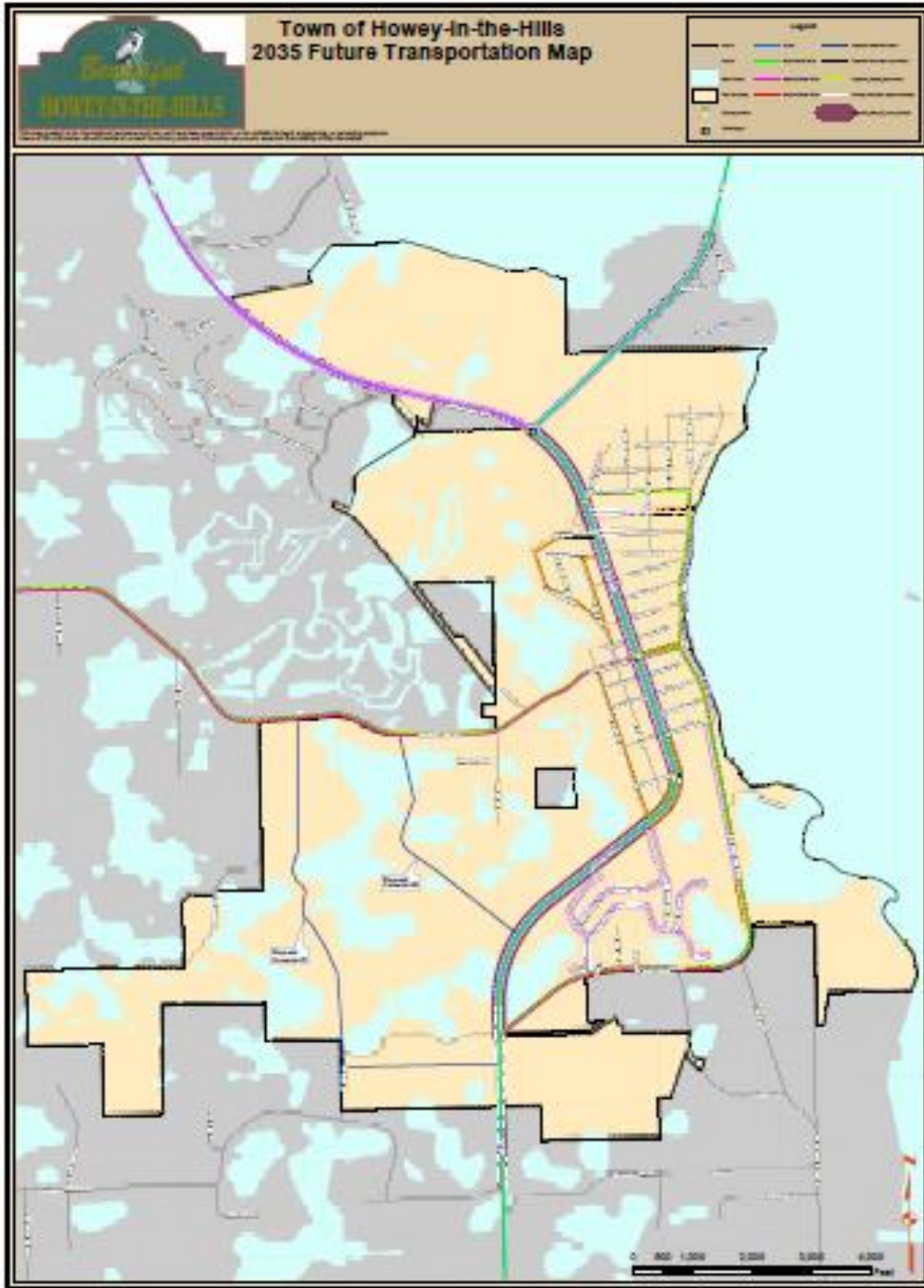
POLICY 1.10.2: *Conservation Resource Areas.* Transportation facilities shall not be placed in conservation resource areas or impact those places unless an overriding public need can be clearly demonstrated.

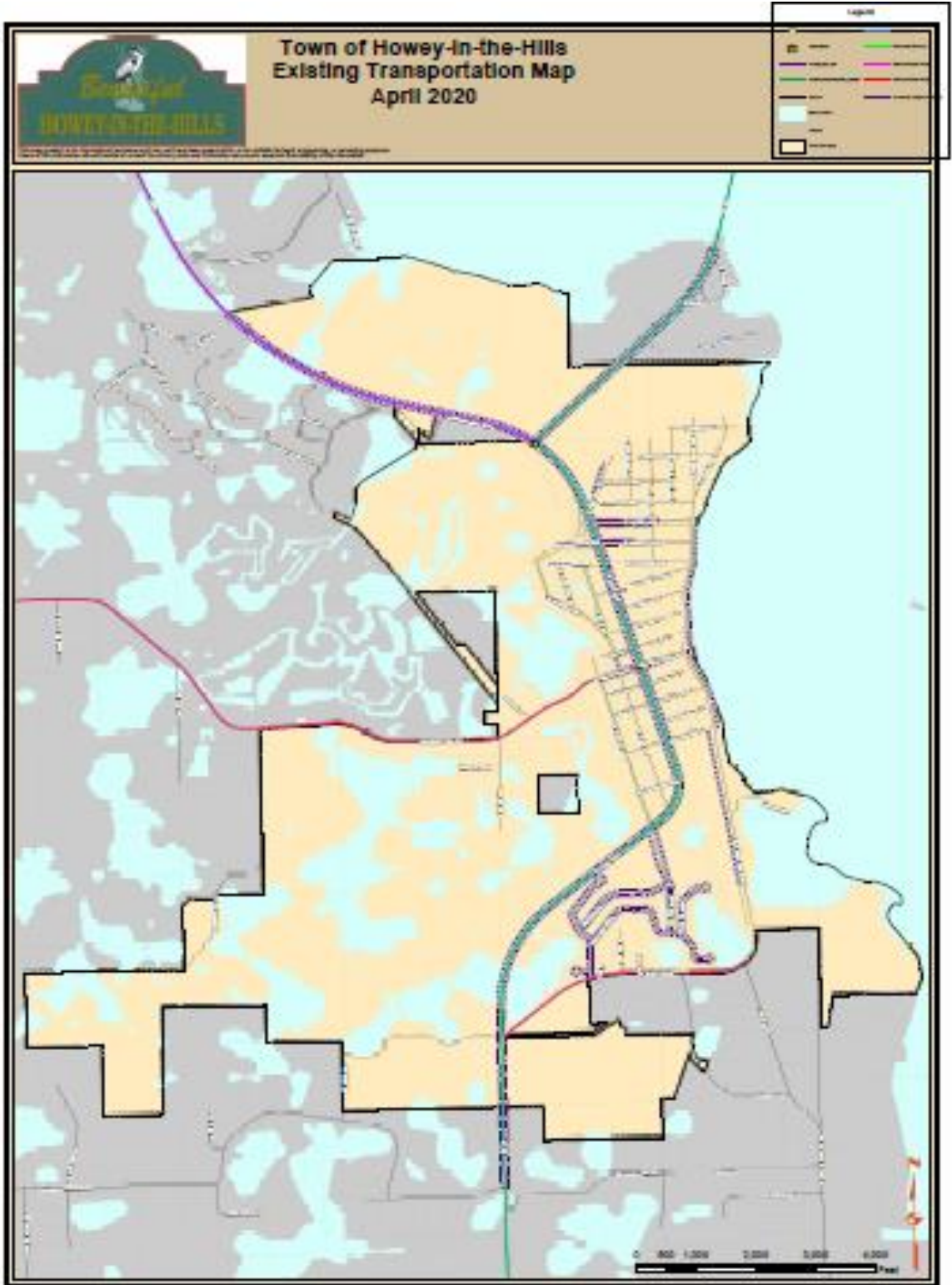
POLICY 1.10.3: *Encouraging the State and County.* The State and County shall be encouraged to monitor the environment before, during and after construction of traffic improvements.

OBJECTIVE 1.11: *Public Transit.* In the event that Lake County Express proposes any plans to establish a transit route in Howey-in-the-Hills, the Town shall work with Lake County Express to provide a safe and efficient public transit system.

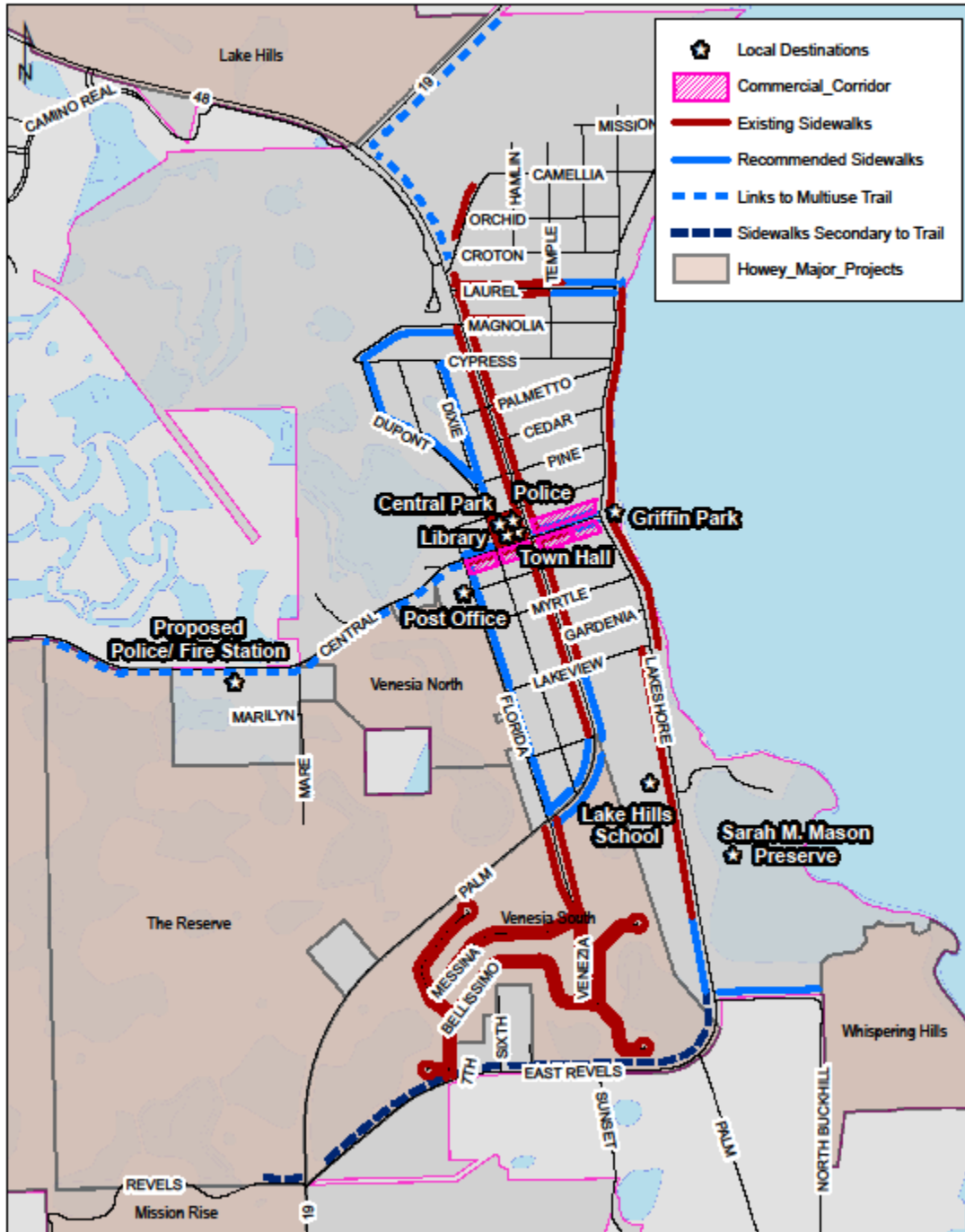
POLICY 1.11.1: Transit ridership shall be accommodated on certain Town roads. It is anticipated that if Lake County Express were to establish a route through Howey-in-the-Hills, it would most likely be taking residents to work, shopping, or other venues outside the Town. The Town shall encourage any such public transportation by:

- Working with Lake County Express to determine where a transit stop may be feasible.
- Requiring transit stops to meet ADA requirements; and
- Clearly delineated walkways from the building to the transit stop.

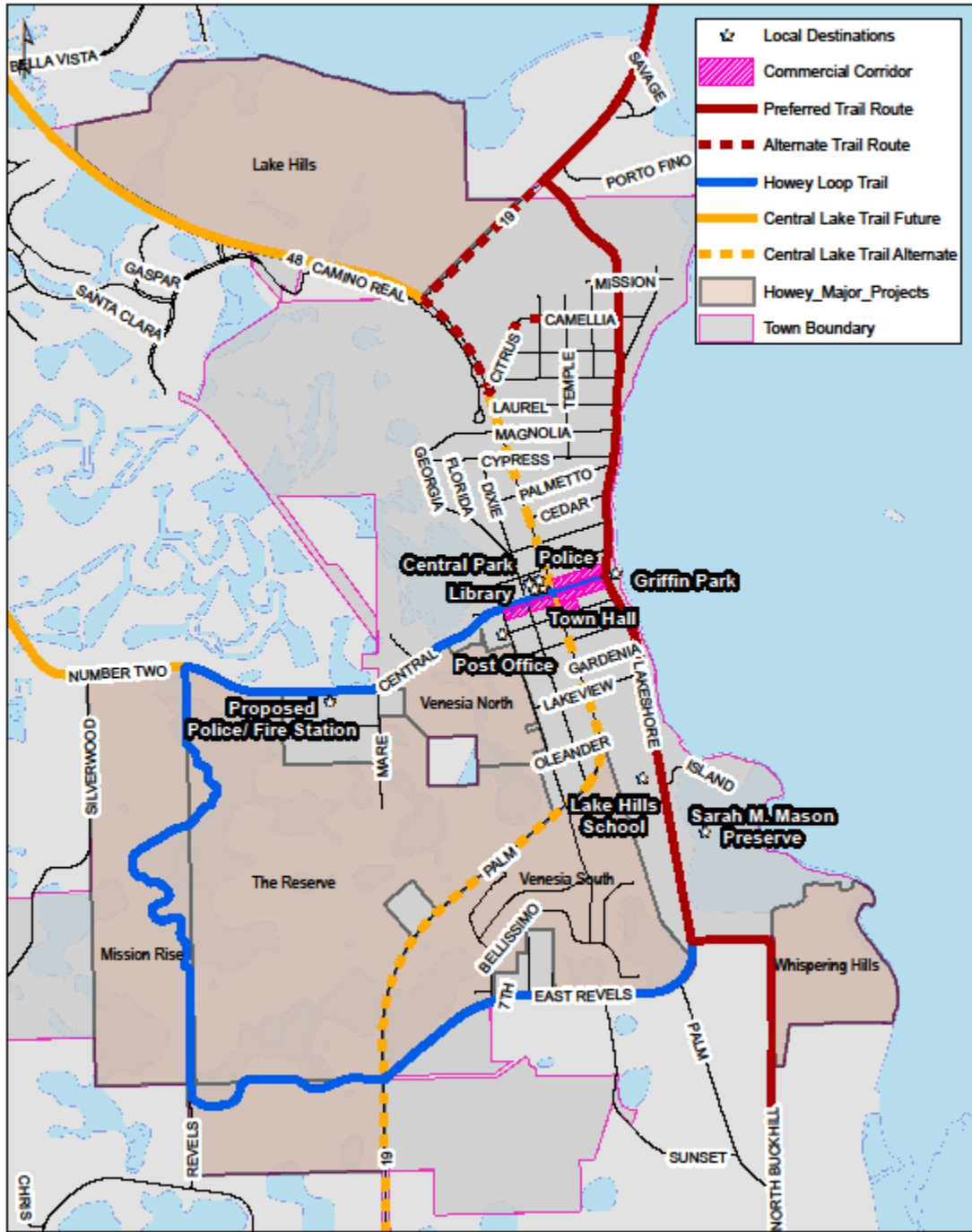




Howey-in-the-Hills Sidewalk Master Plan Map



Howey-in-the-Hills Trails Master Plan Map





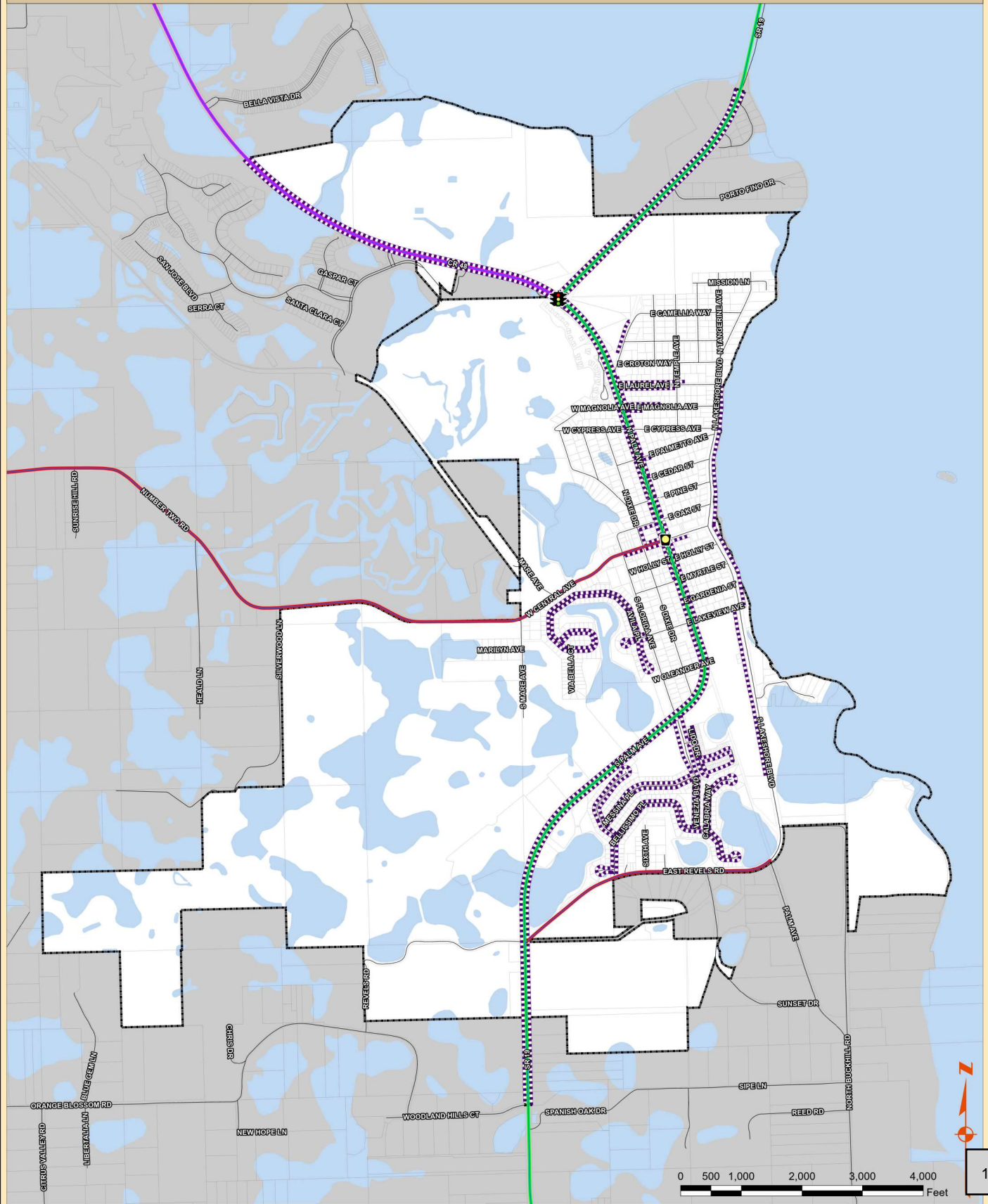
Town of Howey-in-the-Hills Existing Transportation Map February 2024

Legend

- Town Boundary
- Lakes
- Streets
- Double Lane
- Minor Arterial Rural
- Minor Collector Rural
- Major Collector Rural
- Flashing Beacon
- Traffic Signal
- Existing Pedestrian Bicycle Pathways

Item 8.

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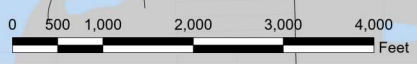
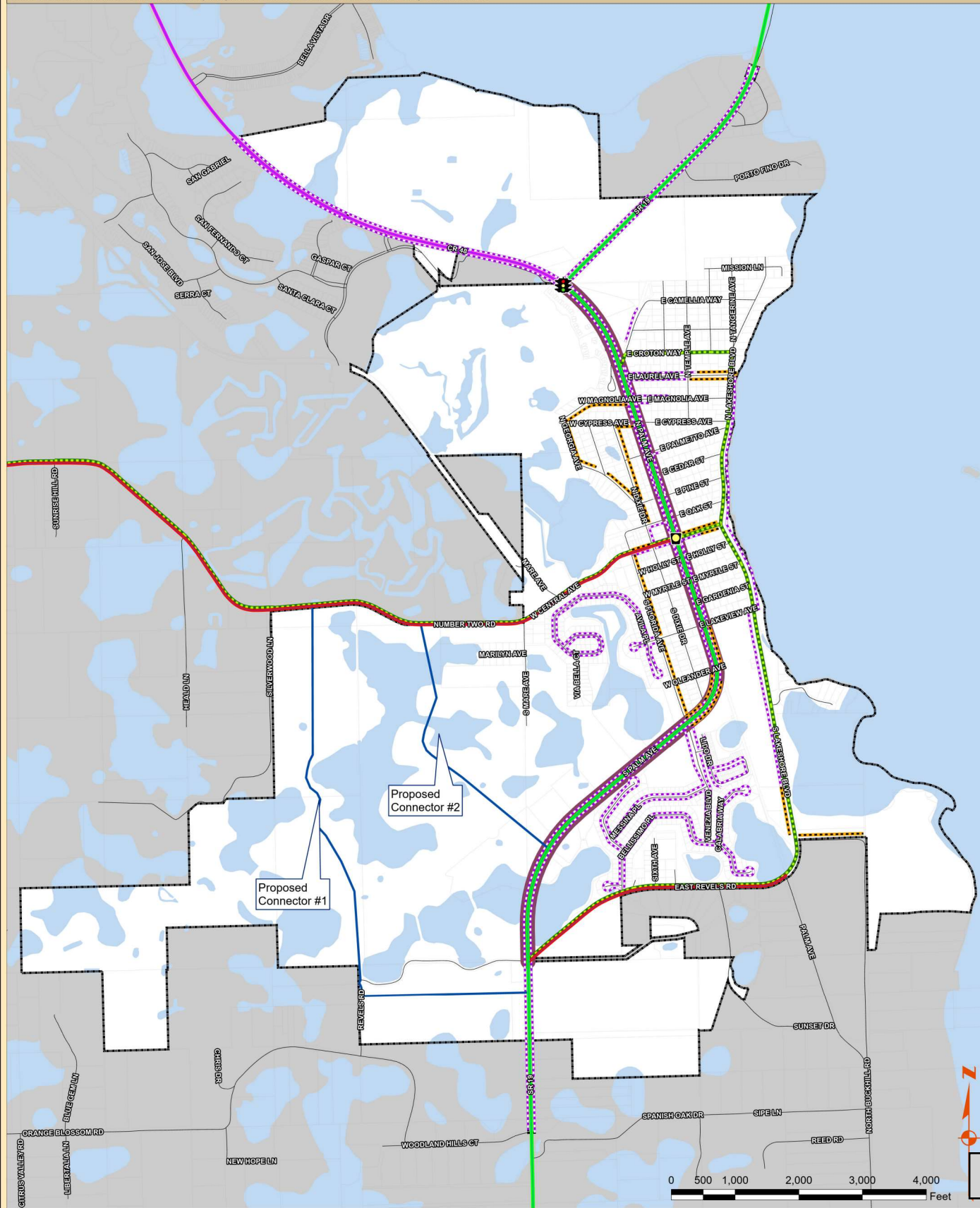


Town of Howey-in-the-Hills 2045 Future Transportation Map

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Legend		
Parcels	Streets	Proposed Road Connectors
Lakes	2 Lane	Proposed Pedestrian Connections
Town Boundary	Minor Arterial Rural	Proposed Bike Connectors
Flashing Beacon	Major Collector Rural	Proposed 3 Lane SR19
Traffic Signal	Minor Collector Rural	
	Existing Pedestrian Bicycle Pathways	

Item 8.



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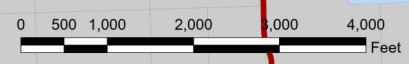
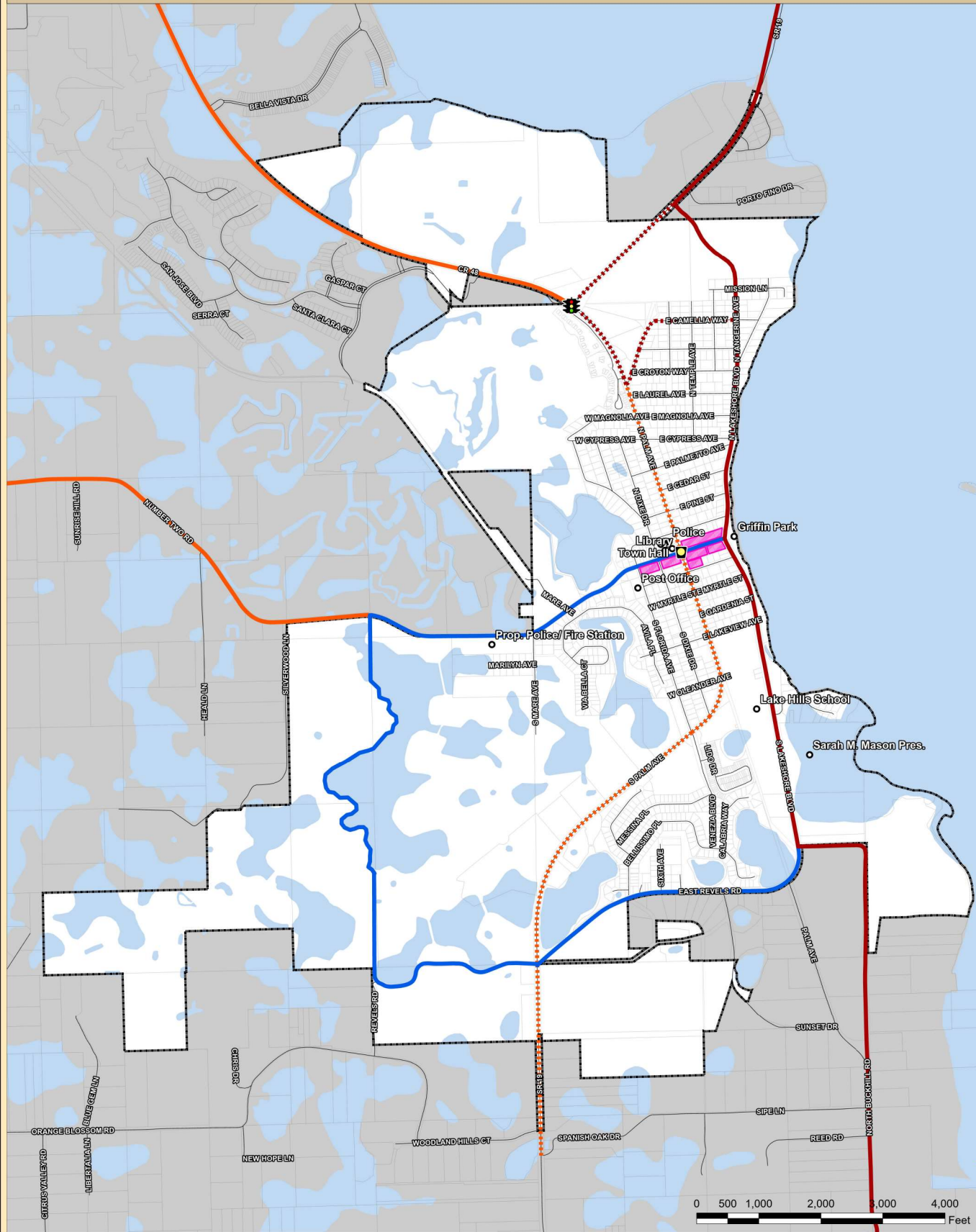
Town of Howey-in-the-Hills Multiuse Trails Master Plan February 2024

Item 8.

Legend

- Commercial Corridor
- Town Boundary
- Local Destinations
- Parcels
- Lakes
- Flashing Beacon
- Traffic Signal
- Streets
- Proposed Howey Loop Trail
- Central Lake Trail Preferred Route
- CLT Preferred Alternate (Howey)
- CLT Alternate Route (Howey)
- CLT Alternative Routes (Future)

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Town of Howey-in-the-Hills Sidewalk Inventory Map February 2024

Item 8.

Legend

- Town Boundary
- Lakes
- Parcels
- Type**
- Flashing Beacon
- Traffic Signal
- Streets
- Sidewalk**
- 4 foot wide
- 5 foot wide
- 6 foot wide

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