



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

Join Zoom

Meeting: <https://us06web.zoom.us/j/86848339880?pwd=nOz2C7uNDRmFJ5MM90Zng0EE0wi1Ut.1>

Meeting ID: 868 4833 9880 | Passcode: 196909

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 January 25, 2024, Planning and Zoning Board Meeting minutes.

PUBLIC HEARING

2. Consideration and Recommendation: **Lake Hills - Preliminary Subdivision Plan Submittal**
3. Consideration and Recommendation: **Lake Hills Shopping Center - Variances**
4. Consideration and Recommendation: **Lake Hills Shopping Center - Preliminary Site Plan**

OLD BUSINESS

NEW BUSINESS

5. 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: Feb 22, 2024 06:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us06web.zoom.us/j/86848339880?pwd=nOz2C7uNDRmFJ5MM90Zng0EE0wi1Ut.1>

Meeting ID: 868 4833 9880

Passcode: 196909

Dial by your location

+1 646 558 8656 US (New York)

+1 720 707 2699 US (Denver)

+1 346 248 7799 US (Houston)

Meeting ID: 868 4833 9880

Passcode: 196909

Find your local number: <https://us06web.zoom.us/j/86848339880>

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



Planning & Zoning Board Meeting

January 25, 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

BOARD MEMBERS PRESENT:

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

STAFF PRESENT:

Sean O’Keefe, Town Manager | John Brock, Town Clerk | Tom Harowski, Town Planner

Motion made by Board Member Mulvany to allow Board Member Wagler to participate and vote via Zoom; seconded by Vice-Chair Francis III. Motion approved unanimously by voice-vote.

Voting

Yea: Board Member Hayes, Board Member Mulvany, Board Member Johnson, Vice-Chair Francis III, Chair St. Clair

Nay: None

Motion made by Vice-Chair Francis III to allow Board Member Yarckin to participate and vote via Zoom; seconded by Board Member Mulvany. Motion approved unanimously by voice-vote.

Voting

Yea: Board Member Hayes, Board Member Mulvany, Board Member Johnson, Board Member Wagler, Vice-Chair Francis III, Chair St. Clair

Nay: None

CONSENT AGENDA

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1. Consideration and Approval of the December 21, 2023, Planning and Zoning Board Meeting minutes.

Motion made by Board Member Johnson to approve the Consent Agenda; seconded by Board Member Hayes. Motion approved unanimously by voice-vote.

Voting

Yea: Board Member Hayes, Board Member Mulvany, Board Member Yarckin, Board Member Johnson, Board Member Wagler, Vice-Chair Francis III, Chair St. Clair

Nay: None

PUBLIC HEARING

2. Consideration and Recommendation: **Variance Application - 120 E Holly St.**

Town Planner, Tom Harowski, introduced and explained this item. Mr. Harowski reviewed his staff report with the Board. Mr. Harowski explained that there was nothing unique about the parcel that would merit a need for the board to recommend a variance.

Lisa and Brad Smith introduced themselves as the owners of the parcel. They explained that the side yard on the west side of their property was the only reasonable place to construct a pool on their property, the north (rear) of the property had the septic drain field, and the east side yard faced S. Lakeshore Blvd.

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

Sean O'Keefe, Town Manager, read out loud a letter submitted by **Janice McLain (resident living at 109 S Lakeshore Blvd.)**. Ms. McLain's letter explained that she was the next-door neighbor of the applicants and that she was in favor of them receiving the variance that they had requested.

Tara Lemons – 109 S. Lakeshore Blvd. – Ms. Lemons introduced herself as the sister of Janice McLain and she wanted to make sure Ms. McLain's letter had been read out loud to the Board.

Motion made by Board Member Hayes to recommend approval of this variance; seconded by Board Member Mulvany. Motion approved unanimously by roll-call vote.

Voting

Yea: Board Member Hayes, Board Member Mulvany, Board Member Yarckin, Board Member Johnson, Board Member Wagler, Vice-Chair Francis III, Chair St. Clair

Nay: None

OLD BUSINESS

None

NEW BUSINESS

3. Discussion: **Comprehensive Plan - Chapter 1 - Future Land Use Element (FLUE)**

Town Planner, Tom Harowski, introduced and explained this item. Mr. Harowski reviewed his staff report with the Board.

Chair St. Clair pointed out that references referring to Citrus Street on pages i-19 and i-20 needed to be changed to Citrus Avenue.

Mr. Harowski stated that Town Councilor Lehning had recommended removing recommendations to follow the Florida Green Building Coalition rules. Board Member Hayes, Board Member Mulvany, and Chair St. Clair agreed with Councilor Lehning's recommendation.

Mr. Harowski recommended that the Town remove the soil maps and contour maps in Chapter 1, as the County had maps that were more accurate for the public.

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

Tim Everline, 1012 N. Lakeshore Blvd. – Mr. Everline thought that the chart with the population figures was a little light; Mr. Everline stated that he thought the Town could have as many as 6,000 people by 2025. Mr. Everline asked why the Town would take out references to the Florida Green Building Coalition.

4. Discussion: **Comprehensive Plan - Chapter 8 - Capital Improvements Element**

Town Planner, Tom Harowski, introduced and explained this item. Mr. Harowski reviewed his staff report with the Board.

Vice-Chair Francis stated that the names of the hospitals on page 8 were incorrect and needed to be updated.

Chair St. Clair open Public Comment for this item only. Seeing no public comments, Chair St. Clair open Public Comment for this item only.

5. Discussion: **Letter from Lake County Public Works Department referencing Number Two Rd.**

Town Planner, Tom Harowski, introduced and explained this item. Mr. Harowski reviewed his staff report with the Board.

The Town Manager, Sean O'Keefe, stated that the Town had been attempting to assist the County with what is essentially a County issue as Number Two Road is the County's road.

Board Member Yarckin left the meeting at 7:17 p.m.

Board Member Wagler suggested that the Town not allow one more house to be built in Town while there were sub-standard/non-safe conditions on Number Two Road.

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

Tim Everline, 1012 N. Lakeshore Blvd. – Mr. Everline wondered why the Board was discussing the letter now when it had been sent to the Town over a month before. Mr. Everline stated that he believed the Town had a responsibility to keep new people off of the road.

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

Vice-Chair Francis asked for an update on the Mission Rise Development. Mr. O'Keefe and Mr. Harowski gave a short recap of this item as it relates to its first reading before the Town Council on 1/22/2024.

ADJOURNMENT

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

The Meeting adjourned at 7:38 p.m. | **Attendees: 22**

Tina St. Clair Chairperson

ATTEST:

John Brock, Town Clerk

DRAFT



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 rrequired 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 or 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 presure 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 Distric (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 site 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 (Unicorporated 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 right-of-way is needed, the projects will be expected to provide that area as part of the permitting process.

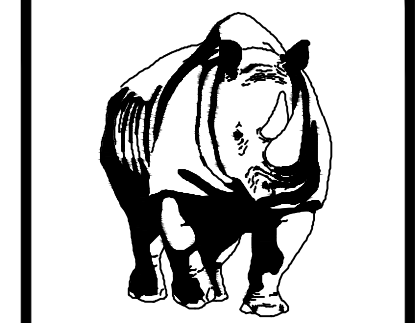
Discussion and Conditions

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 alnd 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.



MADDEN MOORHEAD & STOKES, LLC CIVIL ENGINEERS 431 E. Horatio Avenue Suite 260 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. #65527 DATE: February 6, 2024 CERTIFICATE OF AUTHORIZATION NO. EB-0007223

Table with columns for DATE and REVISIONS.

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, AREA, (AC/%)

TRACT TABLE

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

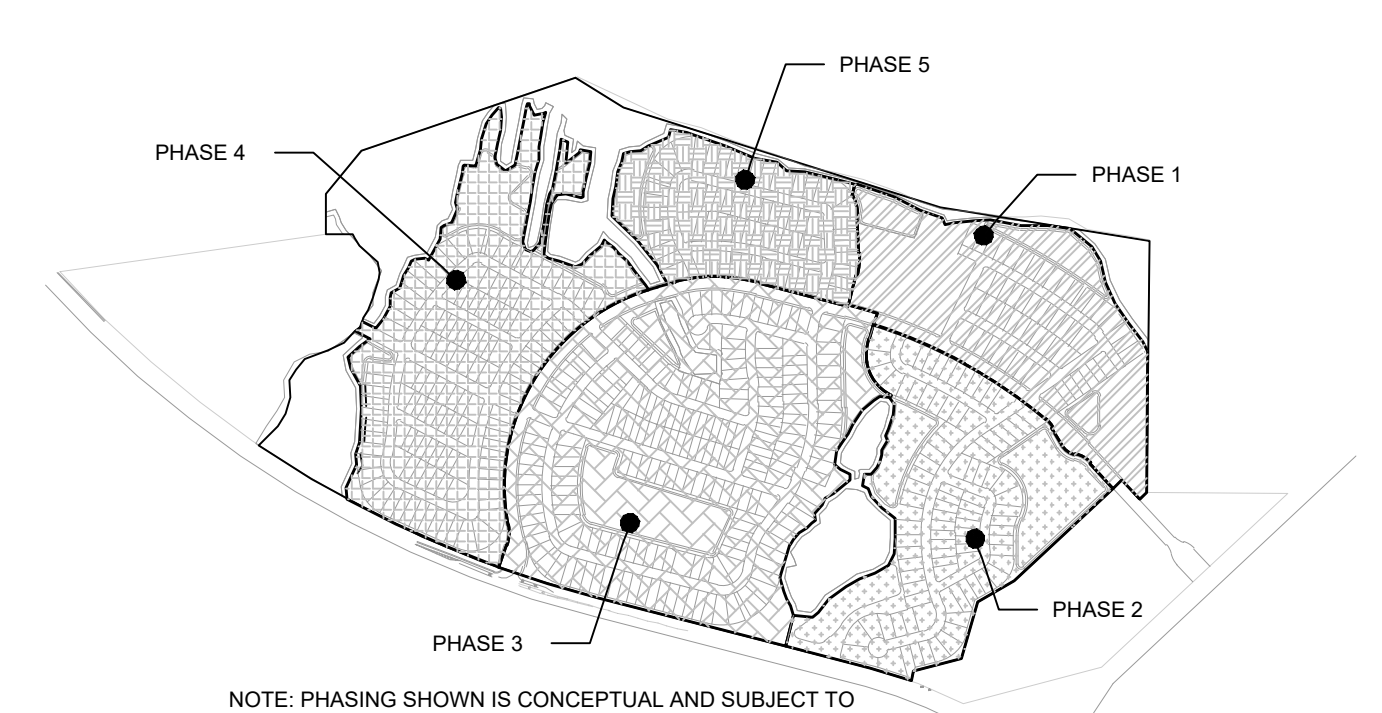
PROPOSED LOT COUNT:

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.

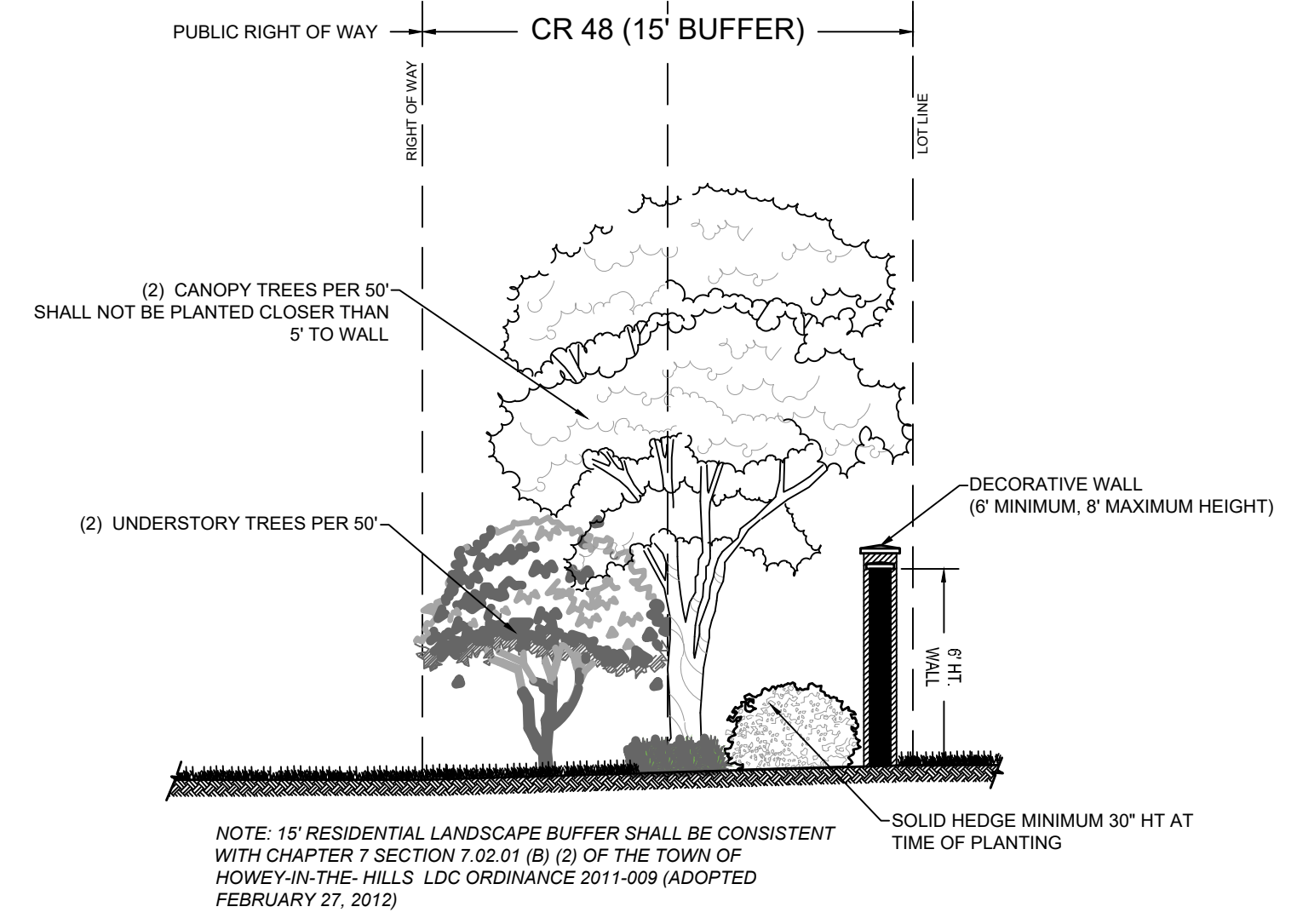
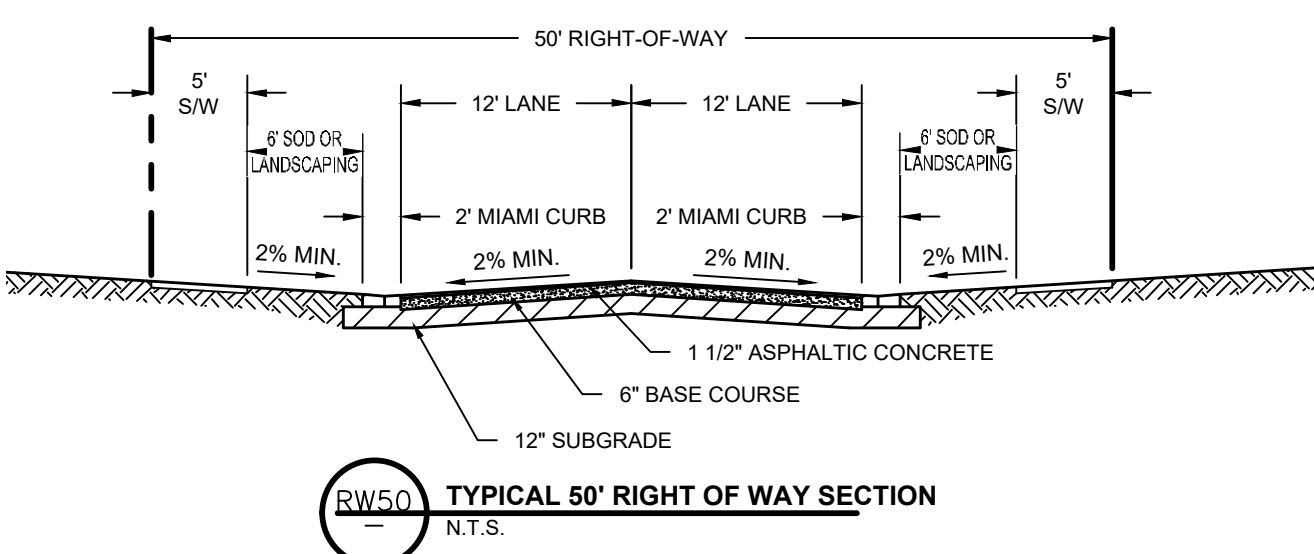
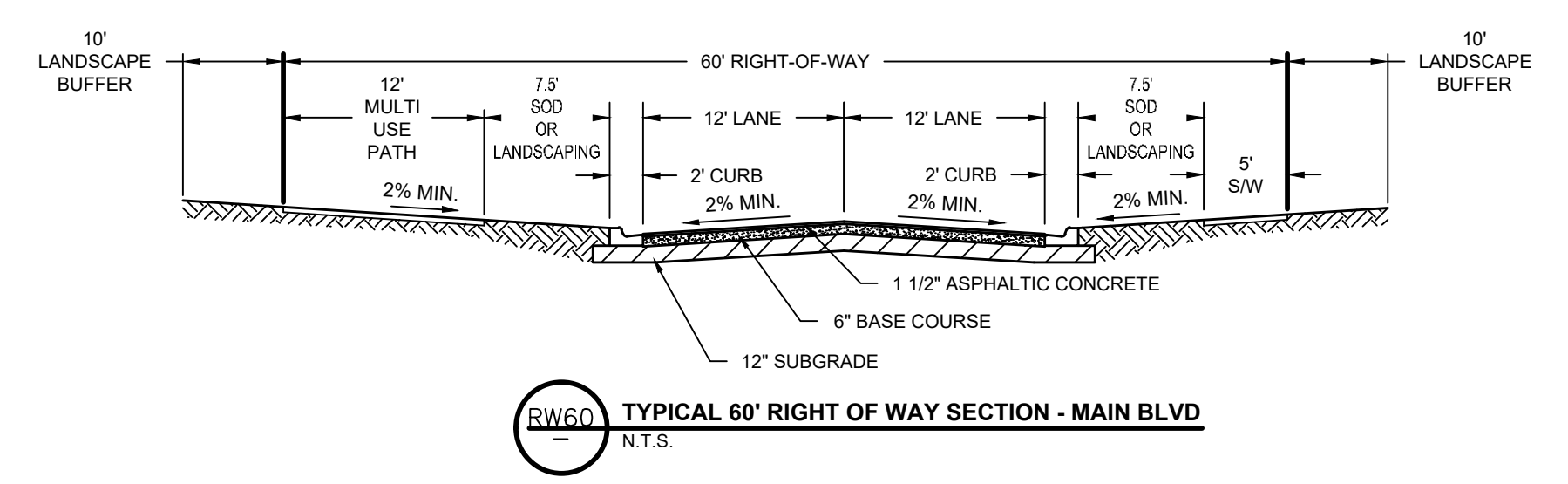
Table: PUD NET DEVELOPABLE AREA CALCULATION

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



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

PHASING MAP

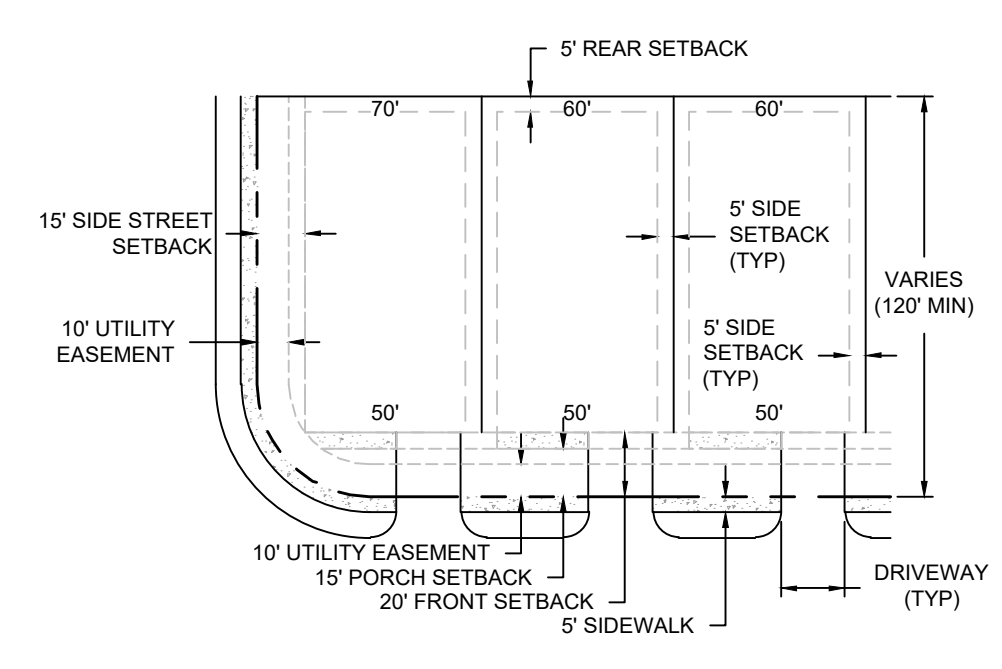


LR15 TYPICAL - CR 48 (15' BUFFER) N.T.S.

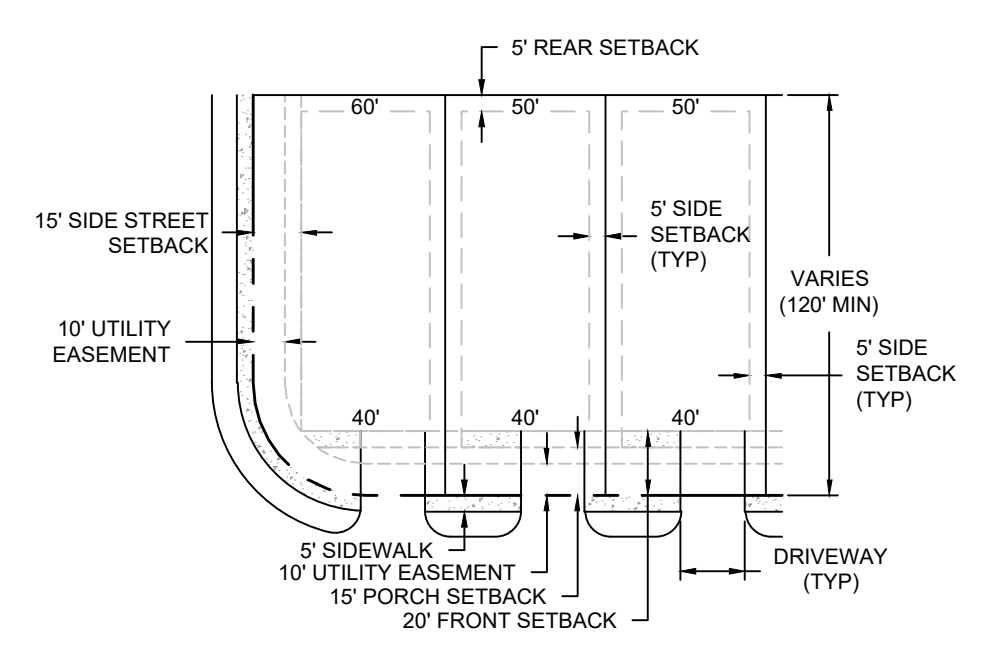
Table: LAND USE RANGES PERMITTED IN PUD

Table: RESIDENTIAL PROJECT NET DEVELOPABLE AREA CALCULATION

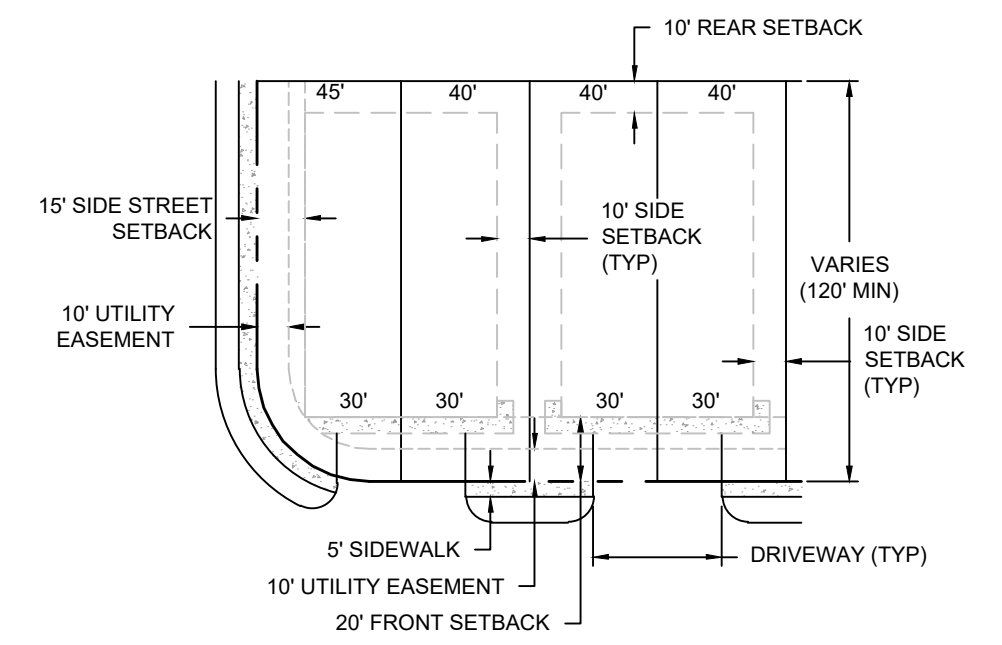
NOTE: ALL AREAS BASED ON PREDEVELOPMENT SURVEY



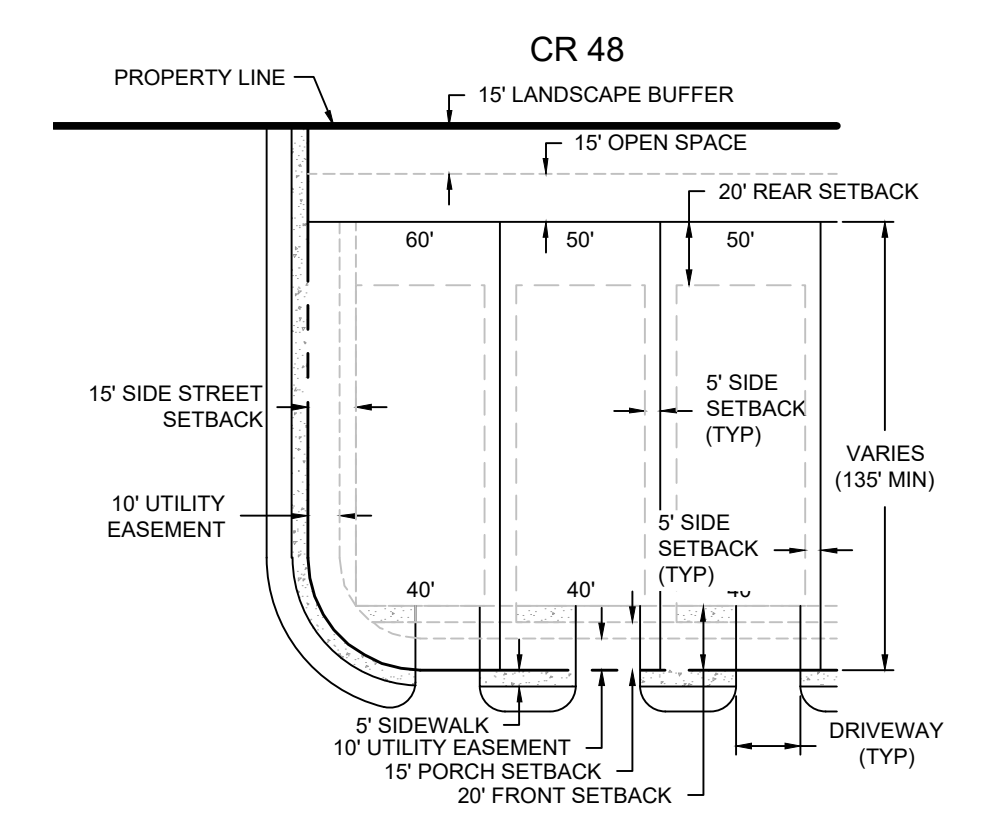
NOTE: 60+ COTTAGE LOT - 7,200 SF MIN. LOT SIZE. 75% LOT COVERAGE MAX. FRONT/SIDE GARAGE.



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



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

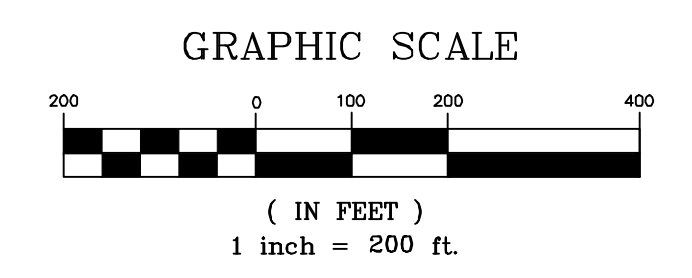
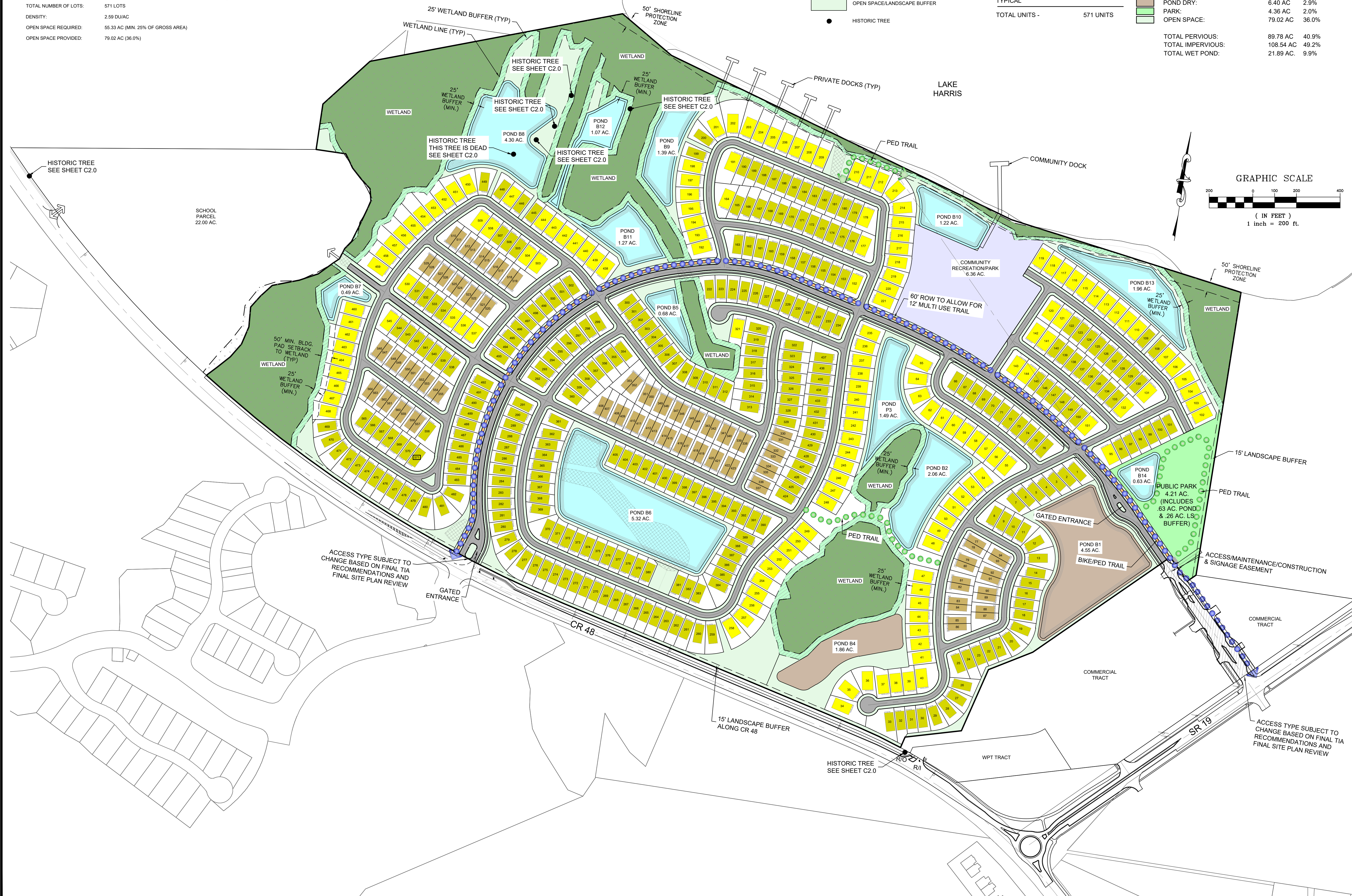
LAKE HILLS
READER COMMUNITIES
5850 TO LEE BOULEVARD, SUITE 200
ORLANDO, FL 32822
(407) 856-4899

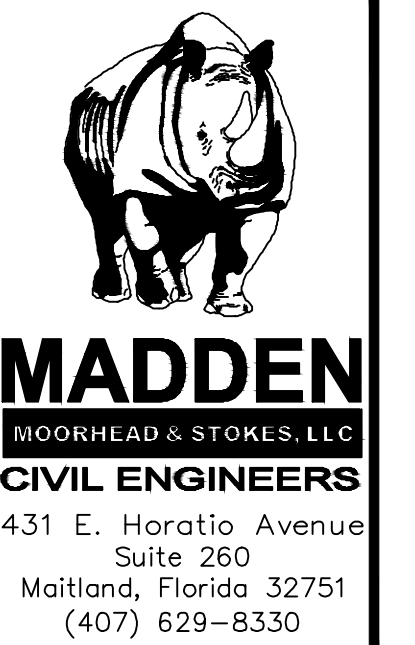
ENGINEER IN CHARGE:
DAVID A. STOKES, P.E. #66527
DATE: February 6, 2024
CERTIFICATE OF AUTHORIZATION NO. EB-0007223

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

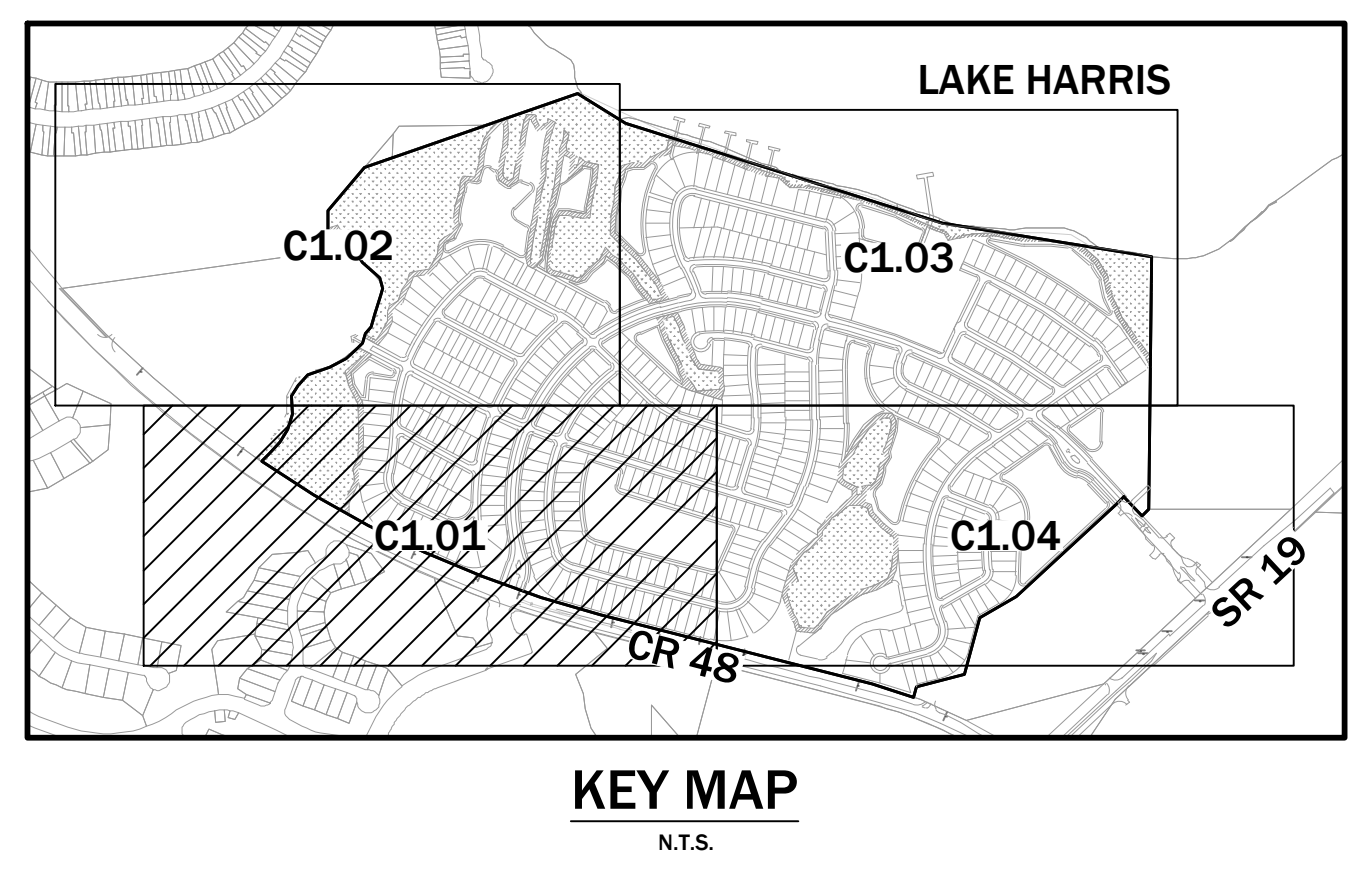
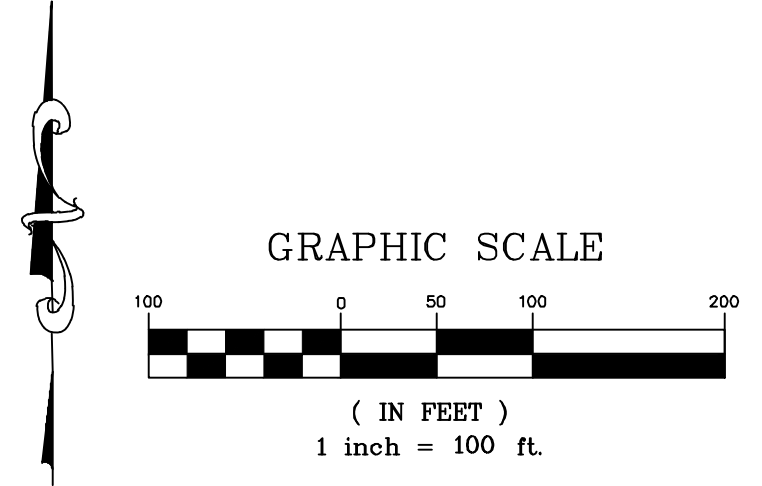
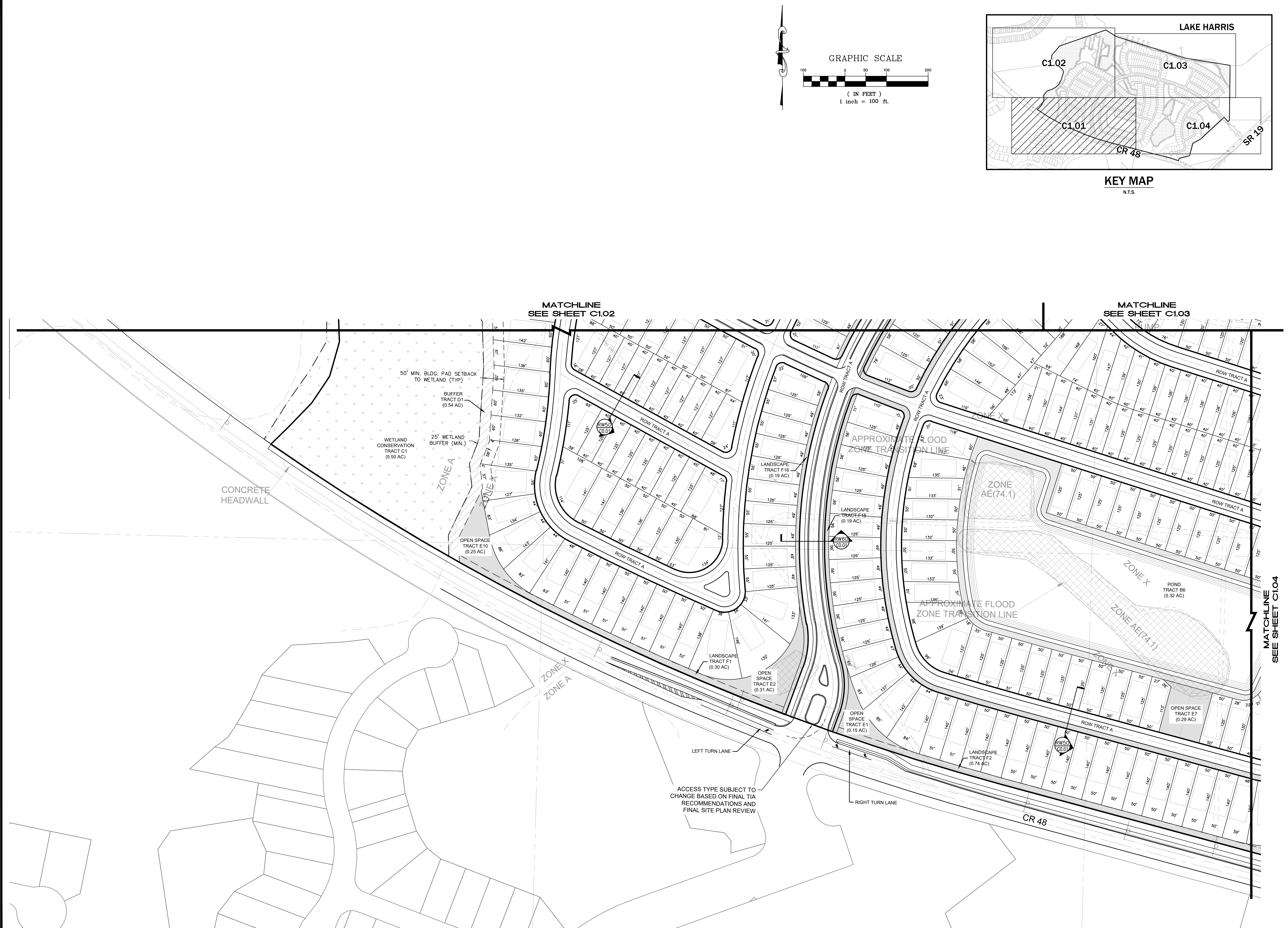
LAKE HILLS READER COMMUNITIES 5850 TO LEE BOULEVARD, SUITE 200 ORLANDO, FL 32822 (407) 856-4899

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

Table with 2 columns: DATE, REVISIONS

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

C1.01



MATCHLINE SEE SHEET C1.02

MATCHLINE SEE SHEET C1.03

MATCHLINE SEE SHEET C1.04

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

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PRELIMINARY SUBDIVISION PLAN FOR LAKE HILLS

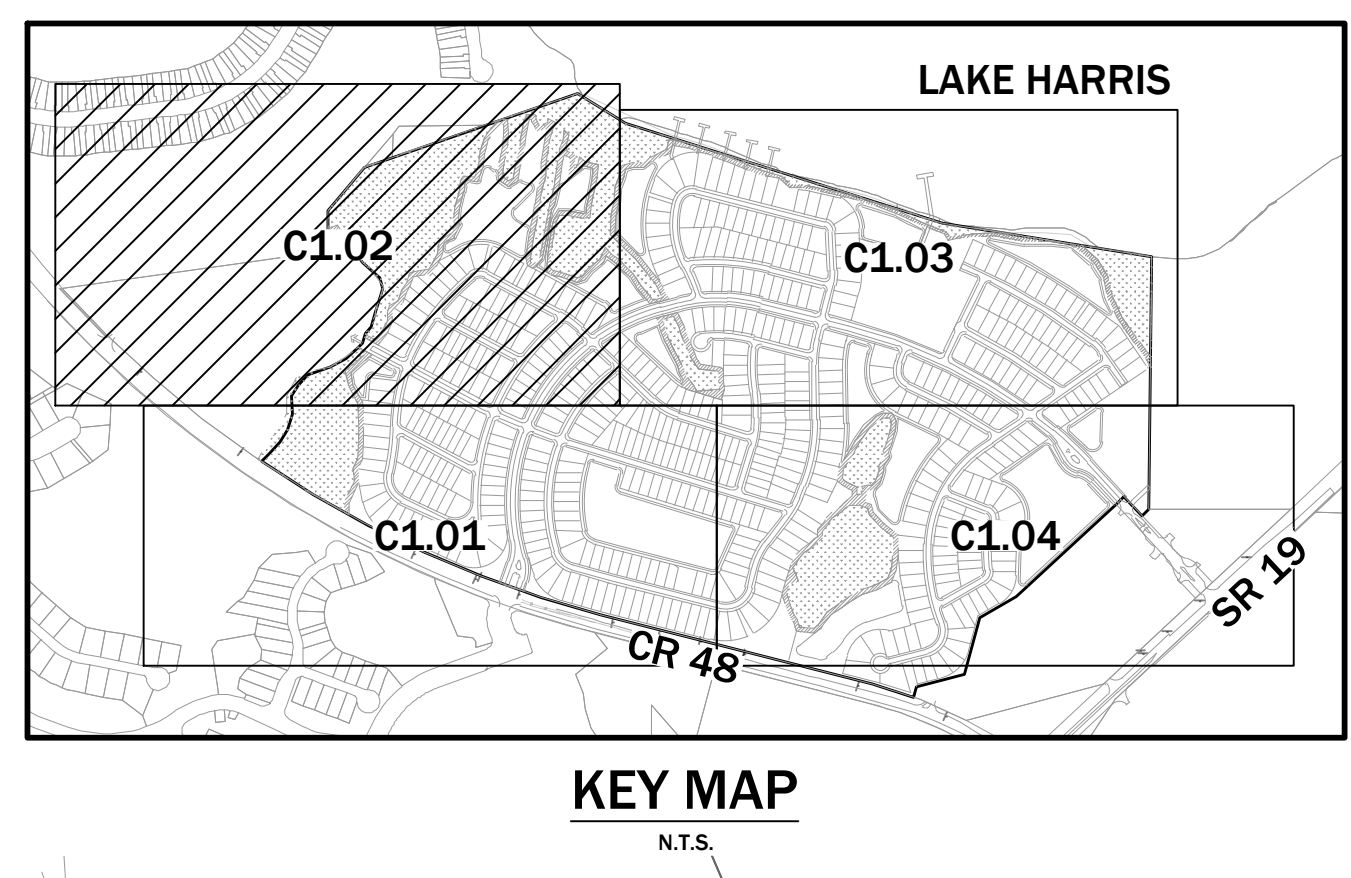
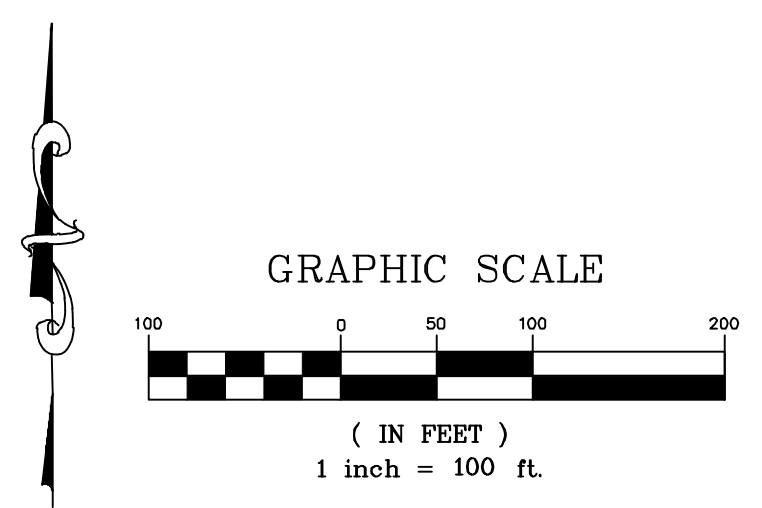
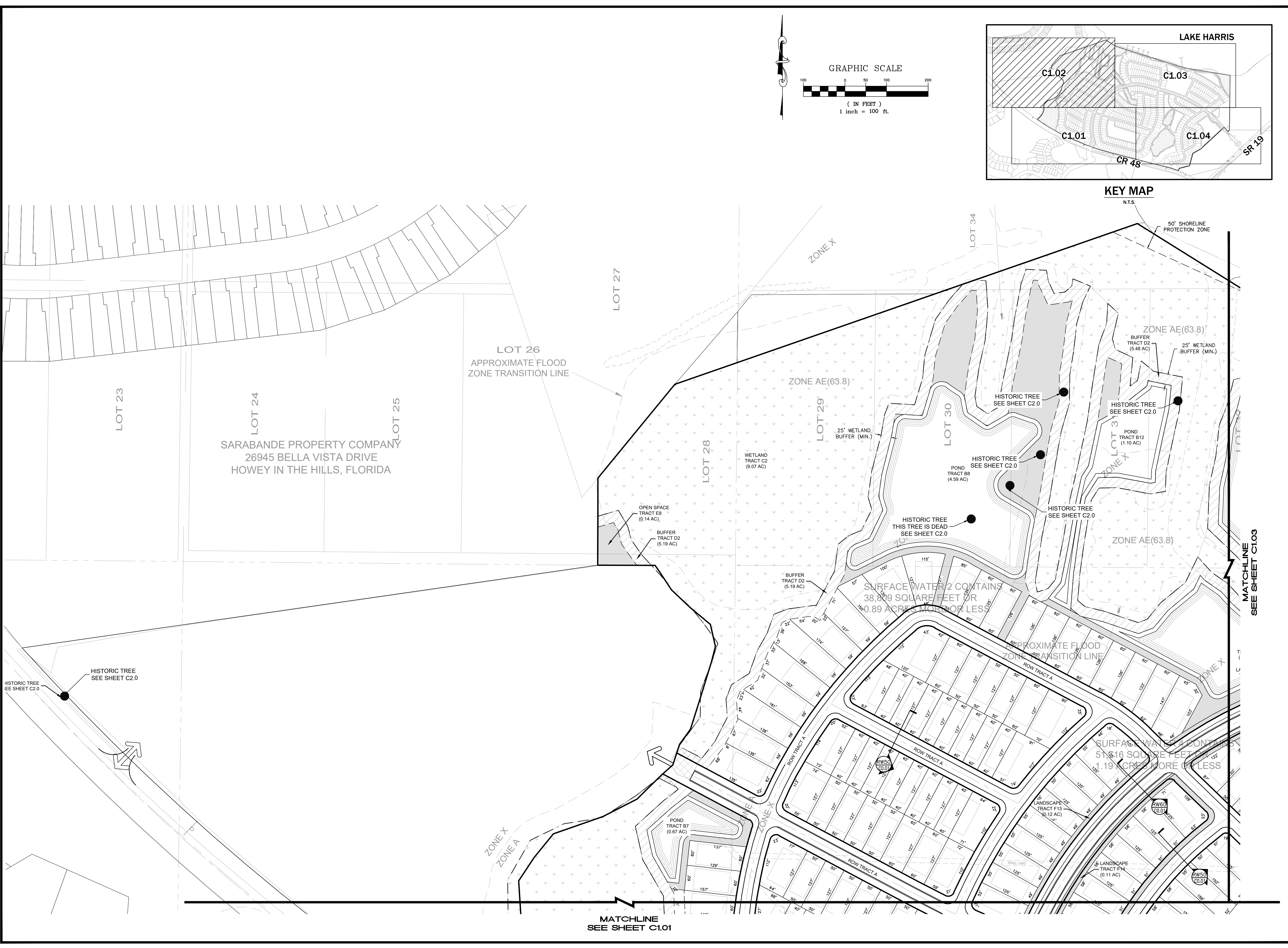
LAKE HILLS READER COMMUNITIES 5850 TO LEE BOULEVARD, SUITE 200 ORLANDO, FL 32822 (407) 856-4899

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

Table with 2 columns: DATE, REVISIONS

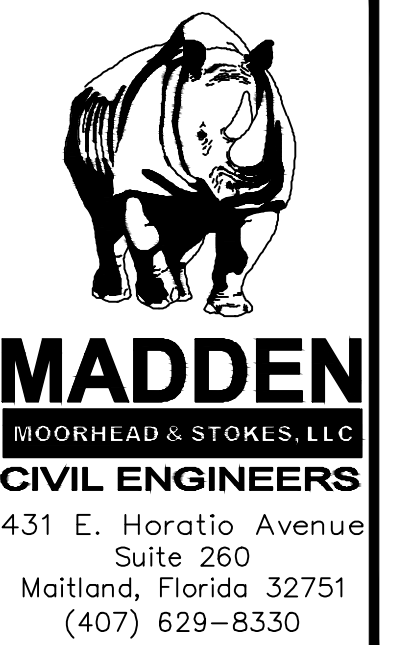
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C1.02



MATCHLINE SEE SHEET C1.01

MATCHLINE SEE SHEET C1.03



PRELIMINARY SUBDIVISION PLAN FOR LAKE HILLS

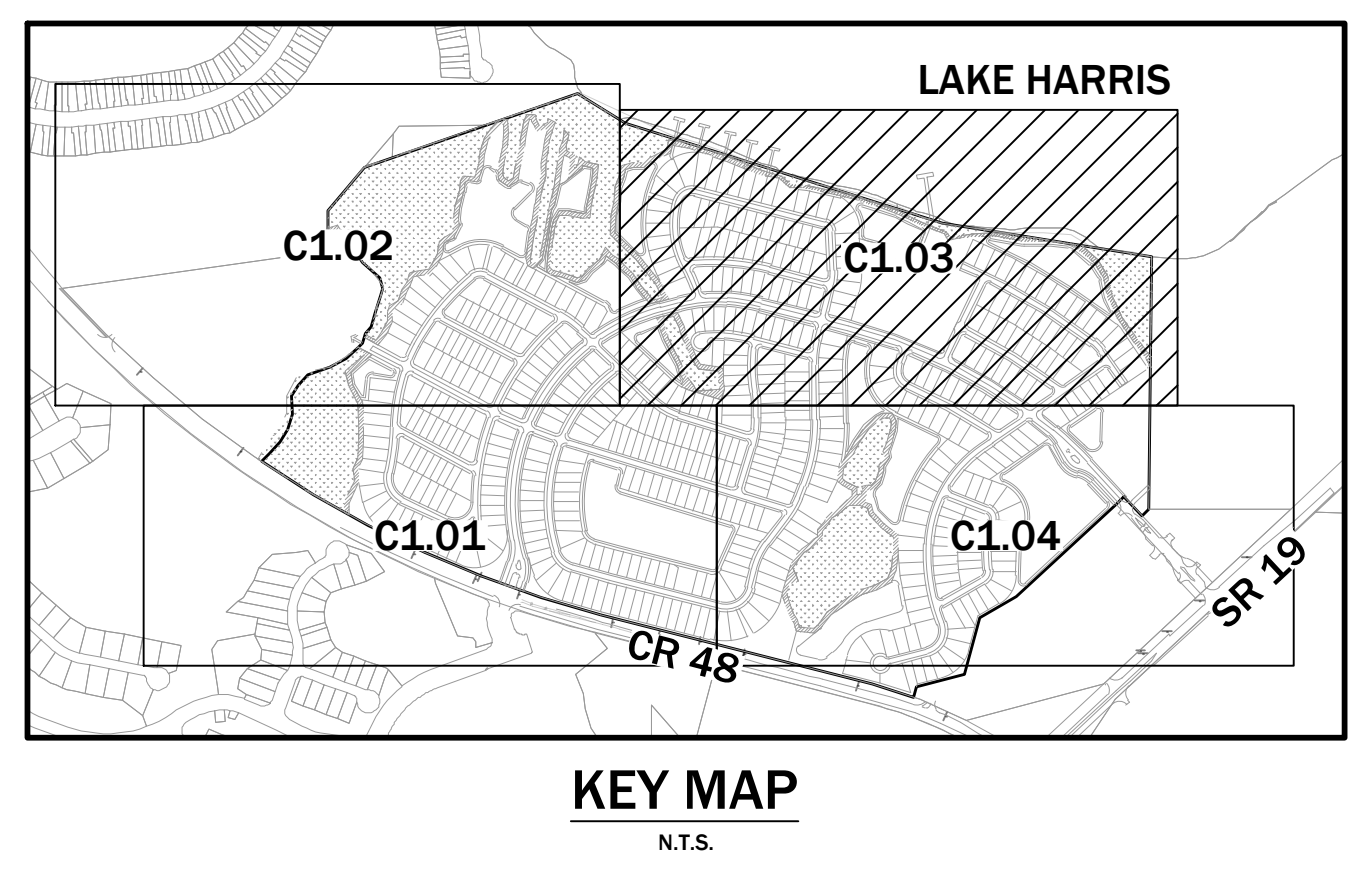
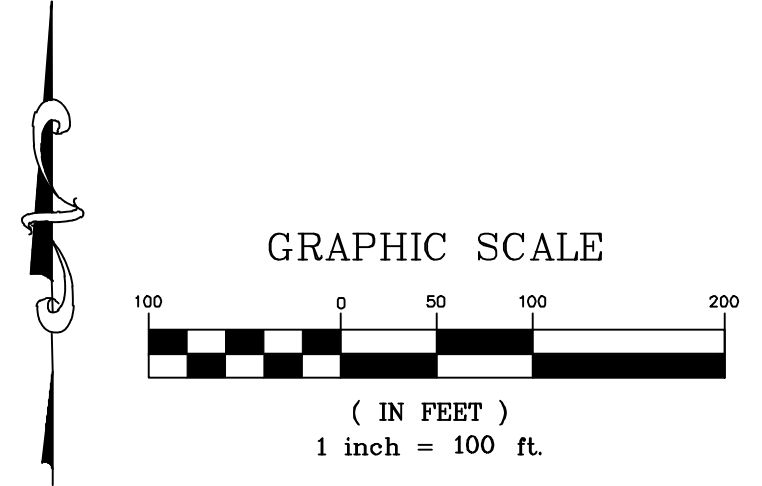
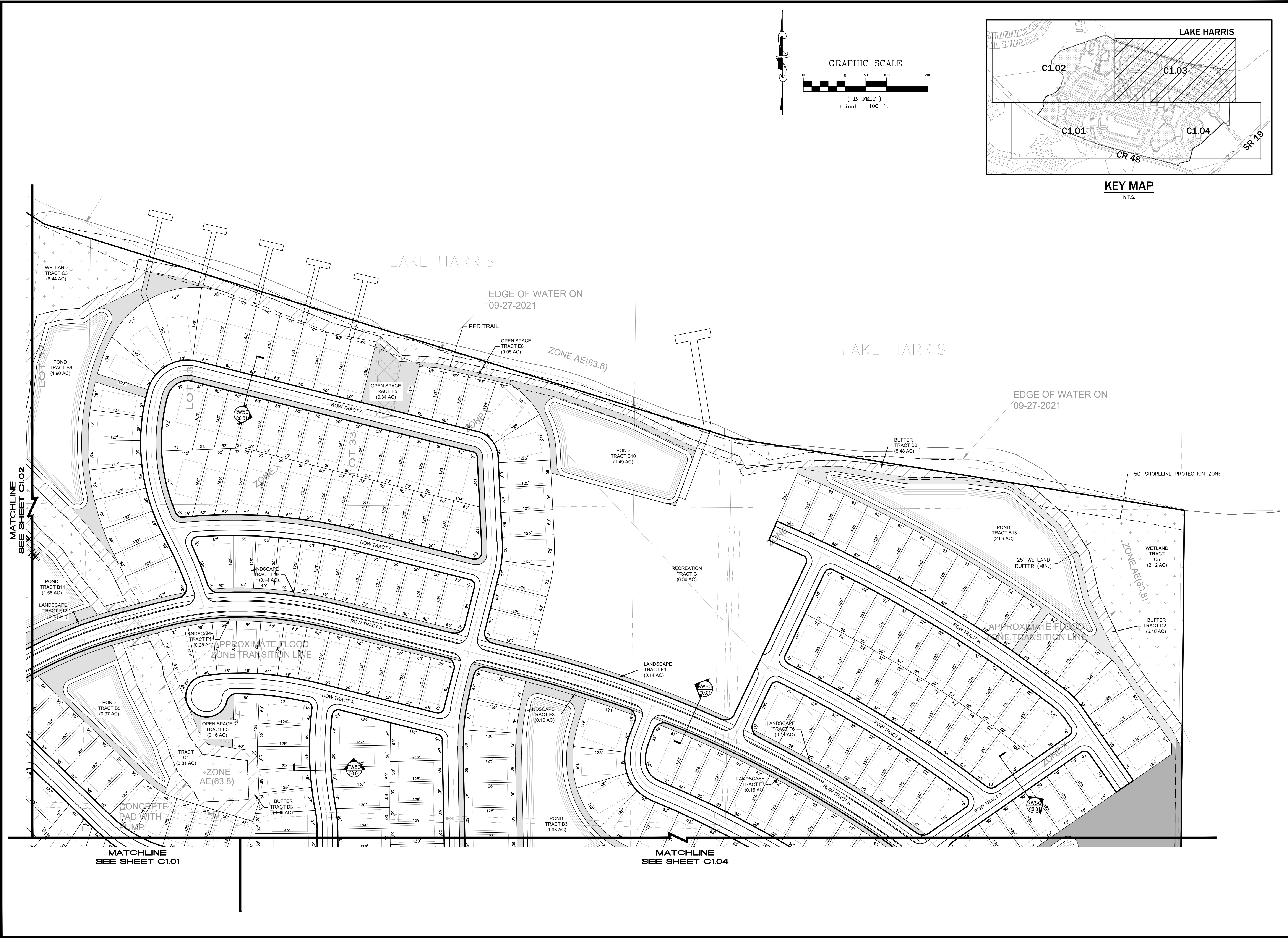
LAKE HILLS READER COMMUNITIES 5850 TO LEE BOULEVARD, SUITE 200 ORLANDO, FL 32822 (407) 856-4899

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

Table with 2 columns: NO., DATE, REVISIONS

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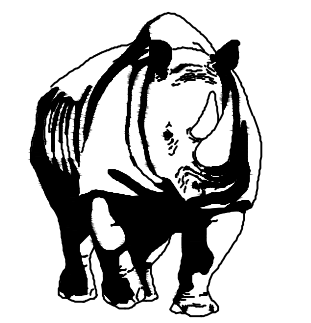
C1.03



MATCHLINE SEE SHEET C1.02

MATCHLINE SEE SHEET C1.01

MATCHLINE SEE SHEET C1.04



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

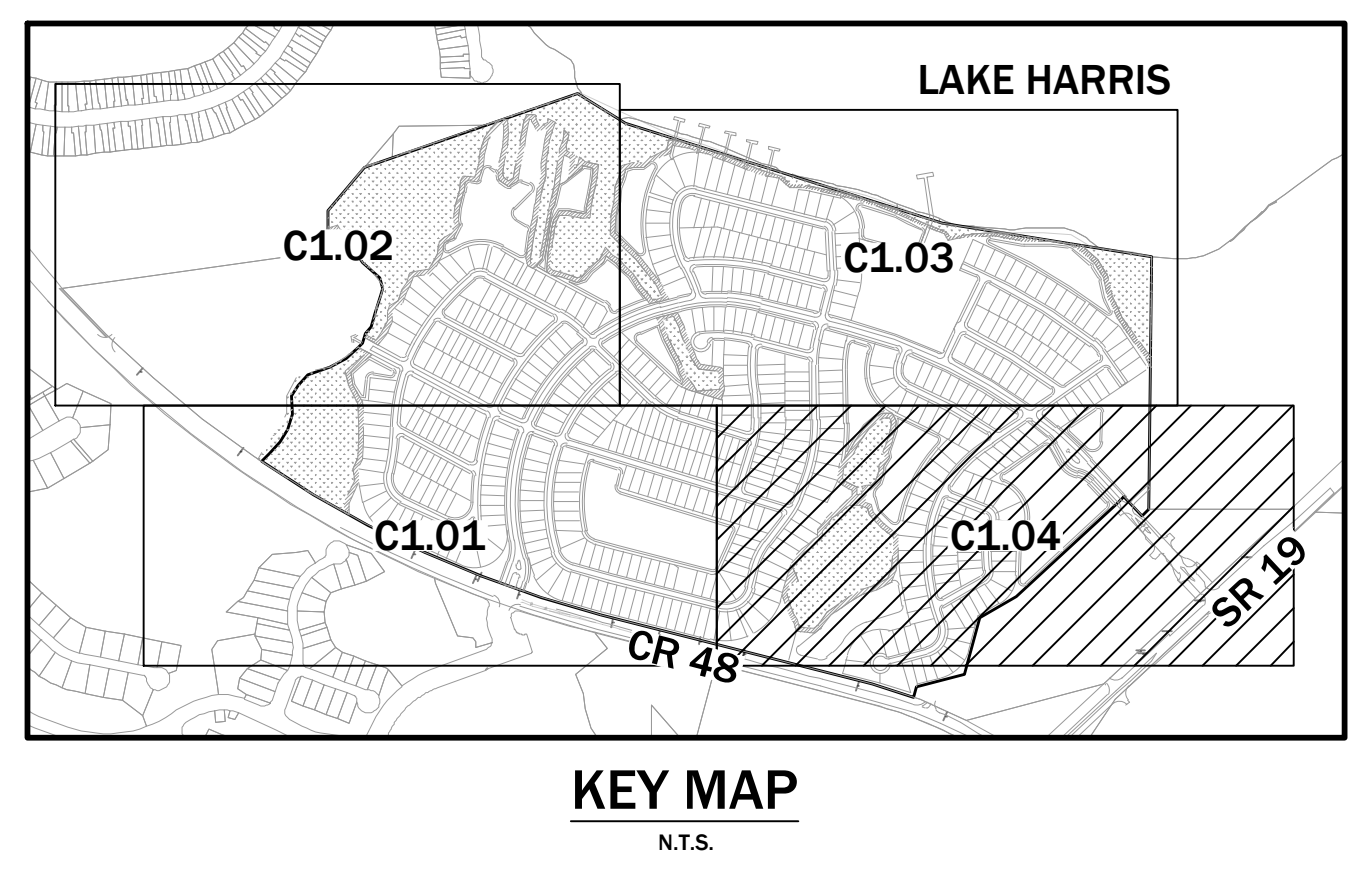
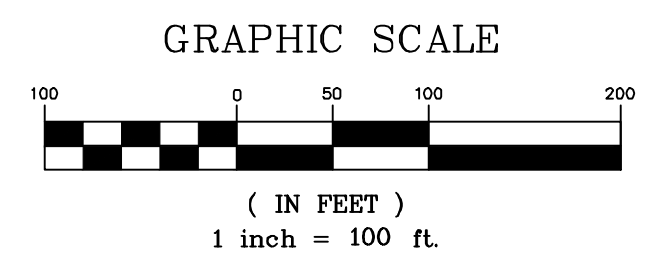
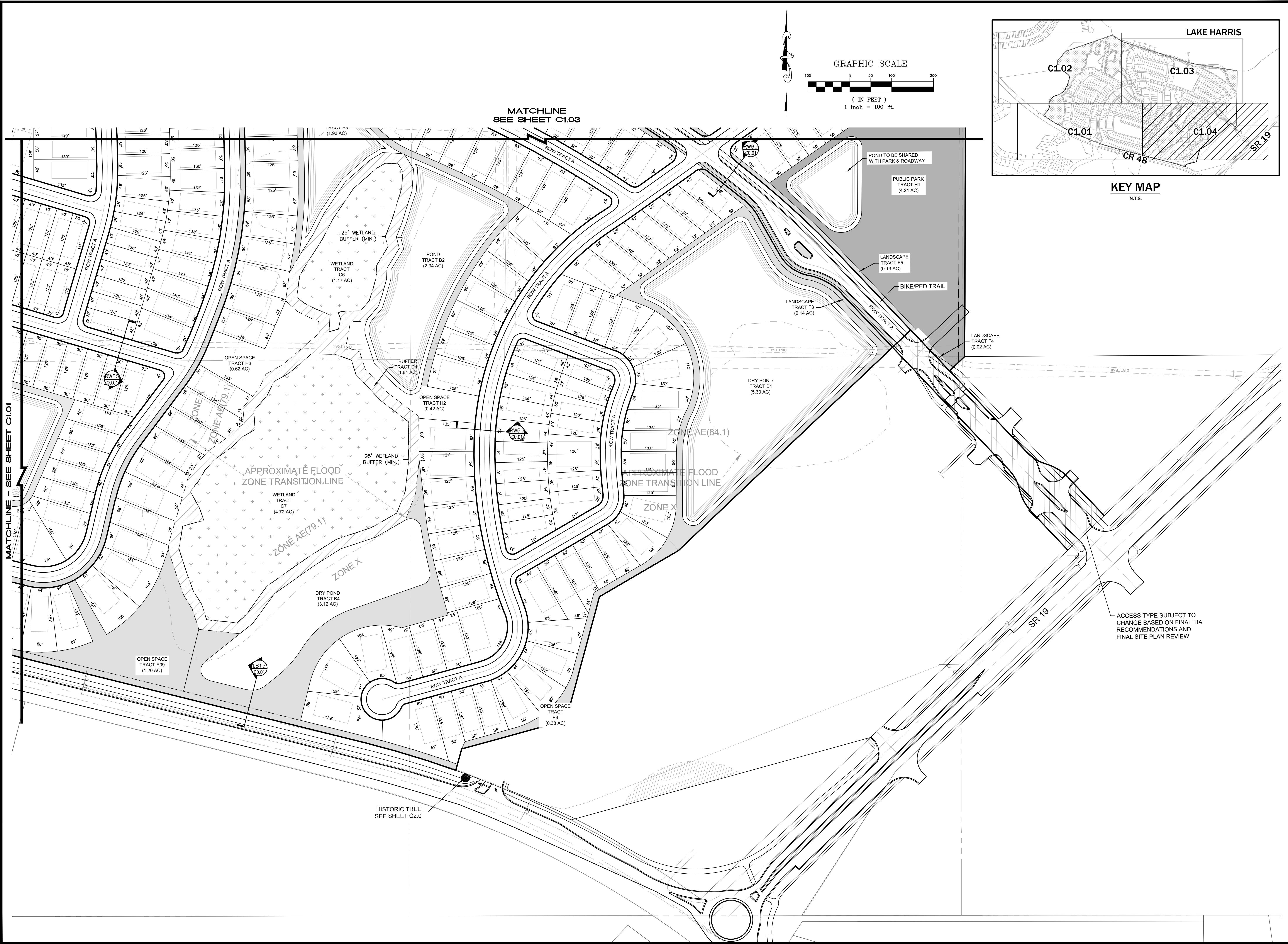
LAKE HILLS
READER COMMUNITIES
5850 TO LEE BOULEVARD, SUITE 200
ORLANDO, FL 32822
(407) 856-4899

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

NO.	DATE	REVISIONS
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JOB # 23019
DATE: 10/27/2023
SCALE: 1"=100
DESIGNED BY: JV
DRAWN BY: JV
APPROVED BY: DAS

C1.04



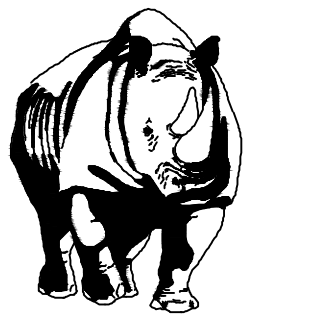
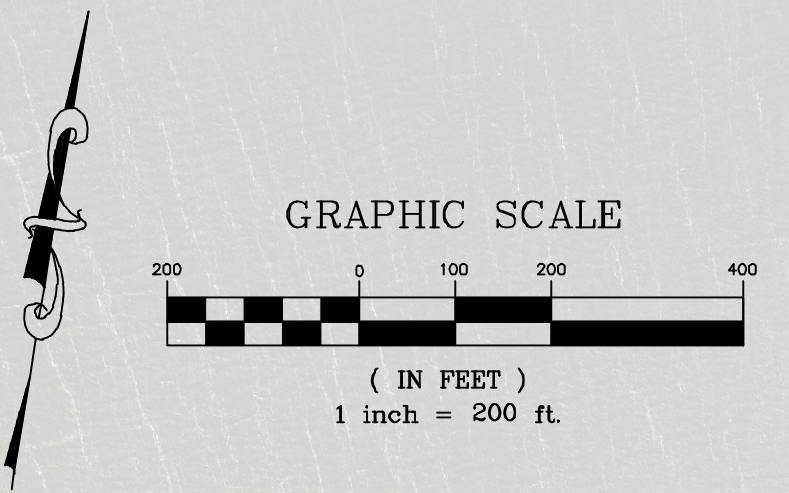
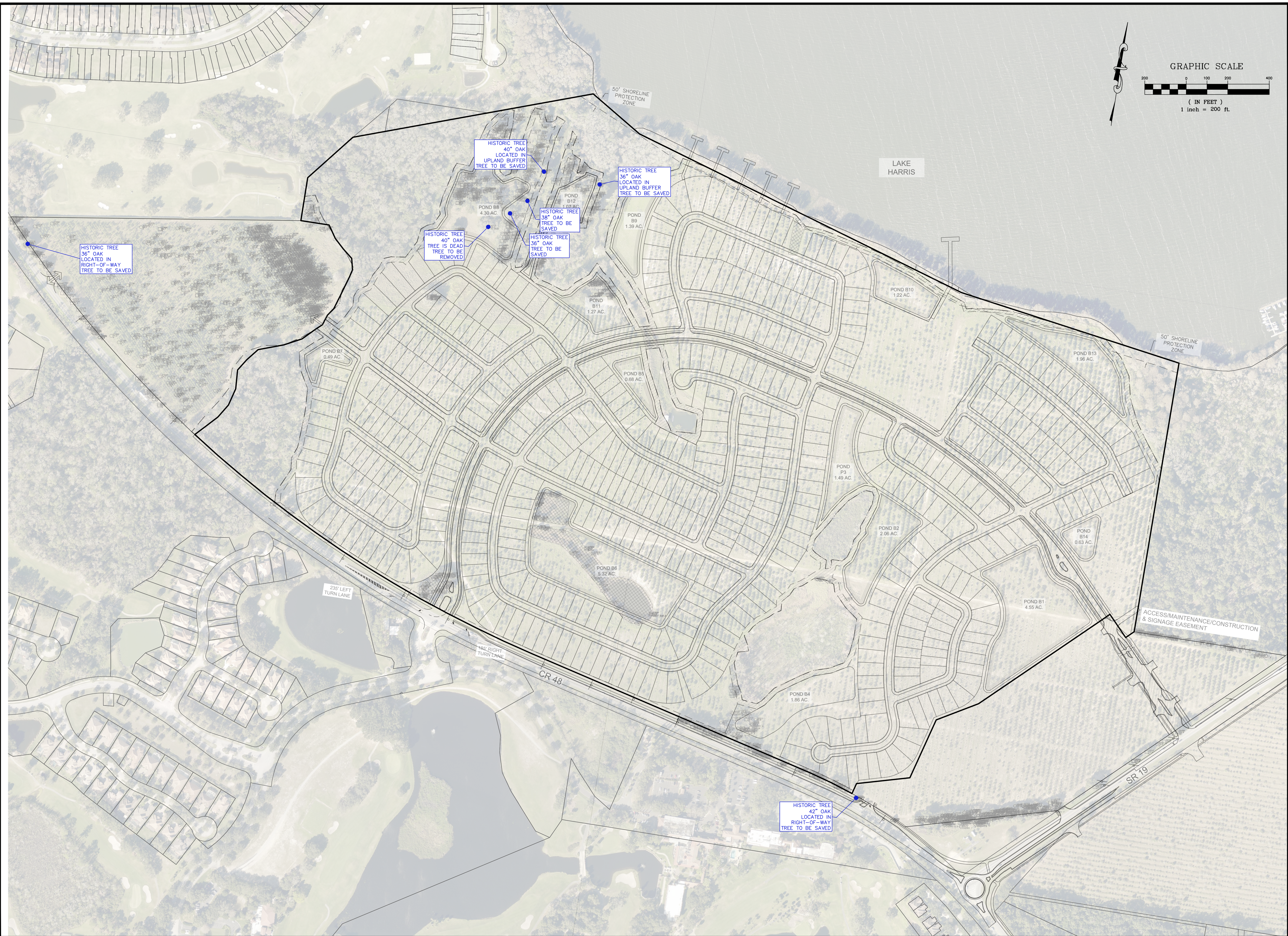
ACCESS TYPE SUBJECT TO CHANGE BASED ON FINAL TIA RECOMMENDATIONS AND FINAL SITE PLAN REVIEW

HISTORIC TREE SEE SHEET C2.0

(B15) (C0.0)

MATCHLINE - SEE SHEET C1.01

MATCHLINE SEE SHEET C1.03



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 431 E. Horatio Avenue
 Suite 250
 Maitland, Florida 32751
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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

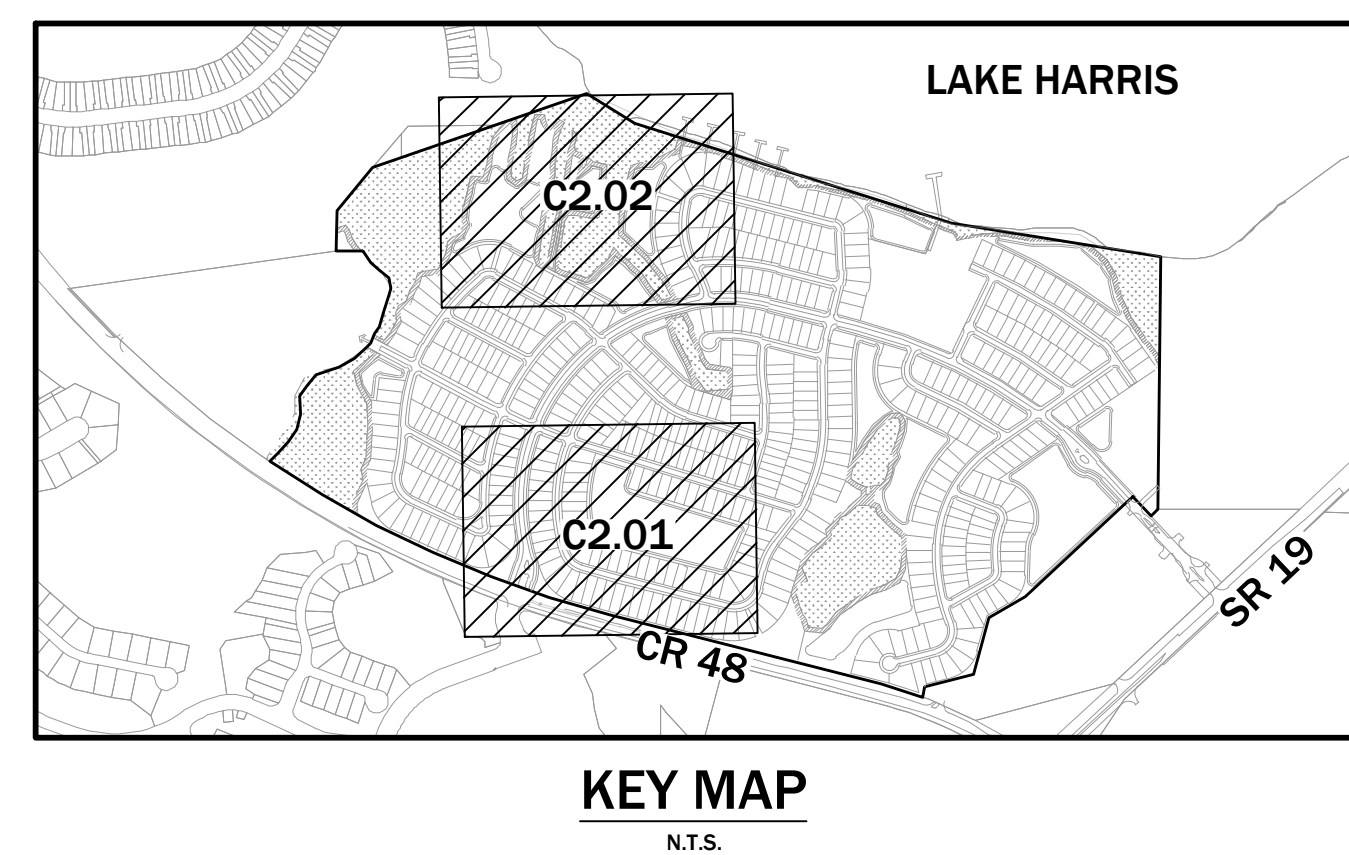
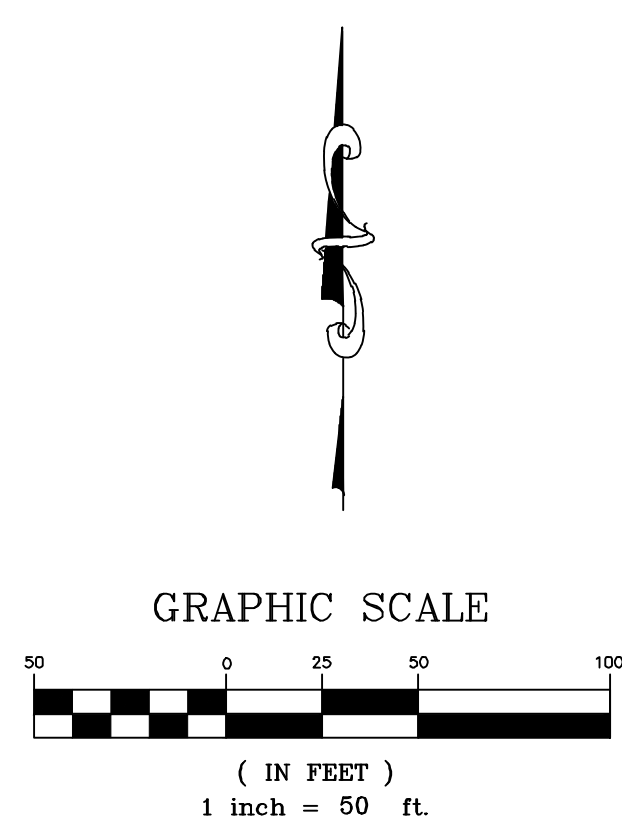
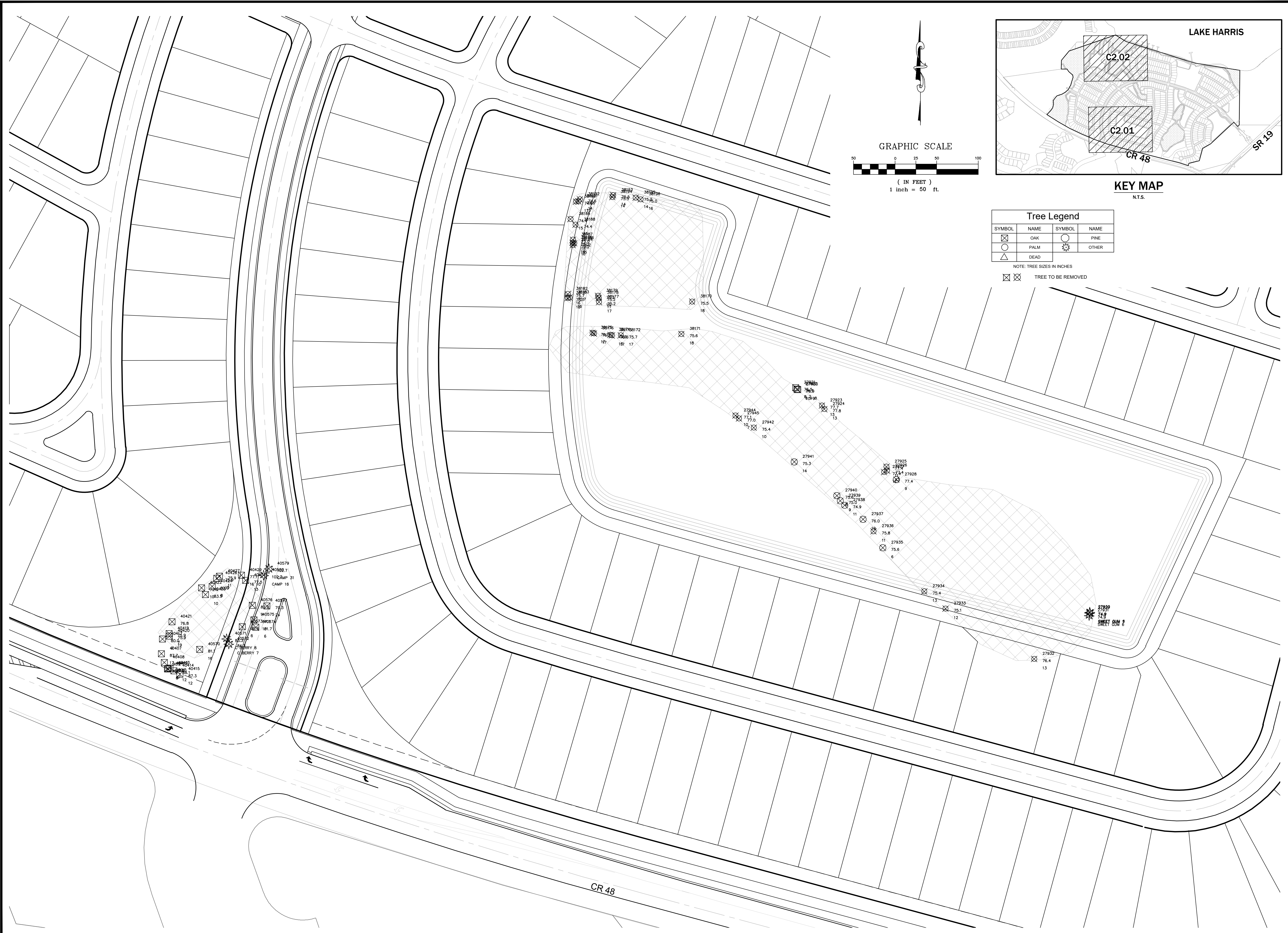
ENGINEER IN CHARGE:
 DAVID A. STOKES, P.E. #66527
 DATE: February 6, 2024
 CERTIFICATE OF AUTHORIZATION NO. EB-0007723

NO.	DATE	REVISIONS

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

C2.00

H:\Data\23019-Lake Hills PD\Eng\PSR\C2.00 PRELIMINARY HISTORIC TREE SAVE PLAN.dwg February 6, 2024 12:36 PM



Tree Legend

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

NOTE: TREE SIZES IN INCHES
 ⊗ ⊙ ⊛ TREE TO BE REMOVED

MADDEN
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 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

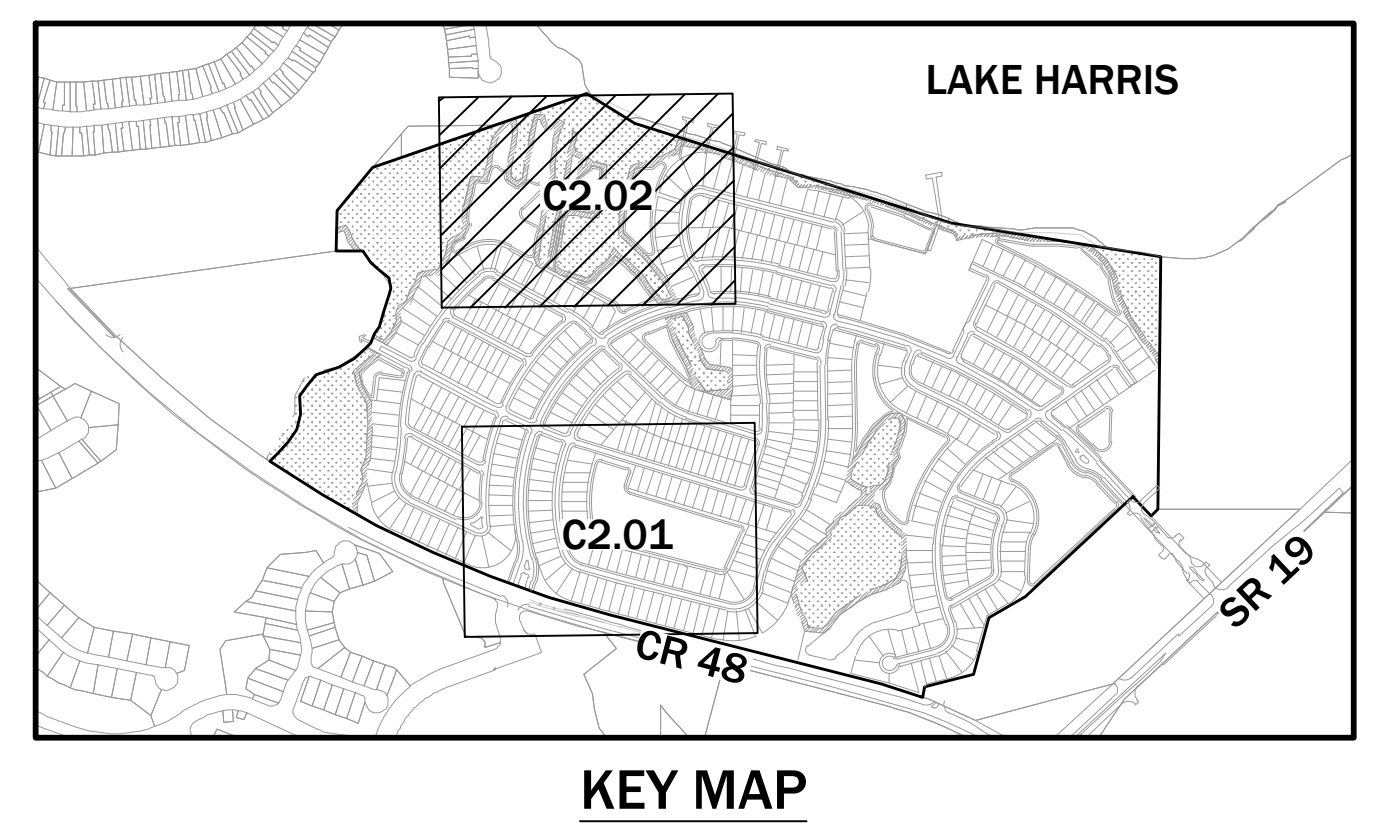
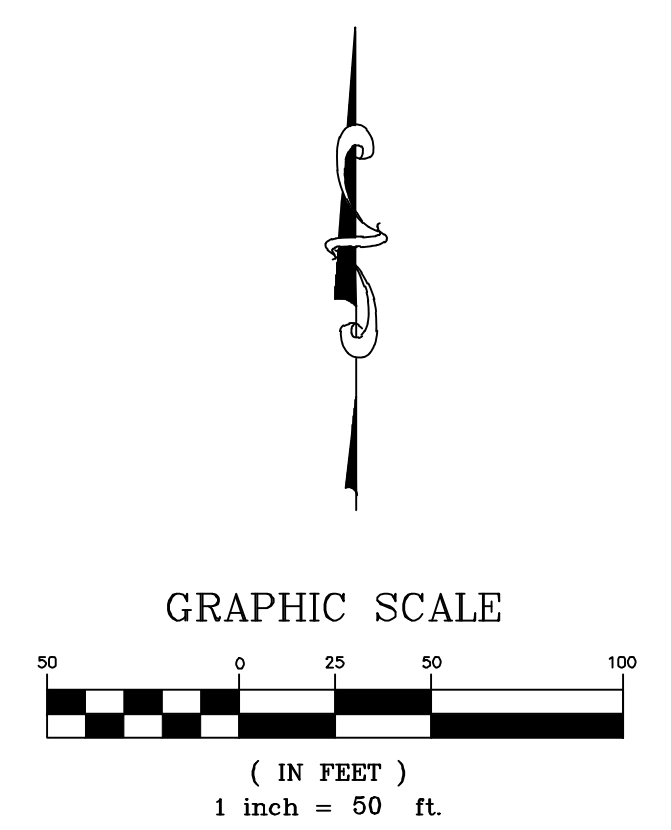
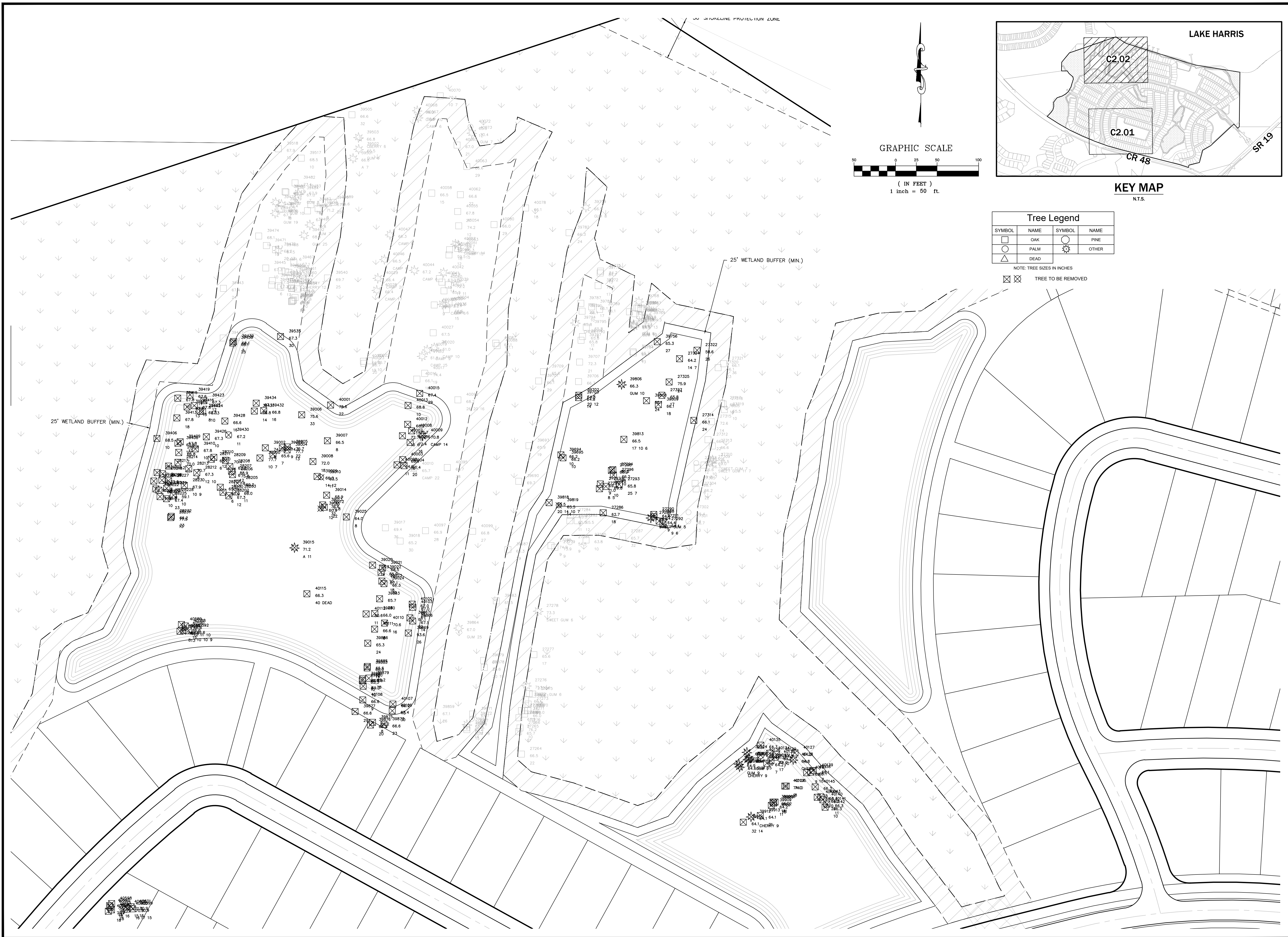
LAKE HILLS
 READER COMMUNITIES
 5850 TO LEE BOULEVARD, SUITE 200
 ORLANDO, FL 32822
 (407) 856-4899

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

NO.	DATE	REVISIONS
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JOB # 23019
 DATE: 10/27/2023
 SCALE: 1"=50'
 DESIGNED BY: JV
 DRAWN BY: JV
 APPROVED BY: DAS

C2.01



Tree Legend

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

NOTE: TREE SIZES IN INCHES
 ☒ ☒ TREE TO BE REMOVED

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

PRELIMINARY TREE REMOVAL 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-0007723

DATE	REVISIONS

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

C2.02



TOWN OF HOWEY-IN-THE-HILLS, FLORIDA
GENERAL LAND DEVELOPMENT APPLICATION

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

Date Received: _____ Application ID: _____ Received By: _____

REQUESTED ACTION

- Comp Plan Amend Variance Site Plan (check one below)
 - Preliminary
 - Final
- PUD Rezoning Conditional Use
- Subdivision (check one below) Subdivision Minor
 - Preliminary Plat (Preliminary Subdivision Plan)
 - Final Plat

Other: _____

Describe Request: _____

Name of Project: Lake Hills
Preliminary Subdivision Plan - 571 single family lots

APPLICANT INFORMATION:

Dean Barberree, President
 Name: Reader & Partners, LLC E-Mail: dean@readercommunities.com
 Address: 5850 TG Lee Boulevard, Sute 200 Phone: (407) 856-4899
Orlando, FL 32822 Fax: _____


- Owner Agent for Owner Attorney for Owner

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.

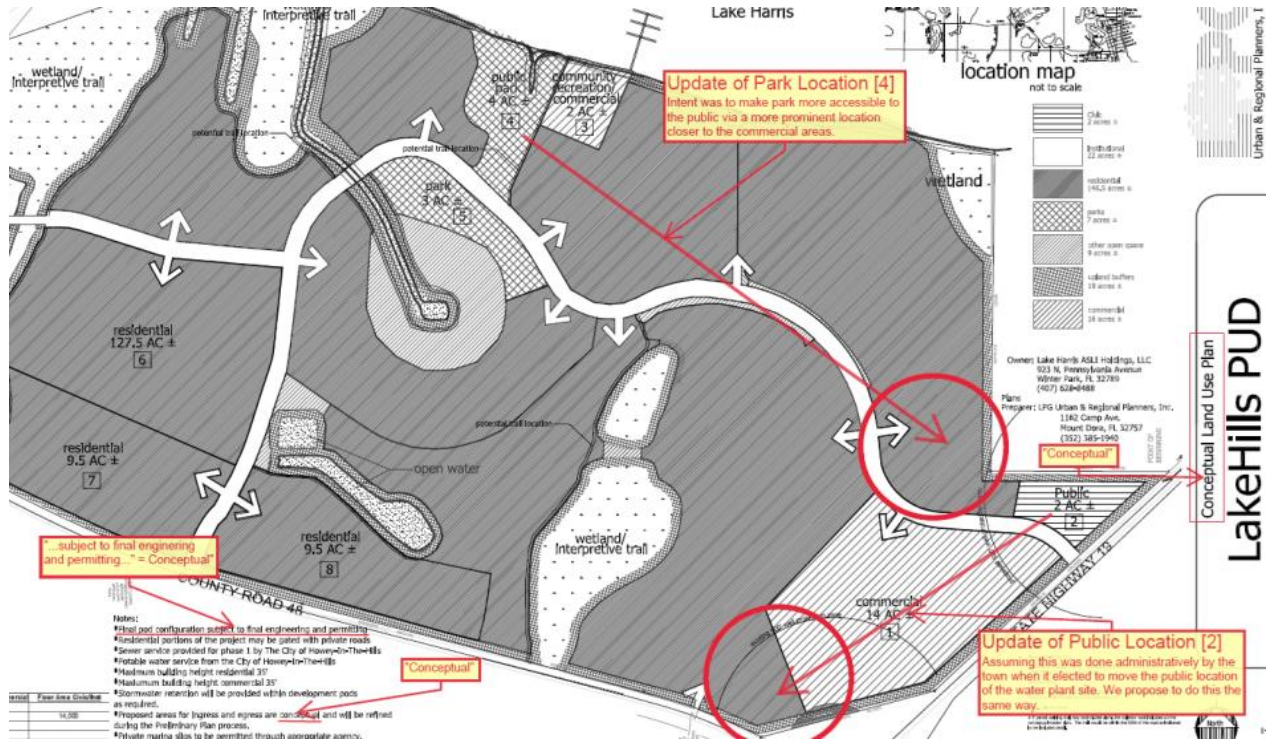
Response 11: Acknowledged the restriction on pool and accessory structures will include a statement that the owner waives his right to see a variance to the setback requirement.

*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 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...

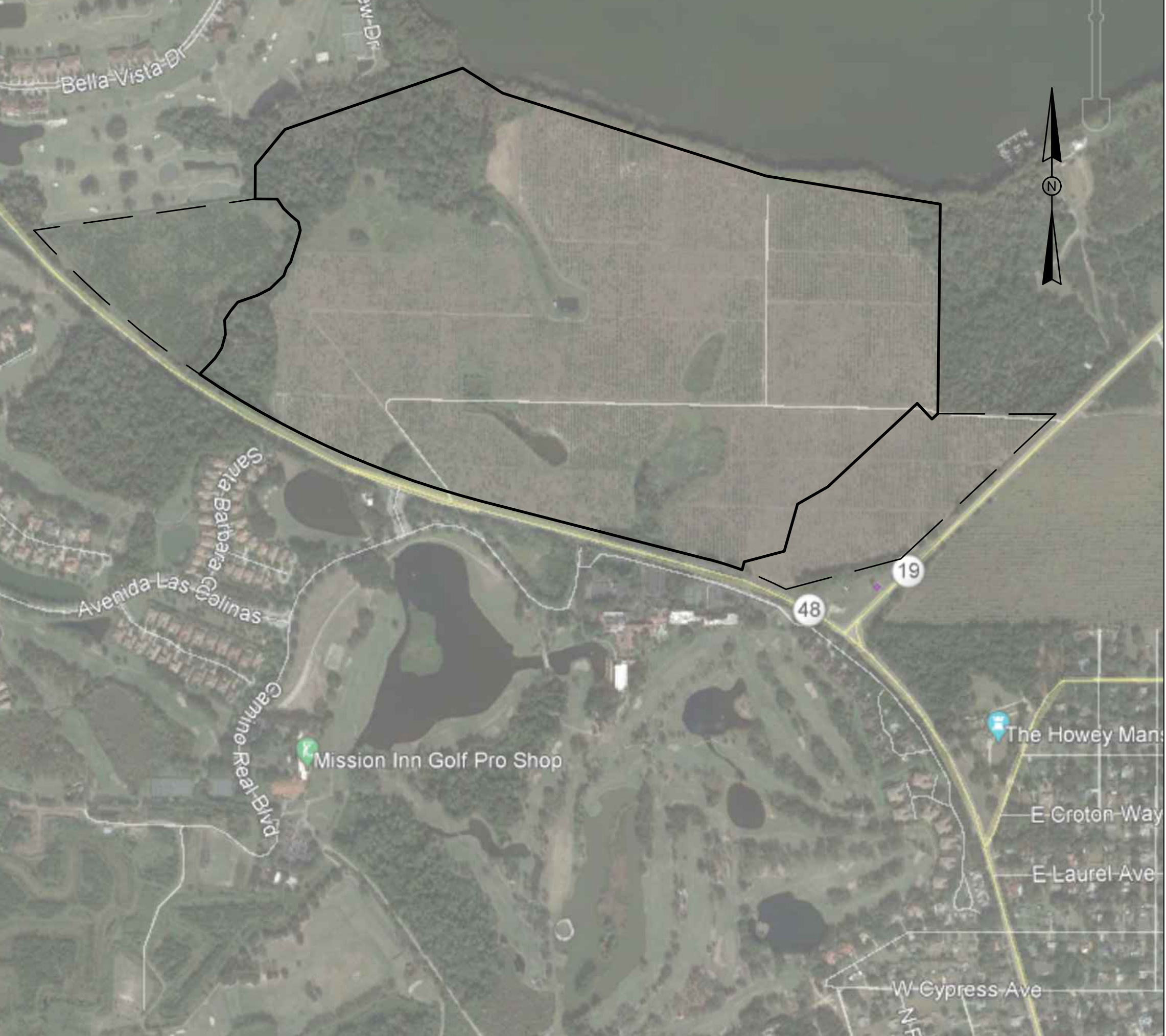
PARCEL 5: BEGIN AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 25 EAST, LAKE COUNTY, FLORIDA, RUN SOUTH 89'09'42" WEST ALONG THE SOUTH LINE OF THE NORTHEAST 1/4 A DISTANCE OF 330 FEET...

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 columns for symbol, description, and identification details for various survey markers and materials.

L:\3501 to 3599\0313 Madden Eng\03024 HOME IN THE HILLS 2023 UPDATE SURVING\MCCARLO 2023 OVERALL UPDATE\0313024 4 SECTIONS ALTA UPDATE (REV. 1) 11/14/2024.dwg (BOUNDARY SHEET) | P:\madden\Nov 15, 2023 - 2:02pm

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...

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.
9. Lake Hills PUD Development Agreement by and between Lake Harris (Orlando) ASLI VII Owner #1, LLC, a Delaware limited liability company...

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; Homanan 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: 22 & 23-20-25 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

HAMILTON ENGINEERING & SURVEYING, LLC. 3406 WILKINSON STREET TAMPA, FL 33609 TEL: (813) 250-5355 FAX: (813) 250-9086

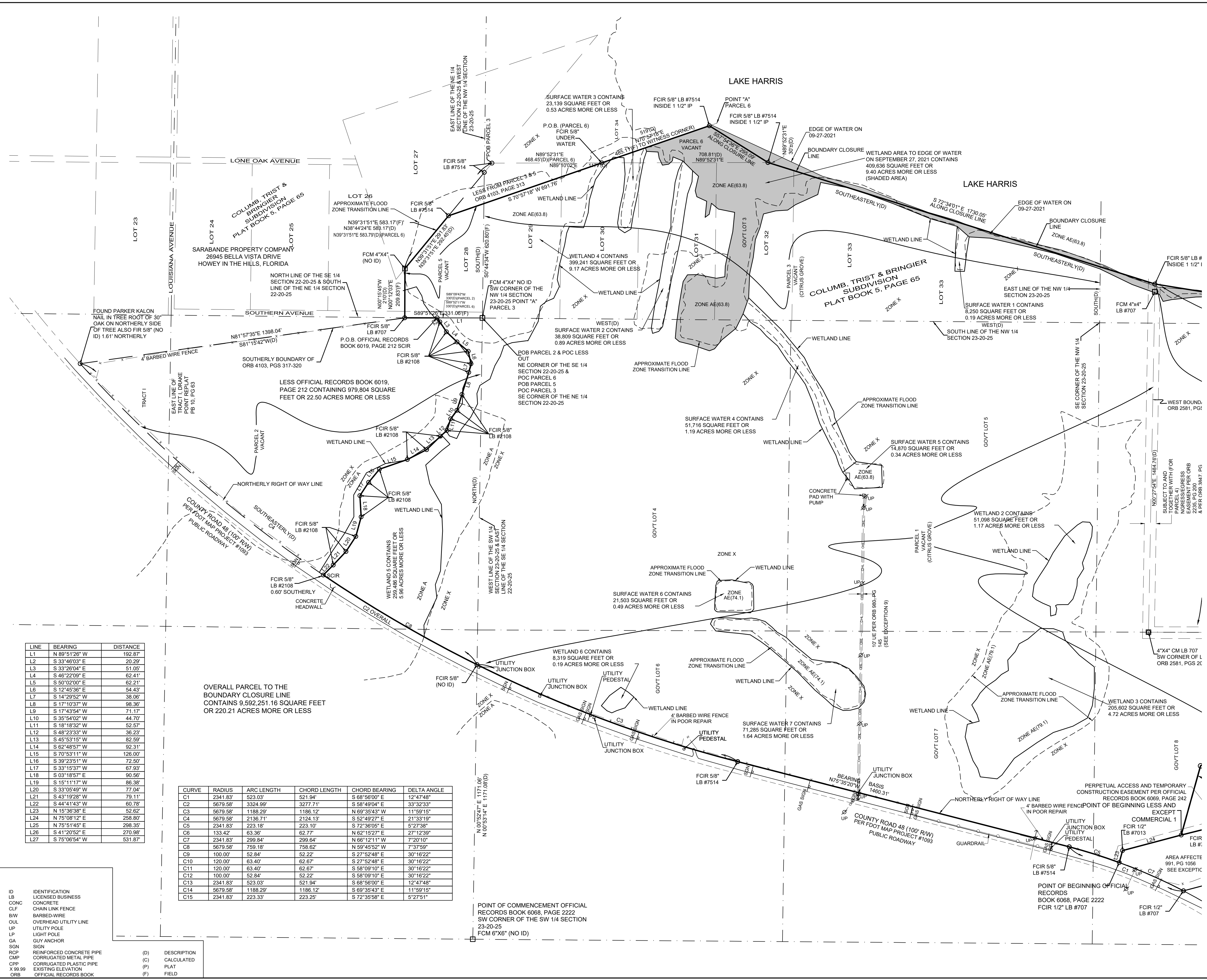
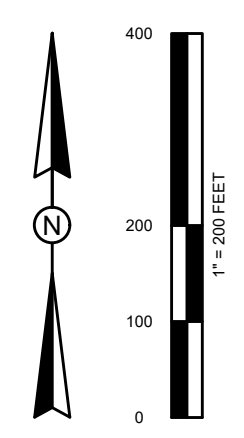
MAP OF BOUNDARY & WETLAND SURVEY ALTA/NSPS LAND TITLE SURVEY LAKE HILLS RESIDENTIAL COUNTY ROAD 48, HOWEY IN THE HILLS FLORIDA, LAKE COUNTY

Table with project details: PREPARED FOR: MADDEN, MOORHEAD & STOKES, LLC; FIELD BOOK/PAGE: 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

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'
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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"
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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 CAPPIED IRON ROD 1/2" LB #8405	ID	IDENTIFICATION	(D)	DESCRIPTION
FCR	FOUND CAPPIED IRON ROD	LB	LICENSED BUSINESS	(C)	CALCULATED
FIR	FOUND IRON ROD	CNC	CONCRETE	(P)	PLAT
FCIP	FOUND CAPPIED IRON PIPE	CLF	CHAIN LINK FENCE	(F)	FIELD
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	SGA	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		

HAMILTON
ENGINEERING & SURVEYING, LLC

3409 W. LINDEN STREET
TAMPA, FL 33609
TEL: (813) 250-5350
FAX: (813) 250-5800
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

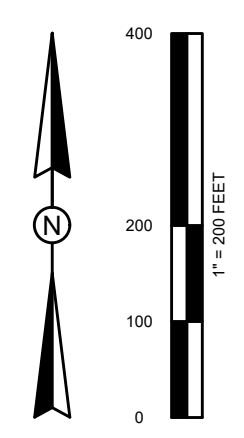
2 OF 3

L:\3501 to 3599\03\0313 Madden 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

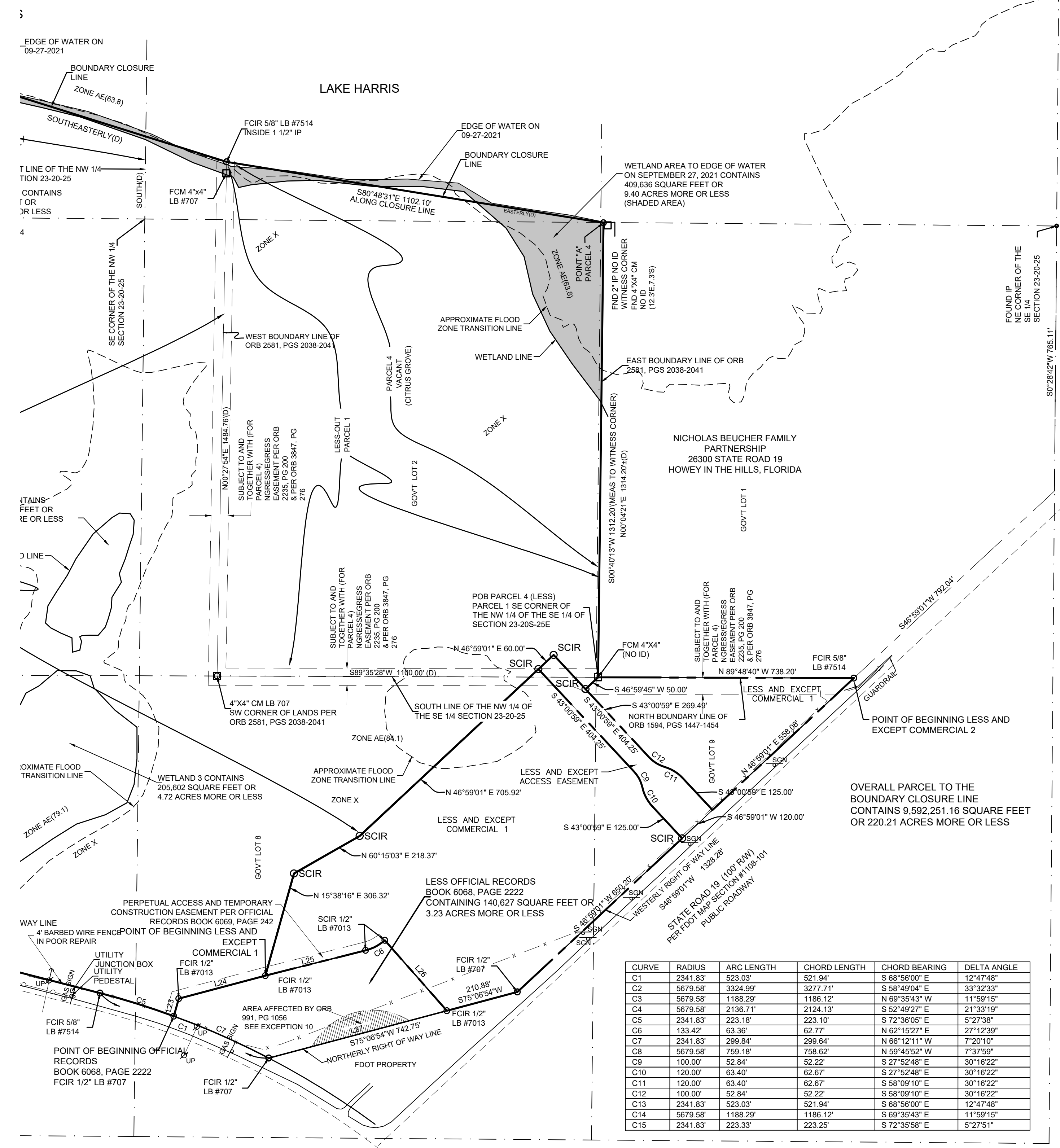
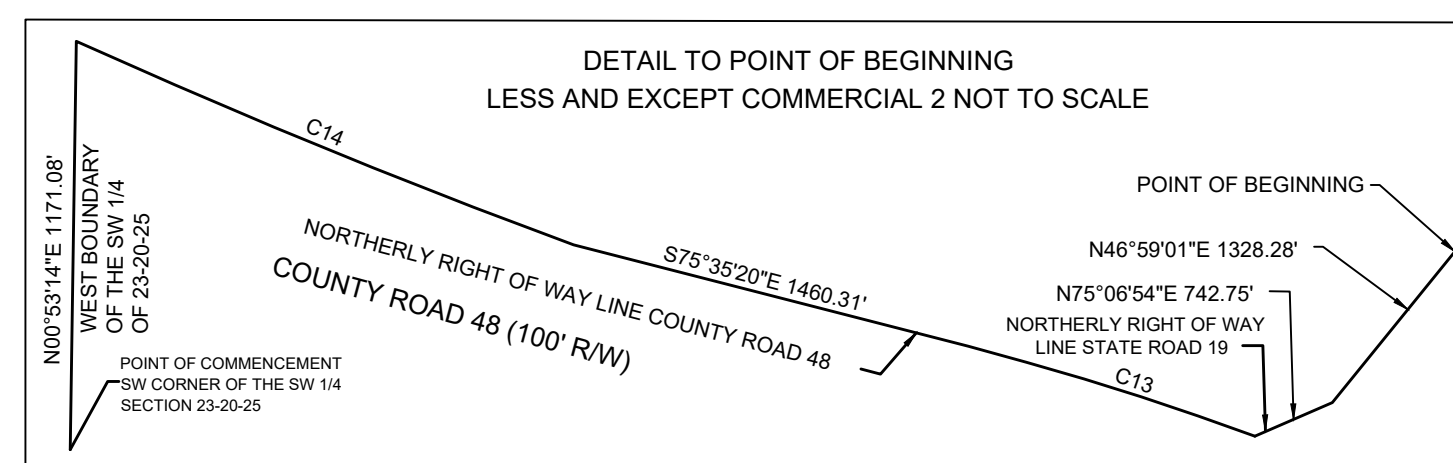
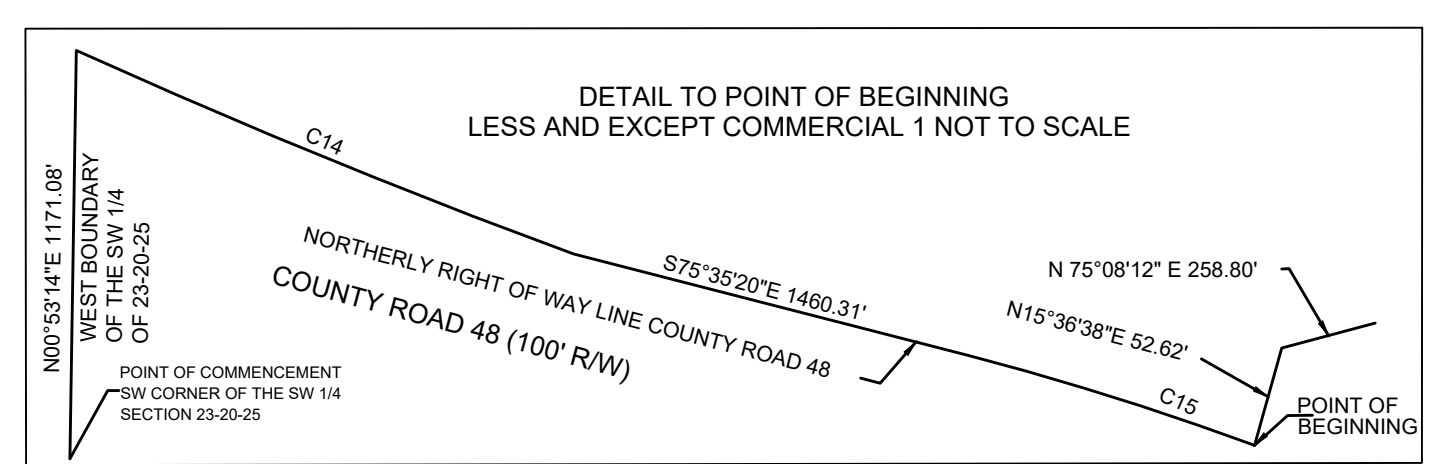


HAMILTON
ENGINEERING & SURVEYING, LLC

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

MAP OF BOUNDARY & WETLAND SURVEY
ALTA SURVEY 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'
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L5	S 50°02'00" E	62.21'
L6	S 12°45'36" E	54.43'
L7	S 14°29'52" W	38.06'
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L27	S 75°06'54" W	531.87'

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Legend: (AS APPLICABLE)

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FCIP	FOUND CAPPED IRON PIPE	CLF	CHAIN LINK FENCE	(F)	FIELD
FIP	FOUND IRON PIPE	B/W	BARBED-WIRE		
FCM	FOUND CONCRETE MONUMENT	OUL	OVERHEAD UTILITY LINE		
SPKND	SET PK NAIL & DISK	UP	UTILITY POLE		
FPKND	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 SURVEY\GARCIA CARLO 2023 OVERALL UPDATE\03913.0024 4 SEASONS ALTA UPDATE (SHEET 3) (main) Nov. 15, 2023 - 2:45pm



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 Commercial Variance Requests
DATE: February 2, 2024

The Town has received an application from Windcrest Development Group for the Lake Hills Commercial development seeking a variance from two regulations governing requirements in the Town's landscape regulations. The requested variances ask for relief from Section 7.04.02 which requires a minimum 10-foot wide landscaped area be provided along all sides of non-single family primary structures and from Section 7.05.01 (C) which requires a minimum 10-foot wide divider median abutting rows of parking. The requested variances are seeking complete elimination of both requirements.

The subject property is the commercial component of the approved Lake Hills Development. The applicant's are seeking approval to develop a 50,000 square foot grocery store, 8,400 square feet of additional retail space and four outparcels with uses to be determined. The applicaant has submitted an application for preliminary site plan approval for the grocery store and retail building, along with designation of the outparcel sites.

The requested variance from Section 7.04.02 will affect all buildings including the outparcel sites by allowing the elimination of any foundation landscaping. The requested variance from Sectiion 7.05.01 will affect the layout of the parking lots by allowing for angled parking with pull-through stalls.

The applicants have four options to address the code requirements. First, they can design the site layout in accordance with the current code. Secondly, they seek a varaince from the current regulations based on a demonstrated hardship unique to the property or building. This is the fastest option and the one the applicants have chosen. Thirdly the applicants could amend the master development agreement to include their desired design within the provisions of the planned unit development ordinance. Fourthly they could propose an amendment to the land development regulations to amend the code sections in question.

Applicant Statements

The applicants submitted an application and supportive narrative that lays out their case for each variance. The arguments are summarized as follows:

Section 7.04.02 10-Foot Foundation Landscape Area

7.04.01 Landscaping Non-Single-Family Primary Structures

- A. A minimum 10-foot wide landscaped area shall be provided along all sides of the building, except the following:
 1. Where areas such as motor vehicle bays or loading zones would prohibit it
 2. In front of storefront windows that directly abut a pedestrian way
 3. Where the building is within 25 feet of a required landscaped buffer or natural areas which will be preserved.
- B. This required area shall be primarily comprised of shrubs, ornamental plants, and groundcovers. Turf should not be used in this area and trees that require more room for mature growth should not be placed close to buildings. Irrigation should be limited to drip or other components that will not spray towards the building or trap water near the building foundation. Hardscape, such as benches, sculpture, or planters, is encouraged within this area.
- C. Landscape materials required by this section should be located to achieve the following:
 1. Screen mechanical equipment, air conditioning units or any other visible outdoor equipment adjacent to the primary building
 2. Provide visual interest along building facades
 3. Enhance walkways, entrances, seating areas, and other similar pedestrian areas

The applicants state that the section

- Is an obstacle to ADA compliance.
- Could stimulate allergic responses and creates a trip and fall hazard
- Is impractical to maintain
- Presents a risk to structural integrity
- Clashes with the aesthetic look of the project.

Section 7.05.01 (C) Landscaped Divider Median

7.05.01 Parking Lots

The following requirements are established to provide shade and visual interest to parking lot areas. The Town will place emphasis on preserving existing trees and applicants will be expected to take existing trees into consideration when designing parking lots.

- C. Divider medians. Landscaped divider medians shall form a continuous landscaped strip between abutting rows of parking. The minimum width of a divider median shall be 10 feet. Canopy trees at least 4 inches DBH at time of planting shall be spaced no fewer than one tree every 40 feet. Ground cover, shrubs, and understory trees shall also be included in divider medians.

The applicants state that the

- Islands are an inefficient use of space
- Adversely affect traffic flow and safety for drivers and pedestrians
- Create barriers to ADA compliance
- Increase maintenance costs
- Clash with the site aesthetics

Standards for Approval of A Variance

The standards for granting of a variance are presented in Section 4.13.04 and are reproduced below.

4.13.01 Standards in Granting a Variance

The Board of Adjustment may authorize a variance from the terms of this LDC as will not be contrary to the public interest where, owing to special conditions, a literal enforcement of the provisions of this Code will result in unnecessary and undue hardship. In authorizing a variance from the terms of this LDC, the Board of Adjustment shall find:

- A. That special conditions and circumstances exist which are peculiar to the land, structure or building involved, and which are not applicable to other lands, structures, or buildings in the same zoning district,
- B. That the special conditions and circumstances do not result from the actions of the applicant,
- C. That literal interpretation of the provisions of this LDC would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of this LDC and would work unnecessary and undue hardship on the applicant,
- D. That the variance created is the minimum variance that will make possible the reasonable use of the land, building or structure, and
- E. That the granting of the variance will be in harmony with the general intent and purpose of this LDC and that such variance will not be injurious to the area involved or otherwise detrimental to the public welfare.
- F. In granting any variance, the Board of Adjustment may prescribe appropriate conditions and safeguards in conformity with this LDC. Violation of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of this LDC.

Discussion and Analysis

It is common for commercial developments to be developed without extensive foundation planting and to use a parking lot design that has angled, pull-through parking lot design, however, it is common to find both of these elements on commercial sites and in commercial parking lots. In preparing the development regulations, the Town included the foundation landscaping and the parking lot medians in an effort to increase the landscape appeal of non-single-family development. The key for the variance is to compare the applicant's statements with the criteria included in the ordinance.

That special conditions and circumstances exist which are peculiar to the land, structure or building involved, and which are not applicable to other lands, structures, or buildings in the same zoning district,

Given that the proposed project is on a site with no previous urban development, it is difficult to claim that there is a unique condition peculiar to the site that requires relief from the code. The applicant can simply design around either of the two issues raised in the application. If the Board is to recommend either or both variances, the Board will need to find that there is a condition unique to the building that supports the variance.

That the special conditions and circumstances do not result from the actions of the applicant,

Again this is a difficult criterion to meet given that the site is a new development site which the applicant has free reign to design in compliance with the code. As with the first criterion, the Board will need to base a recommendation for approval on some aspect of the building.

That literal interpretation of the provisions of this LDC would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of this LDC and would work unnecessary and undue hardship on the applicant,

The rules in question will apply to any commercial site plan presented for approval. The only commercial site plan approved by the Town to date is the plant nursery on SR 19 at Revels Road, and that project did include foundation plantings. That project did not have any head to head rows of parking that would have required the divider medians. The question for the Board to assess is would the application of the current rules create an unnecessary and undue hardship for the applicant. The conditions cited by the applicant may go to this issue.

That the variance created is the minimum variance that will make possible the reasonable use of the land, building or structure, and

Given that the applicants claim that either rule is negatively affecting the project, complete elimination of the requirement is the minimum relief needed.

That the granting of the variance will be in harmony with the general intent and purpose of this LDC and that such variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

Given that both requested waivers are internal to the subject site and are consistent with commercial development sites in other communities, the relief requested is unlikely to be detrimental to the public welfare.

In granting any variance, the Board of Adjustment may prescribe appropriate conditions and safeguards in conformity with this LDC. Violation of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of this LDC.

The Board does have the option of setting additional conditions that might be appropriate to the requests. As an example, since the primary purpose of the two regulations in question is to add landscaping to the site, the Board may wish to increase the level of perimeter landscaping, and/or require more landscaped islands in the planned parking area.

Based on the effects cited in the application for the variances, the staff has some additional comments for consideration:

- We question whether the inclusion of the divider median results in a less safe traffic layout than the option that allows pull through traffic mid-row. The layout with the divider median is likely less convenient for drivers as they would be required to go to the end of the row to access adjacent rows of parking. It is difficult to see how the pull-through parking stall design is safer for pedestrians.
- The site plan proposes 306 parking spaces. The minimum code requirement is 245 spaces, so the addition of the divider medians is unlikely to cause a shortfall in the parking required by code.
- As ADA design parking stalls are typically placed close to the building, it is difficult to see how the divider median design make compliance more difficult. If needed the Board could allow the divider median where accessible parking spaces are located to include sidewalks if necessary.
- There may be additional cost to maintain the added landscape area, but cost is not a criterion for determining the variance outcome.
- The project has not presented a particular aesthetic design proposal at this point in the review process. Where added landscaping is required by the rule, the applicant has wide latitude in selecting the plant material. The rule for

foundation planting is clear in the recommendation that trees not be applied in these areas to avoid building damage.

Summary

The applicant has asked for approval for variances from two landscape design regulations in the Town's code. The Board may consider each request independently when forming their recommendation to the Town Council. The applicants have provided their reasons why the variances should be granted, and the staff has provided an analysis of the requests. Basing the variance on any unique conditions demanded by the building may be the best option if the Board wishes to grant the variance. As noted, the Board may recommend additional conditions if the Board believes these are warranted to support a variance recommendation. For example, the Board could lessen the area required for foundation plantings and/or increase landscaping requirements elsewhere such as the added landscape islands noted previously.



VARIANCE APPLICATION

Howey-in-the-Hills

PLEASE PRINT LEGIBLY

Property Owner (if there are multiple owners, please provide all the information on the attached ownership list): _____

Property Owner's Contact Information (If multiple owners, please provide mailing address, daytime phone, and fax and/or email for each owner):

First Owner: Lake Harris (Orlando) ASLI VII Owner #1 LLC

Mailing Address: 923 N. Pennsylvania Ave., Winter Park, FL 32789

Daytime Phone: _____

Fax and/or Email: _____

Second Owner: _____

Mailing Address: _____

Daytime Phone: _____

Fax and/or Email: _____

If more than two owners, please attach additional information.

Applicant (If different from owner): WindCrest Development Group, Inc. Tom Murray, Principal

Mailing Address: 605 E. Robinson St., Suite 340, Orlando, FL 32801

Daytime Phone: (407) 219-3540

Fax and/or Email: tmurray@windcrestinc.com

If the Applicant does not own the property, or is not the sole owner, please complete the Authorized Agent Affidavit form, attached.

If the Applicant is Not the Owner of the Property, is the Applicant:

- A Tenant
- An Authorized Agent for the Owner
- Other (please explain): _____

Property's Physical Address: North corner, intersection of CR-48 and SR-19

The attached Verified Legal Description Form must also be completed as part of the application.

A survey of the property, showing all current improvements on the site, to scale, is required as part of the application submittal. The survey can be no larger than 11" X 17" in size.

An additional copy of the survey or a site plan drawn to scale should be included as part of the application which specifically shows any improvements that are being requested as part of the variance. Again, this site plan can be no larger than 11" X 17" in size.

Property Information: Tax Parcel ID: 23-20-25-0004-000-00200 Alt Key #: 1780438

Please identify below the current land uses located on the site and all adjacent properties. For example, land uses would be identified as single family home, office, grocery store, etc.

Subject Site: Abandoned citrus

Adjacent property to the North: Vacant

Adjacent property to the South: CR-48 and golf

Adjacent property to the East: SR-19 and vacant

Adjacent property to the West: Abandoned citrus

Does the property currently have:

Town Water:	<u>X</u>	YES	<u> </u>	NO
Central Sewer:	<u> </u>	YES	<u>X</u>	NO
Potable Water Well:	<u> </u>	YES	<u>X</u>	NO
Septic Tank:	<u> </u>	YES	<u>X</u>	NO

How long has the current owner owned the property? 2013 - current

Please attach property tax records or other documentation to verify how long the current owner has owned the property.

What specific Code requirement is the applicant seeking a variance from?

1. Sec. 7.04.02

2. Sec. 7.05.01 (C)

What, in the applicant's point of view, are the specific special conditions or circumstances that exist on the property?

Please see attached.

What, in the applicant's point of view, is the unnecessary and undue hardship that exists to provide justification for the variance?

Please see attached.

The applicant should provide any additional information that may be helpful to the Town in rendering a decision on the requested variance.

Please see attached.

Additional information may be necessary. The applicant is required to provide a daytime telephone number where he/she can be reached.

The applicant is required to provide the names and mailing addresses of all property owners within 300 feet of the subject property, in the form of mailing labels. Three (3) sets of labels are required. These names and addresses may be obtained from the Lake County Property Appraiser's Office.

The Town will also provide a sign which must be posted on the subject property, visible from the adjacent right-of-way or road access. The sign must be posted at least one week prior to the Planning and Zoning Board meeting where this application will be on the agenda and the sign must remain posted until the Town Council public hearing.

A \$400 application fee is due and payable at the time this application is submitted to the Town. In addition to this application fee, a \$1,000 review deposit is required. By signing this application, the applicant acknowledges that the \$400 application fee covers advertising costs, mailings, and the time spent on the application by the Town Clerk. The applicant also acknowledges by his/her signature below that he/she understands he or she will be responsible for any additional costs that the Town incurs as a result of having Town consultants review the application. Once those additional costs are paid by the applicant, the Town will return the balance of the \$1,000 review deposit to the applicant. By signing this application, the applicant also acknowledges that he/she understands that variances expire if not acted upon within the timeframes outlined in the Town's Land Development Regulations.

Witnesses:

Applicant:


 X Signature

Nicole Martin
 Print Name


 X Signature

Benjamin Beckham
 Print Name


 X Signature

Tom Murray, Principal
 Print Name

Please hand deliver completed application and fee to:

Town Clerk
Town of Howey in the Hills
101 N. Palm Avenue
Howey in the Hills, FL 34737

Please make application fee and review deposit checks payable to the Town of Howey in the Hills.

The Town Clerk may be reached at 352-324-2290 or by visiting Town Hall during normal business hours.

FOR TOWN CLERK OFFICE USE ONLY

Date Received: _____

- _____ 3 sets of labels attached?
- _____ current survey attached?
- _____ site plan attached showing proposed improvements?
- _____ verified legal description form attached?
- _____ authorized agent affidavit attached?
- _____ ownership list attached?

APPLICATION NO. _____

Reviewed and Accepted By: _____

Provided to Town Planner on: _____

Planning & Zoning Board meeting date: _____

Town Council meeting date: _____

Seeking variance to delete foundation plantings as required by Code Sec. 7.04.02

1. **Compliance with ADA Accessibility:**

- **Special Condition:** Obstacles to ADA compliance.
- **Circumstances:** Foundation plantings are identified as obstacles to ADA compliance, hindering accessibility. The removal of these plantings is proposed to ensure that the property is accessible to all individuals without any hindrance, aligning with ADA requirements. The removal of the foundation plantings ensures the property is accessible to all individuals without hindrance.

2. **Health and Safety Concerns:**

- **Special Condition:** Presence of safety hazards.
- **Circumstances:** The applicant expresses concerns about health and safety issues associated with certain plants, including allergies to customers that are not known, and attraction of pests. Foundation plantings can be more susceptible to increased risk of trip and fall injuries. Removal is advocated as a measure to mitigate these risks and ensure a safer environment.

3. **Unique Property Characteristics:**

- **Special Condition:** Unique features or constraints.
- **Circumstances:** The limited space between the building and sidewalks is highlighted as a unique characteristic making it impractical to maintain foundation plantings. Compliance is argued to create undue hardship due to these unique property characteristics.

4. **Structural Integrity:**

- **Special Condition:** Risk to building structure.
- **Circumstances:** There are potential risks posed by the foundation plantings to the structural integrity of the building. The removal is necessary to prevent possible future damage to the foundation or other essential structures.

5. **Aesthetic or Design Considerations:**

- **Special Condition:** Clash with intended aesthetic.
- **Circumstances:** Foundation plantings are asserted to clash with the intended aesthetic and design plans for the property. Removal is presented as a solution to avoid undue hardship in achieving the desired vision for the property.

Seeking variance to delete landscape divider islands, as required by Code Sec. 7.05.01 (C)

1. **Space Utilization:**

- Special Condition: Limited available land.
- Circumstances: The applicant asserts that the available land is restricted, and the presence of landscape islands represents an inefficient use of space. Removing the islands is deemed necessary to optimize space utilization, accommodating the required parking demand for the shopping center use.

2. **Traffic Flow and Safety:**

- Special Condition: Impact on traffic flow.
- Circumstances: The applicant argues that the landscape islands adversely affect traffic flow within the parking lot. Removal is proposed to enhance vehicular movement, reduce congestion, and improve overall safety for drivers and pedestrians, especially those using shopping carts.

3. **ADA Accessibility:**

- Special Condition: Obstacles to ADA compliance.
- Circumstances: The applicant points out that the landscape islands create barriers to compliance with the Americans with Disabilities Act (ADA), specifically in relation to accessible parking spaces. Removing the islands is presented as a solution to ensure ADA requirements are met without hindrance.

4. **Cost Considerations:**

- Special Condition: Ongoing costs for maintenance.
- Circumstances: The applicant emphasizes the economic aspect, stating that maintaining landscape islands incurs ongoing costs related to landscaping, irrigation, and maintenance. The proposal suggests that removing the islands would result in cost savings for both the property owner and users of the parking facility.

5. **Property Design and Aesthetics:**

- Special Condition: Conflict with property design.
- Circumstances: The presence of landscape islands is said to conflict with the overall design and aesthetics of the property. Removal is advocated to create a more cohesive and visually appealing parking layout that aligns with the desired aesthetic for the shopping center.



Authorized Agent Affidavit

STATE OF FLORIDA
COUNTY OF LAKE

Before me, the undersigned authority, this day personally appeared Thomas Murray hereinafter "Owner", and Tom Murray, Principal hereinafter "Applicant", who, being by me first duly sworn, upon oath, depose and say:^{WindCrest Development Group, Inc.}

1. The Applicant is the duly authorized representative of the Owner, on the real property as described and listed on the pages attached to this affidavit and made a part of hereof.
2. That all Owners have given their full and complete permission for the Applicant to act in their behalf as set out in the accompanying application.
3. That the attached ownership list is made a part of the Affidavit and contains the legal description(s) for the real property, and the names and mailing addresses of all Owners having an interest in said land.

FURTHER Affiant(s) sayeth not.

Sworn to and subscribed before me this
10th day of Jan, 2024

~~X~~ [Signature] 01-10-2024
Owner (Authorized Agent)

~~X~~ [Signature]

Notary Public
State of Florida at Large
My Commission Expires: _____



NICOLE MARTIN
Commission # HH 249622
Expires August 5, 2026

Sworn to and subscribed before me this
____ day of _____, 20____

Owner

Notary Public
State of Florida at Large
My Commission Expires: _____

Sworn to and subscribed before me this
____ day of _____, 20____

Owner

Notary Public
State of Florida at Large
My Commission Expires: _____

Sworn to and subscribed before me this
____ day of _____, 20____

Owner

Notary Public
State of Florida at Large
My Commission Expires: _____



Ownership List

(must be completed by all owners)

Owner's Name: Lake Harris (Orlando) ASLI VII Owner #1 LLC
Ownership Interest: _____
Mailing Address: 923 N. Pennsylvania Ave.
Winter Park, FL 32789
Legal Description: _____

~~X~~ Thomas Murray
Signature (Authorized Agent)

01-10-2024
Date

The foregoing instrument was acknowledged before me on 1/10/24 by Thomas Murray who is personally known to me or has presented as identification and who did _____ or did not take an oath.



NICOLE MARTIN
Commission # HH 249622
Expires August 5, 2026

~~X~~ Nicole Martin
Notary Public

Seal

Owner's Name: _____
Ownership Interest: _____
Mailing Address: _____
Legal Description: _____

Signature

Date

The foregoing instrument was acknowledged before me on _____ by _____ who is personally known to me or has presented as identification and who did _____ or did _____ not take an oath.

Notary Public

Seal

MULTIPLE COPIES OF THIS FORM MAY BE MADE AND ATTACHED AS NECESSARY.

RE: Project Name: **TBD Grocery**
Parcel #23-20-25-0004-000-00200, Alt Key #1780438

To Whom It May Concern:

I hereby authorize WindCrest Development Group, Inc. (APPLICANT) and Madden, Moorhead & Stokes, LLC (ENGINEER) to apply for and obtain permits from County/City Government, Water Management District, Florida Department of Environmental Protection, Florida Department of Transportation, Army Corps of Engineers and any other municipality or regulatory entity requiring permits be issued.



Owner Signature

10/6/2023

Date

Print Name: Ryan Lefkowitz, Vice President/Agent of Seller

Print Phone #: (407) 628-8488

Print Email Address: rlefkowitz@avantiprop.com

For:
LAKE HARRIS (ORLANDO) ASLI VII OWNER #1 LLC
923 N PENNSYLVANIA AVE
WINTER PARK, FL32789

Sworn to and subscribed before me this 6 day of October, 2023, by Ryan Lefkowitz. He/She is personally known to me or has produced identification. Type of identification: _____



Notary Public Signature



Name: Margaret Hill
Commission No: HH242771
Commission Expires: March 21, 2026



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 Commercial Development
DATE: February 13, 2024

The Town has received an application for Preliminary Site Plan Approval for the commercial 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 4.03 which addresses site plan review. The commercial portion of the project runs along the SR-19 frontage from the location of the Town’s new water plant east to the eastern edge of the subject property. The adopted development agreement designates the commercial area within the larger Lake Hills project, and the preliminary site plan under consideration will locate the buildings, roads, parking areas, landscaping and other features of the project in sufficient detail to assess compliance with the Town codes. The final site plan will complete the project detail based on final engineering, landscaping and other site improvements.

The project proposes a grocery store (50,800 square feet), a liquor store (2,100 square feet) and a retail building of 8,400 square feet. The project will also include four outparcels as follows:

- Outparcel A 3.58 acres
- Outparcel B 0.97 acres
- Outparcel C 1.09 acres
- Outparcel D 2.34 acres

The project includes an entry road from SR 19 that separates Outparcel A from the balance of the tract and also serves as a primary entrance to the residential development parcel. The commercial site includes an entrance from CR 48 along side the Town’s water plant site. Outparcel A also includes a conceptual access to the properties to the east of the Lake Hills Project. The intent of this access is to allow future development in that area to access the commercial development without the necessity of driving on SR 19.

The development agreement specifically cites grocery stores, retail sales and services, restaurants and offices as permitted uses, and the uses identified to date fall within the list of permitted uses. When proposals are submitted for the outparcels, the permitted uses will be examined at that time. Note that convenience stores with fuel sales are permitted in the project.

The commercial 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 commercial 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. 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 vary from the affected requirements for parking lot design and some foundation planting landscape requirements. These items, along with some other items will be suggested as conditions to the Planning Board action.

Concurrency Review

At the preliminary site 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 site plan is approved. 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. If timing becomes an issue, the applicants have indicated they may propose an on-site treatment facility as an interim option. The sewer service issue will need to be resolved before a final site plan can be approved.

Storm Water Management: Storm water treatment will be provided in a retention area to be constructed to the north of the commercial tract in a facility that will be shared by the

commercial and residential development. The two projects will need to provide the Town with sufficient documentation to ensure access to the off-site retention area. The size of the retention area 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 commercial and residential 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 commercial and residential) 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 commercial and residential 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 commercial and residential 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 interesections based on the design and permitting requirements of FDOT for SR-19 and Lake County for CR-48. Part of the access mangement review will include an analysis of right-of-way increases if any are required. If 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 commercial development is consistent with approved Lake Hills adopting ordinance and development agreement with regard to the location of commercial uses and the type of uses proposed. The most recent version of the preliminary site plan does not fully comply with the land development code and the development agreement. 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. 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.

Recommendation

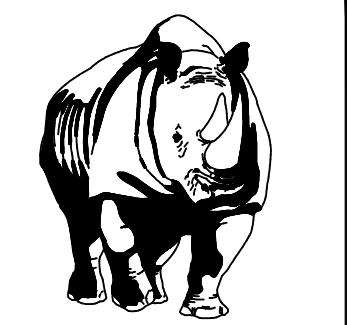
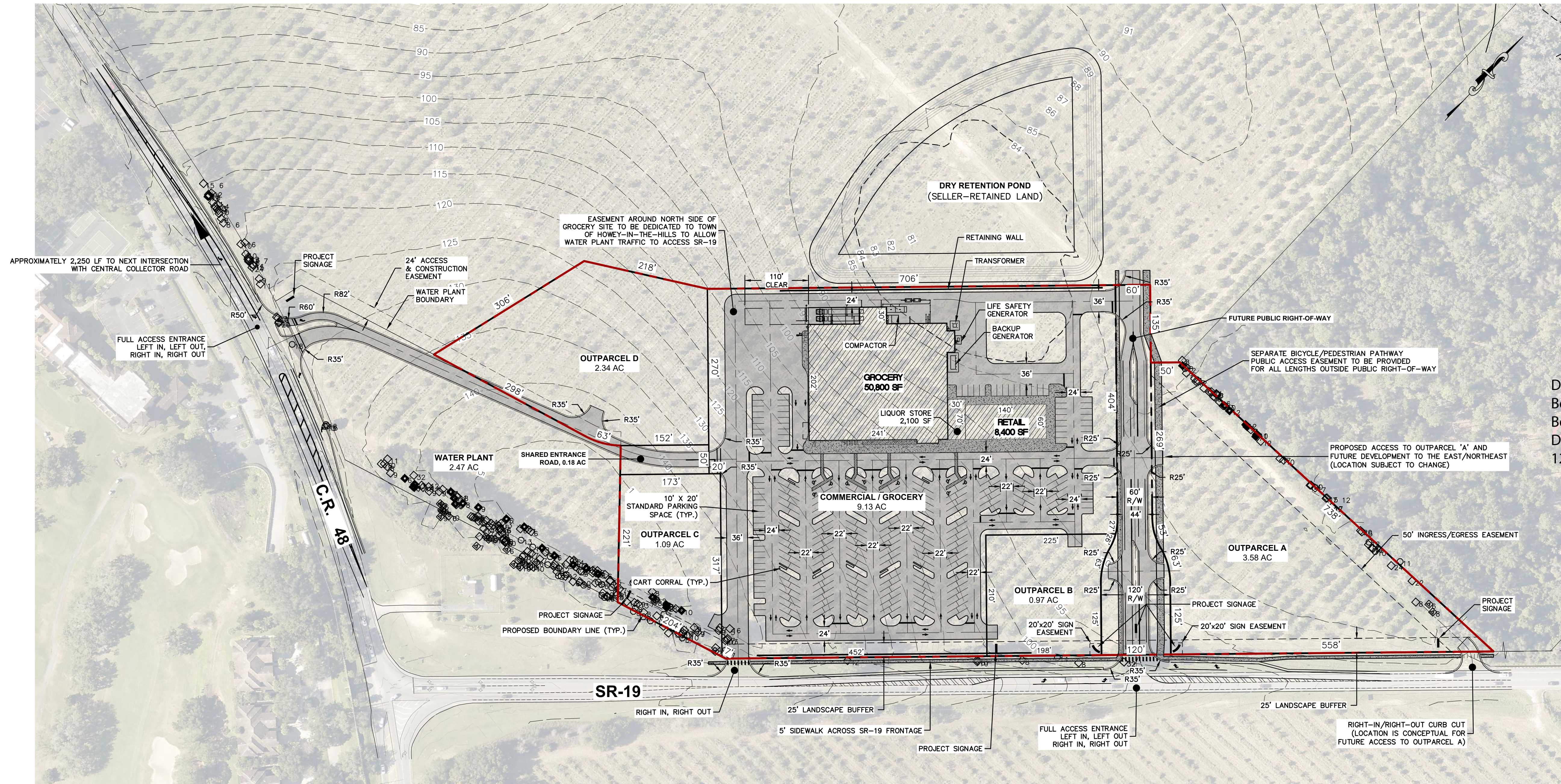
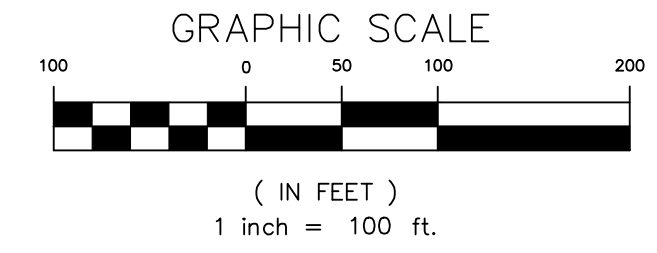
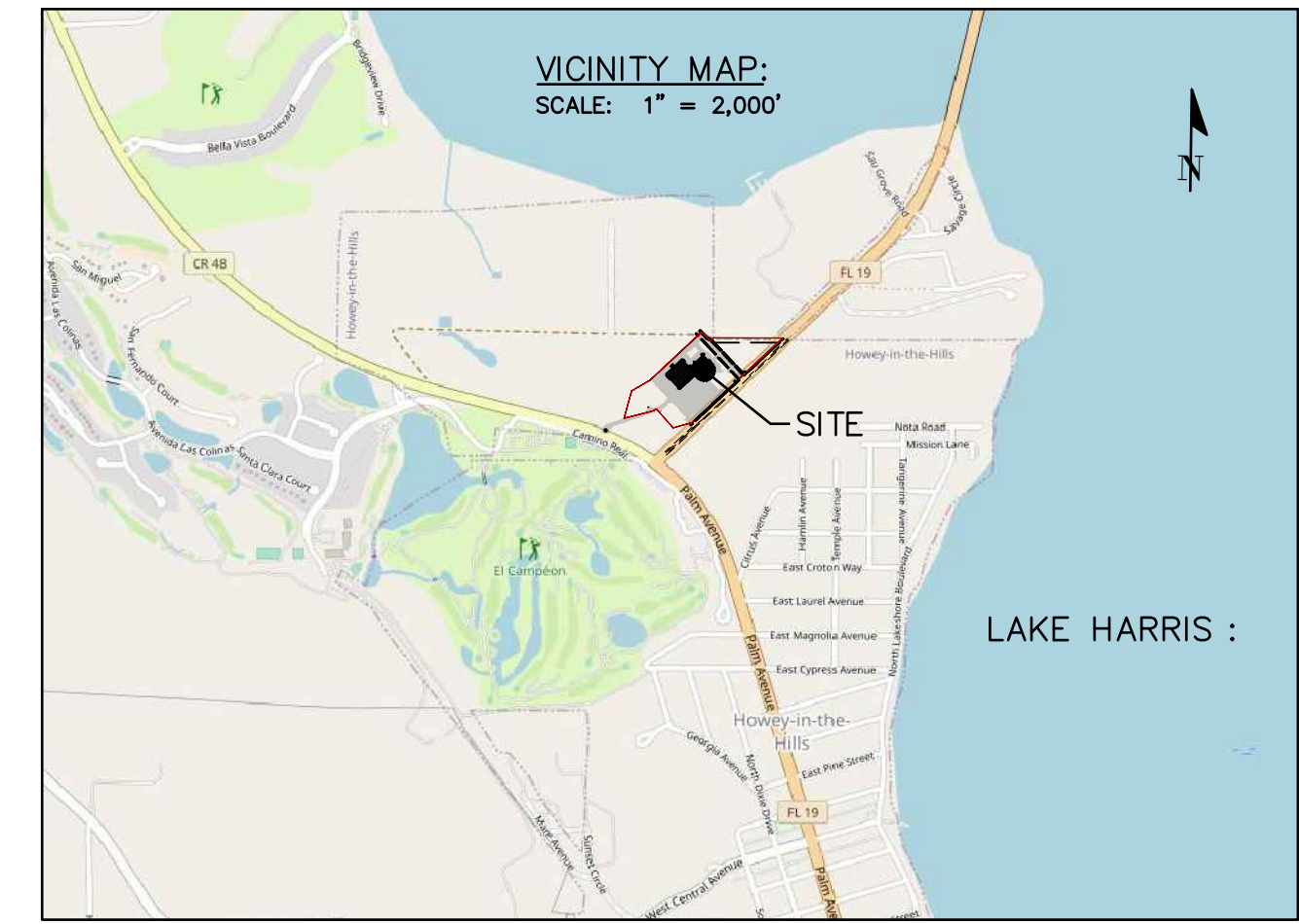
The staff recommends approval of the preliminary site plan with the conditions noted above.

LAND USE TABLE:

SITE AREA	OWNERSHIP	MAINTENANCE	AREA (AC)	AREA (%)
GROCERY RETAIL	PRIVATE	PRIVATE	9.13	49.56%
OUTPARCEL A	PRIVATE	PRIVATE	3.58	19.41%
OUTPARCEL B	PRIVATE	PRIVATE	0.97	5.28%
OUTPARCEL C	PRIVATE	PRIVATE	1.09	5.93%
OUTPARCEL D	PRIVATE	PRIVATE	2.34	12.72%
SHARED ENTRANCE ROAD	PRIVATE	PRIVATE	0.18	0.96%
PUBLIC RIGHT-OF-WAY	PUBLIC	PUBLIC	1.13	6.15%
TOTAL			18.43	100.00%

SITE DATA:

- PARCEL ID: 23-20-25-0002-000-01100
- JURISDICTION: HOWEY-IN-THE-HILLS
- ZONING: PUD
- GROSS SITE AREA: 18.43 ACRES ±
- TOTAL BUILDING S.F.: 61,300 SF
- FLOOR AREA RATIO:
 - MAXIMUM: 0.23 (PER OVERALL PD)
 - PROPOSED: TO BE DETERMINED WITH FINAL SITE PLAN
- MAX BUILDING HEIGHT: 35 FT (45 FT FOR PARAPETS, TOWERS, ETC.)
- PARKING:
 - REQUIRED: 306 SPACES
 - 5 SPACES PER 1,000SF OF BUILDING AREA (61,300 SF / 1,000 SF) * 5 = 306 SPACES MIN.
 - PROVIDED: 326 SPACES PROVIDED
 - * BICYCLE PARKING AREAS WILL BE PROVIDED WITH THE FINAL SITE PLAN
- OPEN SPACE:
 - REQUIRED: 40 ACRES ON OVERALL PD
 - PROVIDED: 0 (ZERO) ACRES. THIS PROJECT IS NOT CONTRIBUTING TO THE OVERALL OPEN SPACE COMMITMENT AS DEFINED UNDER SECTION 5.D OF THE PUD.
- DEDICATIONS & RESERVATIONS: 1.13 AC TO BE DEDICATED AS PUBLIC RIGHT-OF-WAY

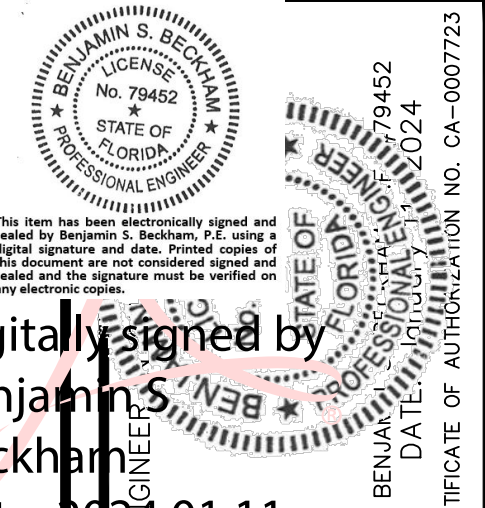


MADDEN
MOORHEAD & STOKES, LLC
CIVIL ENGINEERS

431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

PRELIMINARY SITE PLAN
FOR
LAKE HILLS SHOPPING CENTER
TOWN OF HOWEY-IN-THE-HILLS, FLORIDA

WINDCREST DEVELOPMENT GROUP, INC.
605 E. ROBINSON ST., SUITE 340
ORLANDO, FL 32801
407-219-3540



Digitally signed by Benjamin S. Beckhart
Date: 2024.01.11 12:23:23 -0500

NO.	DATE	REVISIONS
1	11/20/23	REVISED PER HOWEY DISC COMMENTS
2	07/09/24	REVISED PER HOWEY DISC COMMENTS
3		
4		
5		
6		
7		
8		
9		
10		
11		

JOB # 22041
DATE: 09/29/23
SCALE: 1" = 100'
DESIGNED BY: JAS
DRAWN BY: JAS
APPROVED BY: BSB

C100

RE: Project Name: **TBD Grocery**
Parcel #23-20-25-0004-000-00200, Alt Key #1780438

To Whom It May Concern:

I hereby authorize WindCrest Development Group, Inc. (APPLICANT) and Madden, Moorhead & Stokes, LLC (ENGINEER) to apply for and obtain permits from County/City Government, Water Management District, Florida Department of Environmental Protection, Florida Department of Transportation, Army Corps of Engineers and any other municipality or regulatory entity requiring permits be issued.



10/6/2023
Date

Owner Signature

Print Name: Ryan Lefkowitz, Vice President/Agent of Seller

Print Phone #: (407) 628-8488

Print Email Address: rlefkowitz@avantiprop.com

For:
LAKE HARRIS (ORLANDO) ASLI VII OWNER #1 LLC
923 N PENNSYLVANIA AVE
WINTER PARK, FL32789

Sworn to and subscribed before me this 6 day of October, 2023, by Ryan Lefkowitz. He/She is personally known to me or has produced identification. Type of identification: _____.


Notary Public Signature



Name: Margaret Hill
Commission No: HH 242771
Commission Expires: March 21, 2026

Tree Table

See sheet 2 for tree location

Item 4.

TREE TABLE	
POINT #	DESCRIPTION
74	CAMP 6
76	CAMP 6
256	CAMP 6
272	CAMP 6
283	CAMP 6
307	CAMP 6
75	CAMP 7
243	CAMP 7
369	CAMP 7
395	CAMP 7
402	CAMP 7
248	CAMP 8
249	CAMP 8
261	CAMP 8
267	CAMP 8
277	CAMP 8
289	CAMP 8
303	CAMP 8
308	CAMP 8
251	CAMP 9
311	CAMP 10
391	CAMP 10
398	CAMP 10
397	CAMP 11
242	CAMP 12
389	CAMP 12

TREE TABLE	
POINT #	DESCRIPTION
119	OAK 6
121	OAK 6
122	OAK 6
134	OAK 6
154	OAK 6
159	OAK 6
176	OAK 6
205	OAK 6
211	OAK 6
257	OAK 6
263	OAK 6
276	OAK 6
280	OAK 6
285	OAK 6
287	OAK 6
288	OAK 6
291	OAK 6
293	OAK 6
296	OAK 6
310	OAK 6
373	OAK 6
382	OAK 6
21	OAK 7
104	OAK 7
106	OAK 7
147	OAK 7

TREE TABLE	
POINT #	DESCRIPTION
191	OAK 8
199	OAK 8
234	OAK 8
286	OAK 8
301	OAK 8
309	OAK 8
321	OAK 8
368	OAK 8
370	OAK 8
19	OAK 8 6
7	OAK 9
83	OAK 9
169	OAK 9
220	OAK 9
221	OAK 9
236	OAK 9
238	OAK 9
273	OAK 9
378	OAK 9
316	OAK 9 5
2	OAK 10
16	OAK 10
17	OAK 10
23	OAK 10
31	OAK 10
43	OAK 10

TREE TABLE	
POINT #	DESCRIPTION
337	OAK 12
350	OAK 12
371	OAK 12
384	OAK 12
401	OAK 12
3	OAK 13
14	OAK 13
24	OAK 13
25	OAK 13
28	OAK 13
30	OAK 13
132	OAK 13
192	OAK 13
194	OAK 13
228	OAK 13
254	OAK 13
387	OAK 13
10	OAK 14
22	OAK 14
26	OAK 14
79	OAK 14
217	OAK 14
338	OAK 14
339	OAK 14
359	OAK 14
9	OAK 15

TREE TABLE	
POINT #	DESCRIPTION
8	OAK 24
252	OAK 24
330	OAK 24
98	OAK 27
49	OAK 32
50	OAK 32
72	OAK 32
42	OAK 42
297	PALM 12
340	PALM 12
365	PALM 12
39	PALM 13
47	PALM 14
298	PALM 14
40	PALM 15
41	PALM 16
1	PALM 18
173	PINE 6
178	PINE 6
181	PINE 6
165	PINE 7
166	PINE 7
184	PINE 7
278	PINE 7
158	PINE 8
196	PINE 8

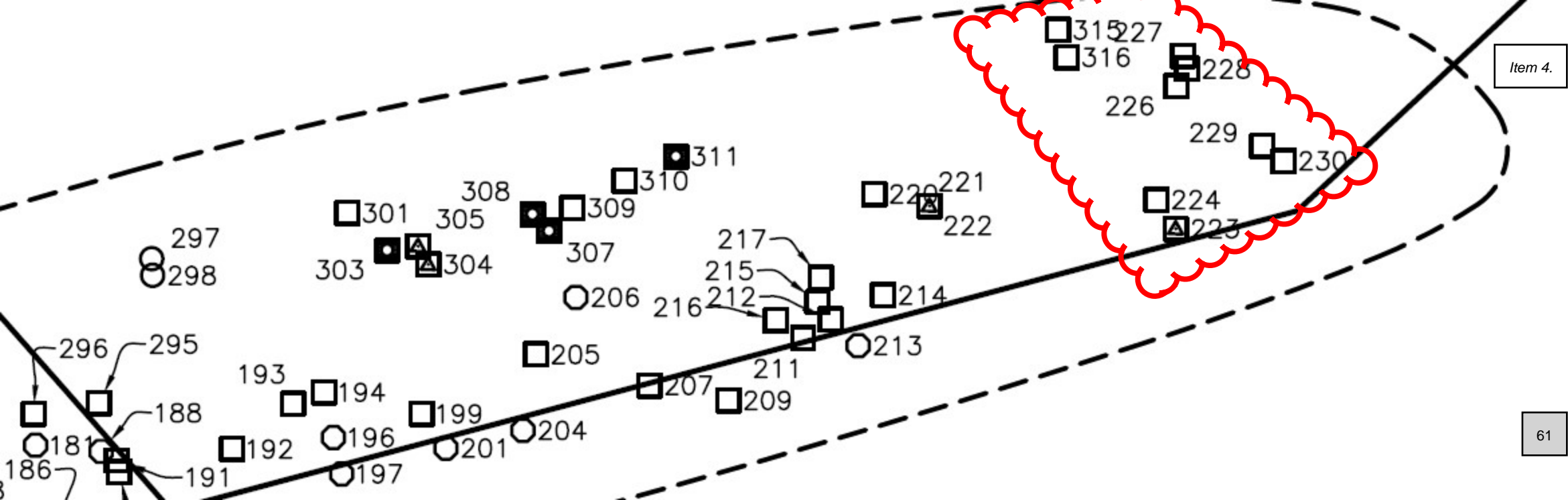
394	CAMP 12
73	CAMP 13 12
86	CHERRY 6
87	CHERRY 6
94	CHERRY 6
95	CHERRY 6
135	CHERRY 6
140	CHERRY 6
143	CHERRY 6
144	CHERRY 6
153	CHERRY 6
319	CHERRY 6
89	CHERRY 7
109	CHERRY 7
115	CHERRY 7
222	CHERRY 7
223	CHERRY 7
304	CHERRY 8
318	CHERRY 8
90	CHERRY 9
91	CHERRY 9
247	CHERRY 9
93	CHERRY 9 6
108	CHERRY 10
145	CHERRY 10
305	CHERRY 12
45	OAK 6
99	OAK 6
100	OAK 6

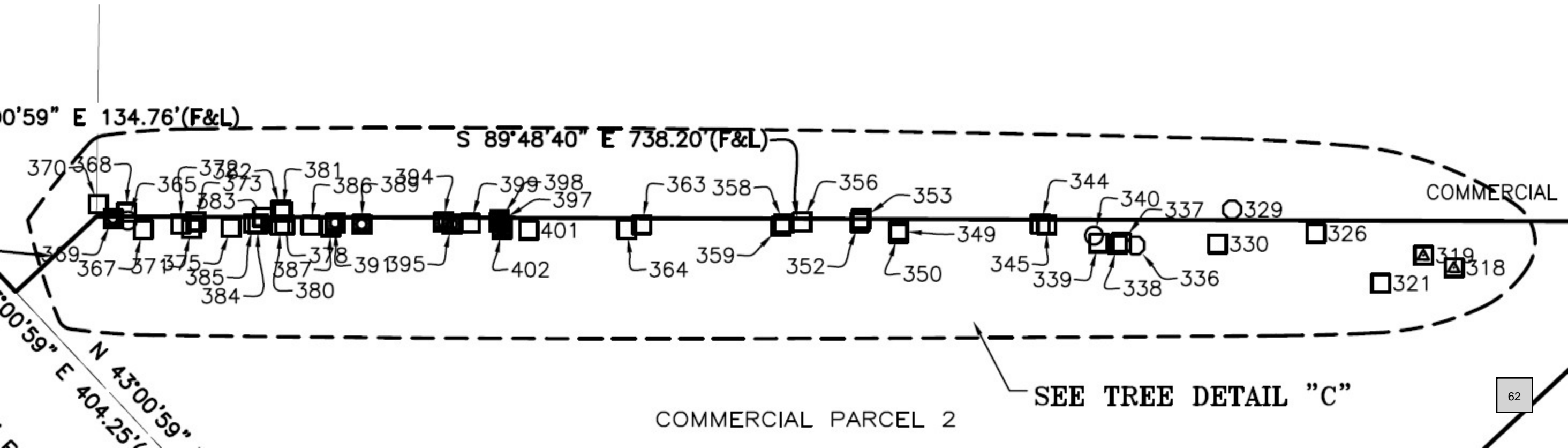
148	OAK 7
151	OAK 7
167	OAK 7
216	OAK 7
227	OAK 7
229	OAK 7
230	OAK 7
264	OAK 7
295	OAK 7
315	OAK 7
367	OAK 7
372	OAK 7
375	OAK 7
380	OAK 7
381	OAK 7
399	OAK 7
20	OAK 8
46	OAK 8
48	OAK 8
101	OAK 8
120	OAK 8
124	OAK 8
126	OAK 8
142	OAK 8
162	OAK 8
170	OAK 8
185	OAK 8
186	OAK 8
187	OAK 8

44	OAK 10
92	OAK 10
97	OAK 10
157	OAK 10
172	OAK 10
182	OAK 10
209	OAK 10
212	OAK 10
214	OAK 10
215	OAK 10
224	OAK 10
226	OAK 10
235	OAK 10
363	OAK 10
385	OAK 10
5	OAK 11
6	OAK 11
27	OAK 11
29	OAK 11
82	OAK 11
231	OAK 11
237	OAK 11
245	OAK 11
383	OAK 11
13	OAK 11 7
15	OAK 12
32	OAK 12
105	OAK 12
112	OAK 12

11	OAK 15
103	OAK 15
269	OAK 15
294	OAK 15
345	OAK 15
353	OAK 15
33	OAK 15 6
18	OAK 16
127	OAK 16
128	OAK 16
130	OAK 16
207	OAK 16
233	OAK 16
317	OAK 16
386	OAK 16
12	OAK 17
160	OAK 17
349	OAK 17
356	OAK 17
364	OAK 17
352	OAK 17 12
80	OAK 18
244	OAK 18
113	OAK 19
193	OAK 19 7
4	OAK 20
344	OAK 20
358	OAK 20
326	OAK 22

197	PINE 8
201	Item 4.
206	PINE 9
213	PINE 8
110	PINE 9
137	PINE 9
138	PINE 9
174	PINE 9
177	PINE 9
279	PINE 9
136	PINE 10
141	PINE 10
183	PINE 10
336	PINE 10
139	PINE 11
155	PINE 11
188	PINE 11
204	PINE 11
270	PINE 11
329	PINE 11
150	PINE 12
161	PINE 12
168	PINE 12
259	PINE 13
116	PINE 14
275	PINE 14
284	PINE 15





PROPERTY RECORD CARD

General Information

Name:	LAKE HARRIS (ORLANDO) ASLI VII OWNER #1 LLC	Alternate Key:	1780438
Mailing Address:	923 N PENNSYLVANIA AVE WINTER PARK, FL 32789 Update Mailing Address	Parcel Number: ⓘ	23-20-25- 0004-000- 00200
		Millage Group and City:	000H Howey in the Hills
		2023 Total Certified Millage Rate:	20.4342
		Trash/Recycling/Water/Info:	My Public Services Map ⓘ
Property Location:	COUNTY ROAD 48 HOWEY IN THE HILLS FL, 34737	Property Name:	-- Submit Property Name ⓘ
		School Information:	School Locator & Bus Stop Map ⓘ School Boundary Maps ⓘ
Property Description:	GOV LOTS 2, 4, 5, GOV LOTS 6, 7, N OF HWY 48, GOV LOT 8 N OF HWY 48 & W'LY OF HWY 19, GOV LOT 9 W'LY OF HWY 19 IN SECTION 23 TOWNSHIP 20 SOUTH RANGE 25 EAST--LESS BEG AT SE COR OF NW 1/4 OF SE 1/4, RUN N 00DEG 04MIN 21SEC E 1314.20 FT TO S'LY WATERS EDGE OF LAKE HARRIS & PT A, RETURN TO POB, RUN S 89DEG 35MIN 28SEC W 1100 FT, N 00DEG 27MIN 54SEC E 1484.76 FT TO S'LY WATERS EDGE OF LAKE HARRIS, THENCE E'LY ALONG SAID S'LY WATERS OF LAKE HARRIS TO PT A & LESS FROM THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 23, AND ALSO THE SOUTHEAST CORNER OF GOVERNMENT LOT 8 RUN THENCE NORTHERLY ALONG THE EAST LINE OF SAID LOT 8 A DISTANCE OF 567.40 FEET TO THE CENTERLINE OF STATE ROAD 459, RUN THENCE SOUTH 46-47-00 WEST ALONG SAID CENTERLINE 259.13 FEET, NORTH 43-13-00 WEST 50 FEET FOR THE POINT OF BEGINNING, RUN SOUTH 74-54-00 WEST 742.75 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF STATE ROAD 48, RUN THENCE EASTERLY ALONG SAID NORTH RIGHT OF WAY LINE 363.60 FEET TO THE POINT OF INTERSECTION OF SAID NORTH RIGHT OF WAY LINE WITH THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD 459, RUN THENCE NORTH 46-47-00 EAST 558.50 FEET ALONG SAID WESTERLY RIGHT OF WAY LINE TO THE POINT OF BEGINNING OF ADDITIONAL ROAD RIGHT OF WAY & LESS FROM THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 23 TOWNSHIP 20 SOUTH RANGE 25 EAST RUN NORTH 00-53-14 EAST 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 SOUTH 69-35-43 EAST 1186.12 FEET, THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT AND SAID NORTHERLY RIGHT OF WAY LINE 1188.29 FEET, SOUTH 75-35-20 EAST ALONG SAID NORTHERLY RIGHT OF WAY LINE 1460.31 FEET TO A OINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 2341.83 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 72-35-58 EAST 223.25 FEET, THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT AND ALONG SAID NORTHERLY RIGHT OF WAY LINE 223.33 FEET TO THE POINT OF BEGINNING, THENCE LEAVING		

Item 4.

SAID NORTHERLY RIGHT OF WAY LINE NORTH 15-36-38 EAST 52.62 FEET, NORTH 75-08-12 EAST 258.80 FEET, NORTH 75-51-45 EAST 298.35 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 133.42 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 62-15-27 EAST 62.77 FEET, THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 63.36 FEET, THENCE SOUTH 41-20-52 EAST 270.88 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF STATE ROAD 19, THENCE SOUTH 75-06-54 WEST ALONG SAID NORTHERLY RIGHT OF WAY LINE 531.94 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF COUNTY ROAD 48 AND A POINT ON A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 2341.83 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 66-12-04 WEST 299.49 FEET, THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT AND ALONG SAID NORTHERLY RIGHT OF WAY LINE 299.69 FEET TO THE POINT OF BEGINNING--ORB 4394 PG 1276

NOTE: This property description is a condensed/abbreviated version of the original description as recorded on deeds or other legal instruments in the public records of the Lake County Clerk of Court. It may not include the Public Land Survey System's Section, Township, Range information or the county in which the property is located. It is intended to represent the land boundary only and does not include easements or other interests of record. This description should not be used for purposes of conveying property title. The Property Appraiser assumes no responsibility for the consequences of inappropriate uses or interpretations of the property description.

Land Data

Line	Land Use	Frontage	Depth	Notes	No. Units	Type	Class Value	Land Value
2	WETLAND (9600)	0	0		10.530	Acre	\$0.00	\$474.00
3	ACREAGE - NON AGRICULTURAL (9900)	0	0		144.180	Acre	\$0.00	\$2,162,700.00

[Click here for Zoning Info](#) [FEMA Flood Map](#)

Miscellaneous Improvements

There is no improvement information to display.

Sales History

NOTE: This section is not intended to be a complete chain of title. Additional official book/page numbers may be listed in the property description above and/or recorded and indexed with the Clerk of Court. [Follow this link to search all documents by owner's name.](#)

Book/Page	Sale Date	Instrument	Qualified/Unqualified	Vacant/Improved	Sale Price
4394 / 1276	10/2013	Warranty Deed	Unqualified	Vacant	\$5,775,500.00
3847 / 276	11/2009	Quit Claim Deed	Unqualified	Vacant	\$100.00
1594 / 1451	03/1998	Quit Claim Deed	Unqualified	Vacant	\$1.00
1594 / 1447	03/1998	Personal Rep Deed	Unqualified	Vacant	\$1.00
1230 / 311	05/1993	Trustees Deed	Unqualified	Vacant	\$1.00

[Click here to search for mortgages, liens, and other legal documents.](#)

Values and Estimated Ad Valorem Taxes

Values shown below are 2023 CERTIFIED VALUES (July 1 Preliminary Tax Roll Certification)

Tax Authority	Market Value	Assessed Value	Taxable Value	Millage	Estimated Taxes
LAKE COUNTY BCC GENERAL FUND	\$2,163,174	\$2,163,174	\$2,163,174	5.0364	\$10,894.61
SCHOOL BOARD STATE	\$2,163,174	\$2,163,174	\$2,163,174	3.2080	\$6,939.46
SCHOOL BOARD LOCAL	\$2,163,174	\$2,163,174	\$2,163,174	2.9980	\$6,485.20

LAKE COUNTY WATER AUTHORITY	\$2,163,174	\$2,163,174	\$2,163,174	0.2940	\$635.97
NORTH LAKE HOSPITAL DIST	\$2,163,174	\$2,163,174	\$2,163,174	0.1500	\$324.48
ST JOHNS RIVER FL WATER MGMT DIST	\$2,163,174	\$2,163,174	\$2,163,174	0.1793	\$387.86
TOWN OF HOWEY IN THE HILLS	\$2,163,174	\$2,163,174	\$2,163,174	7.5000	\$16,223.81
LAKE COUNTY MSTU AMBULANCE	\$2,163,174	\$2,163,174	\$2,163,174	0.4629	\$1,001.33
LAKE COUNTY VOTED DEBT SERVICE	\$2,163,174	\$2,163,174	\$2,163,174	0.0918	\$198.58
LAKE COUNTY MSTU FIRE	\$2,163,174	\$2,163,174	\$2,163,174	0.5138	\$1,111.44
			Total:	Total:	
			20.4342	\$44,202.74	

Exemptions Information

This property is benefitting from the following exemptions with a checkmark ✓

Homestead Exemption (first exemption up to \$25,000)	Learn More View the Law
Additional Homestead Exemption (up to an additional \$25,000)	Learn More View the Law
Limited Income Senior Exemption (applied to county millage - up to \$50,000)	Learn More View the Law
Limited Income Senior Exemption (applied to city millage - up to \$25,000)	Learn More View the Law
Limited Income Senior 25 Year Residency (county millage only-exemption amount varies)	Learn More View the Law
Widow / Widower Exemption (up to \$5,000)	Learn More View the Law
Blind Exemption (up to \$500)	Learn More View the Law
Disability Exemption (up to \$5,000)	Learn More View the Law
Total and Permanent Disability Exemption (amount varies)	Learn More View the Law
Veteran's Disability Exemption (\$5,000)	Learn More View the Law
Veteran's Total and Permanent Disability Exemption (amount varies)	Learn More View the Law
Veteran's Combat Related Disability Exemption (amount varies)	Learn More View the Law
Deployed Servicemember Exemption (amount varies)	Learn More View the Law
First Responder Total and Permanent Disability Exemption (amount varies)	Learn More View the Law
Surviving Spouse of First Responder Exemption (amount varies)	Learn More View the Law
Conservation Exemption (amount varies)	Learn More View the Law
Tangible Personal Property Exemption (up to \$25,000)	Learn More View the Law
Religious, Charitable, Institutional, and Organizational Exemptions (amount varies)	Learn More View the Law
Economic Development Exemption	Learn More View the Law
Government Exemption (amount varies)	Learn More View the Law

NOTE: Information on this Property Record Card is compiled and used by the Lake County Property Appraiser for the sole purpose of ad valorem property tax assessment administration in accordance with the Florida Constitution, Statutes, and Administrative Code. The Lake County Property Appraiser makes no representations or warranties regarding the completeness and accuracy of the data herein, its use or interpretation, the fee or beneficial/equitable title ownership or encumbrances of the property, and assumes no liability associated with its use or misuse. See the posted [Site Notice](#).

Site Notice

Item 4.



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

MEMORANDUM

TO: Howey-in-the-Hills Development Review Committee
CC: J. Brock, Town Clerk
FROM: Thomas Harowski, AICP, Planning Consultant
SUBJECT: Lake Hills Commercial 1/11/24 Resubmittal
DATE: January 29, 2024

The following comments are offered in response to the resubmittal package for the Lake Hills Commercial preliminary site plan.

1. Response to Town Comment 3: The Town's engineer will need to evaluate the proposal excluding the noted lane omissions.
2. Response to Comment 6: This plan needs to show the proposed connection, even if the location needs to be revised once the development proposal for Outparcel A is submitted. This is the most effective way to keep track of the access commitment.
3. Response to Comment 11: The tree information is still unreadable. Enlarging the drawing did not result in a layout that can be reviewed. As noted in the last set of comments, the tree data is needed with the preliminary site and not deferred to a future submittal. In this case the trees seem to be at the periphery of the parcels, so preservation should be relatively easy. A calculation of historic and specimen trees is required and not provided. A tabulation is cited in the comment, but could not be located in the submittal package.
4. Response to Comments 12 and 13: As noted in the earlier staff review comments, the Town's sign code is limiting in terms of signage allowed. The applicant should evaluate the current code in comparison to the project proposals so that any differences between the desired signage and the signage allowed by code can be addressed. Deferring this analysis to a future submittal will likely contribute to future problems with plan approvals.
5. Response to Comment 17: While the detailed landscaping design may be deferred to the final site plan submittal, the designation of the landscaped buffer areas cannot be deferred (Section 7.01.01 B). The requested buffer along the rear property line is not identified on the plan and needs to be shown. This requirement applies to the exterior property lines of the outparcels as well.

6. Response to Comment 18: This response is inadequate. Deferring the required buffer until after a determination is made on the sale of the outparcel(s) is likely to result in there being no room for the buffer. Reading Section 7.02.02 requires a ten foot buffer along the property line of the primary parcel and the outparcels.
7. Response to Comment 21: The Town engineer will need to participate in decisions on site grading and retaining wall construction. Site grading should not result in the elimination of trees that could otherwise remain with the use of a retaining wall.
8. Outparcel A includes a 50-foot ingress/egress easement and a access from SR-19. Why are these proposed? To maintain traffic flow on SR 19, access points should be kept to a minimum.
9. The access to Outparcel C is too close to SR-19 and needs to be relocated.
10. The sidewalk on the SR-19 frontage needs to be extended across the front of Outparcel C.
11. Traffic Impact Assessment:
 - a. The widening project for SR-19 is not funded for construction in the current 5-year plan. An alternative solution to “wait for the widening” needs to be proposed.
 - b. The road segment on SR-19 between Citrus Avenue and Florida Avenue is considered constrained in the Town’s comprehensive plan. This segment will not be widened. How does this factor impact the traffic study findings and recommendations?
 - c. The roundabout at SR-19 and CR-48 appears to be the preferred solution for the intersection impacts. How does the applicant(s) propose to consider funding for the implementation?
 - d. Who is responsible for the traffic signal at SR-19 and the east driveway? Between the commercial and residential project, how is funding to be guaranteed?
 - e. The applicant(s) need to provide an assessment of the fair share cost for a signal at SR-19 and Central Avenue.

February 5, 2024
Lake Hills Commercial Preliminary Site 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 is working with Lake County and FDOT to develop an improvement plan for this area. Approval of this preliminary site plan should include a condition that the final construction plans will incorporate those improvements. A copy of the most recent concept plan is included with these comments.

SR 19 & CR 48 Intersection: This intersection will need to be modified to accommodate future traffic. This should be an Impact Fee project through the Lake County road improvement program. Lake Hills PUD (residential and commercial) should provide a proportionate share contribution towards that project.

CR 48 & Commercial Side Entrance: This intersection would work best as a roundabout. It would provide full access and would eliminate the need for an easement through the commercial site to accommodate traffic from the water plant.

SR 19 & Project Entrance: This intersection would work better as a roundabout. It would function as a town & project gateway, it would slow down traffic coming into town, it would provide safer egress for project traffic, and it would eliminate the need of a future traffic signal.

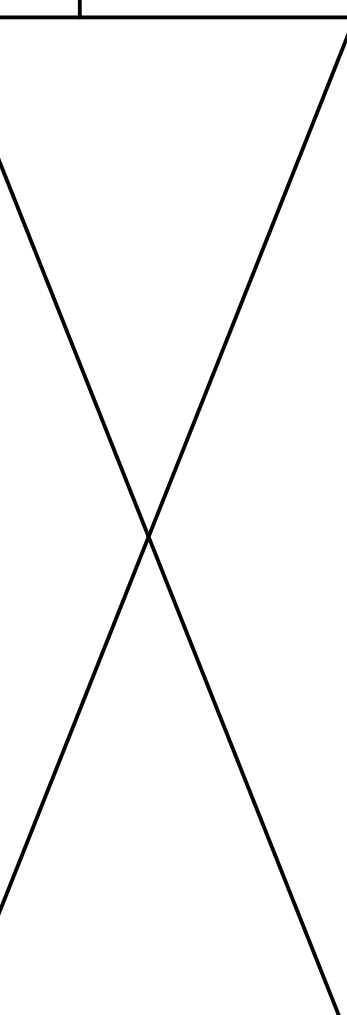
Site Plan

This development will need an easement from the town for the portion of the CR 48 access that goes over town property. A condition of the easement should include a maintenance guarantee of the access road from the commercial property owner. This can be addressed with the final site plan submittal.

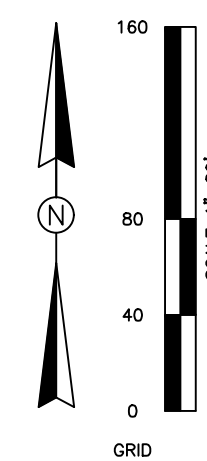
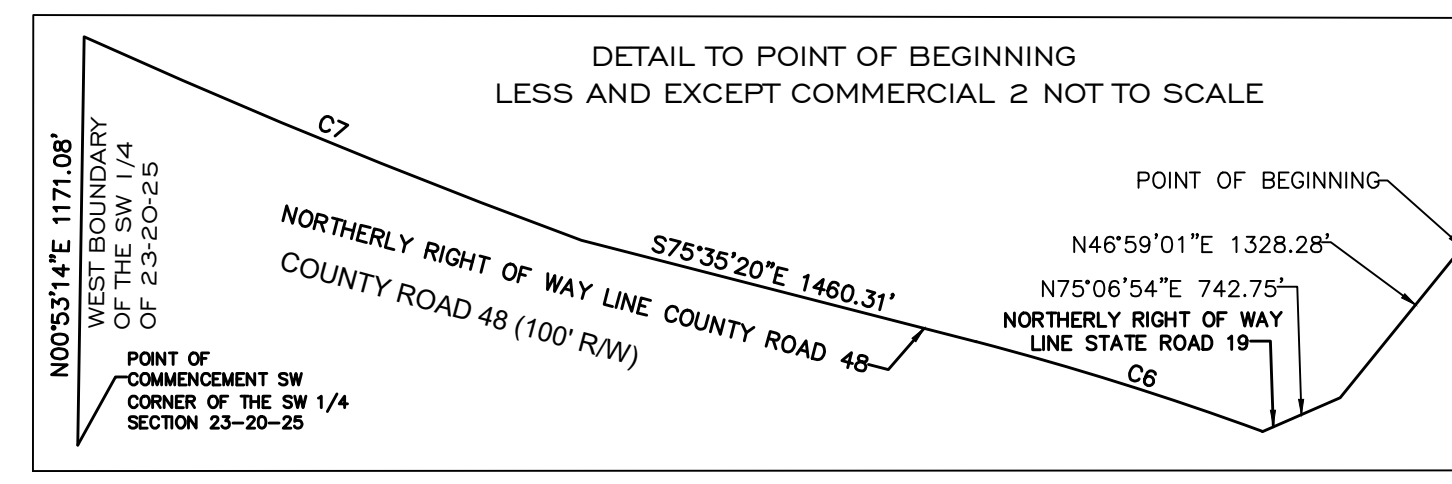
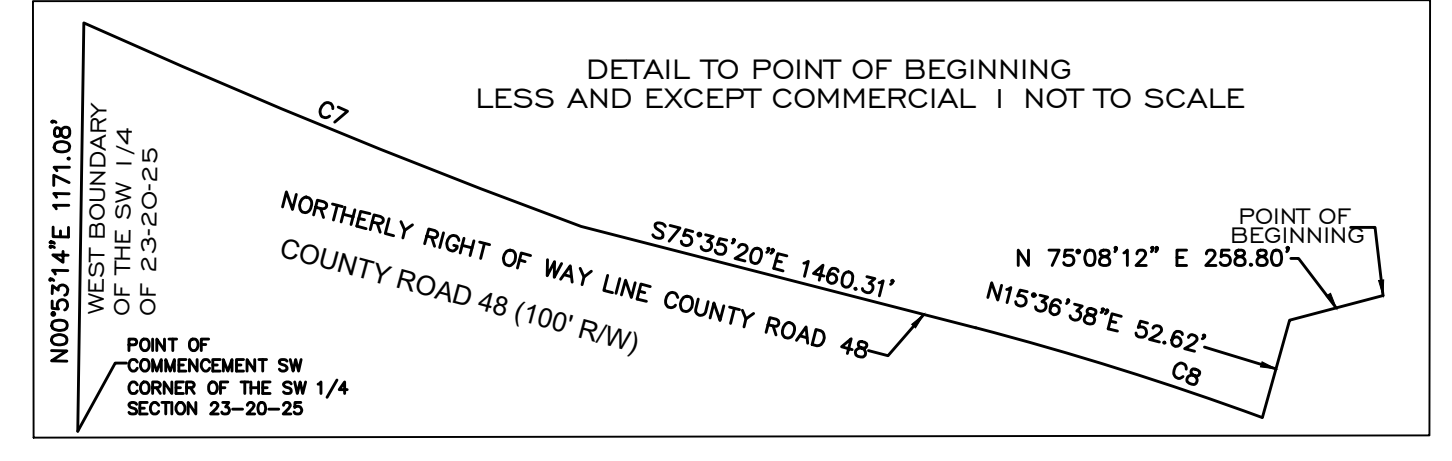
Grading of the site needs to be coordinated with the town. The design of the town's water treatment plant has recently started. During the final site plan design process the engineer for the commercial site needs to work with the town's engineers to develop a common grading design that works for both projects.



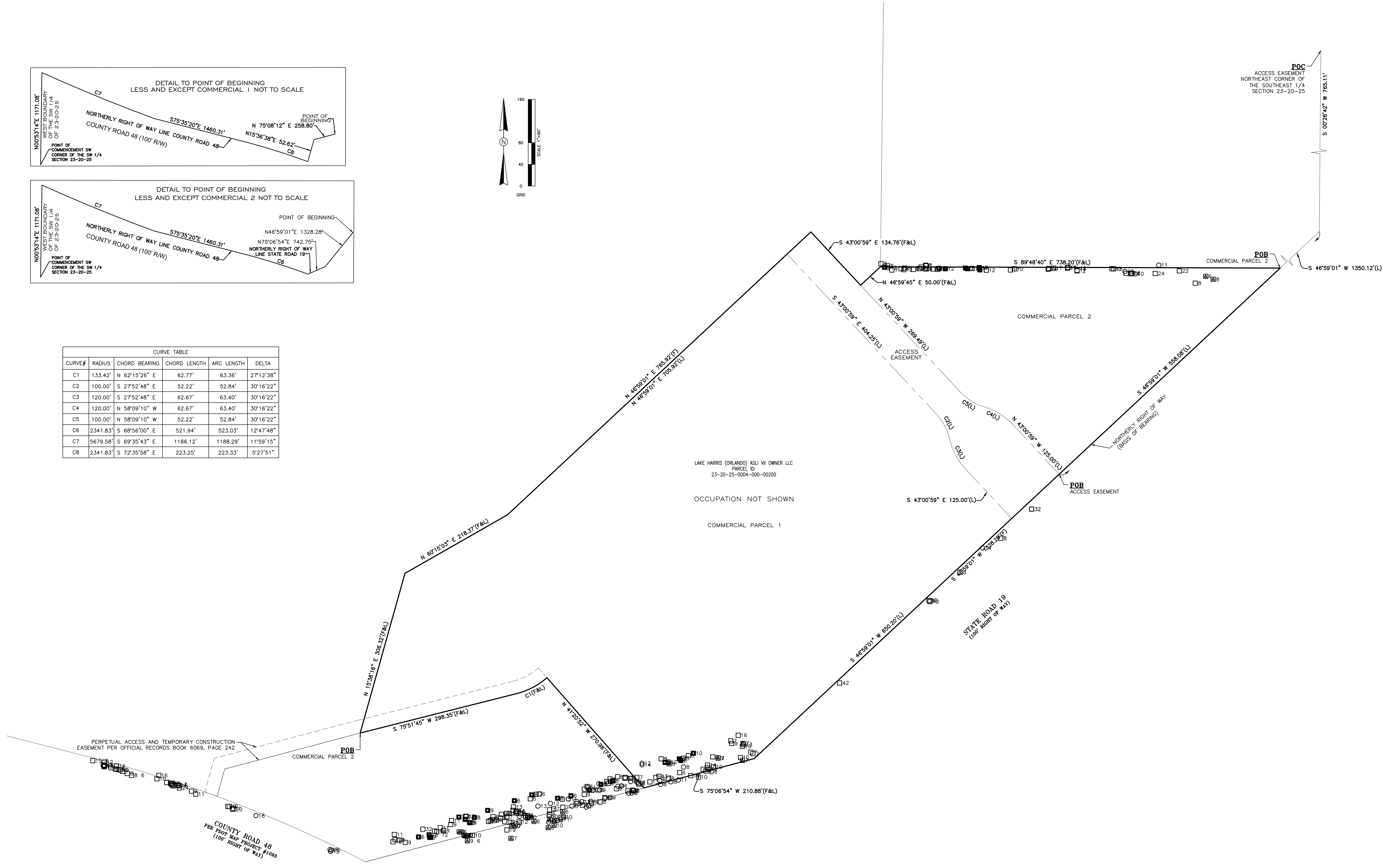
BOUNDARY SURVEY
LAKE HILLS PUBLIX
COUNTY ROAD 48, HOWEY IN THE HILLS
LAKE COUNTY, FLORIDA



PREPARED FOR:
WINDCREST DEVELOPMENT GROUP, INC.
FIELD BOOK/PAGE: DIGITAL
QUALITY CONTROL FIELD: VINCE
QUALITY CONTROL OFFICE: AJM
DRAWN BY: GCT | PARTY CHIEF: VINCE
JOB #: 04108.0006
SEC TWP RING: 23-20-25
SURVEY DATE: 11/30/2023
NOT VALID WITHOUT ALL SHEETS
2 OF 2



CURVE#	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH	DELTA
C1	133.42'	N 62°15'26" E	62.77'	63.36'	27°12'38"
C2	100.00'	S 27°52'48" E	52.22'	52.84'	30°16'22"
C3	120.00'	S 27°52'48" E	62.67'	63.40'	30°16'22"
C4	120.00'	N 58°09'10" W	62.67'	63.40'	30°16'22"
C5	100.00'	N 58°09'10" W	52.22'	52.84'	30°16'22"
C6	2341.83'	S 68°56'00" E	521.94'	523.03'	12°47'48"
C7	5679.58'	S 69°35'43" E	1186.12'	1188.29'	11°59'15"
C8	2341.83'	S 72°35'58" E	223.25'	223.33'	5°27'51"





January 11, 2024

Howey-In-The-Hills
Attn: John Brock
N. Palm Ave.,
Howey-in-the-Hills, FL 34737

RE: Lake Hills Shopping Center

Dear John:

Below please find our responses to those comments.

TMH Consulting Comments:

Comment 1: As noted in the initial review comments, a subdivision plat needs to be submitted and approved to formally create the four parcels created so far from the Lake Hills development master agreement. The final plat needs to be approved prior to approval of a final site plan for this project.

Response: Noted. This work is being pursued by the land owner.

Comment 2: The proposed public portion of the central collector is creating some administrative issues in determining how to proceed with the platting. We need to determine whether the commercial project or the residential project is going to actually construct the road from SR-19 to the start of the residential portion of the project. If this is to be a public road as indicated on the plans, then a plat is required to create the right-of-way and dedicate it to the Town. This needs to happen regardless of whether the commercial project is subdivided. The Town needs to have a sufficient guarantee that the road will be constructed to the plan requirements and Town specifications as would normally occur in a subdivision. This includes appropriate financial guarantees if the road is platted before it is constructed. If the road is to be constructed with the commercial project, then the final site plan submittal will need to include the roadway design details. If the commercial project is going to construct the road and prepare the dedication, the commercial property will need to include the roadway area so the dedication can be made.

Response: The public portion of the central collector road passing through the commercial site will be constructed by the commercial site developer. The right-of-way will be dedicated to the public by plat or separate instrument with the final site plans for the commercial site. Item #10 on the Site Data notes indicates that the road will be dedicated to the public.

Comment 3: The entrance road design includes three left turns including an access to Outparcel B, a main access to the primary parcel and a service entrance to the primary parcel. Given that the road will also serve as the primary entrance to the 570 residential units, the prospect for congestion is significant. Left turn bays or a continuous left turn lane needs to be provided.

Response: The site plan has been revised to include left turn lanes from the northbound entrance road into the commercial sites. We do not believe right turn lanes or southbound left turn lanes are warranted for this location. The arrangement and details of all street sections will be finalized with the final site plans.

Comment 4: The traffic study is still needed.

Response: The traffic study has been submitted for review.

Comment 5: The plan notes state that there are no dedications or reservations, but the collector road is a dedication as presently identified.

Response: Item #10 on the Site Data notes indicates that the collector road will be dedicated to the public.

Comment 6: This project needs to coordinate with the residential project to provide of an access road to property to the east.

Response: As discussed during the DRC, an access road will be provided through Outparcel A once design development for Outparcel A has determined the location for this access through to the residential to the east.

Comment 7: The proposed stormwater retention for the commercial parcel is within the residential portion of the project. While a document granting the legal right to drain to the retention area is being prepared, the timing of construction and who actually constructs the retention area needs to be clarified. This retention area is in Phase 2 of the residential portion of the development which may not coincide with the timing for the commercial project.

Response: The retention pond will be constructed with commercial site development. The developer will secure a construction, access, and drainage easement from the landowner prior to work. It is the developer's intent to construct a portion of the pond sufficient to serve the needs of the commercial site. The residential site will modify and expand the pond as needed in the future. All pond construction will be permitted by SJRWMD.

Comment 8: The Town Attorney will need to review the off-site construction if the plan creating the retention area has not yet been approved by the Town Council. This is another timing issue that needs to be resolved.

Response: As mentioned above, the pond will be designed, permitted and constructed along with the commercial development. All required easements are being prepared to allow conveyance to and discharge from the pond with the property owner. These easements will be provided prior to construction document approval by the Town.

Comment 9: The commercial plan set identifies the stormwater area as a dry retention area, while the residential plans identify it as a wet retention area. The plans need to be coordinated.

Response: The retention pond will be dry.

Comment 10: The applicant notes that absent another sewer service solution, the commercial project intends to construct a treatment facility on Outparcel A. This option needs to be clearly understood by the Town Council for their decision process, and a site plan review will be required for construction of the treatment facility.

Response: Noted. If a treatment facility on Outparcel A becomes necessary, construction details will be provided with the final site plans.

Comment 11: The quality and legibility of the tree survey was limited for this site. Can the tree information be limited to just the commercial project area? The master tree survey for the residential portion of the project included a table of trees by size and type with notes on trees to be saved and trees to be removed. This data should be available for the commercial land area. The tree analysis needs to include an identification of any historic and specimen trees noting trees to be preserved. The code minimum is 100% of historic trees and 50% of specimen trees.

Response: Please see the attached site survey specific to the commercial site, with tree locations shown and tabulated. Tree preservation, removal, and mitigation will be provided with the final site plans.

Comment 12: The proposed signage locations will need further discussion. The plan shows a free standing sign for each outparcel and a free standing sign at the CR-48 entrance. The signage proposed at the central collector entrance off of SR-19 is unclear as to whether this signage is intended for the residential project, the commercial project or both.

Response: The signage shown at the collector road entrance on SR-19 will serve both commercial and residential uses. The locations and configuration are conceptual. The other signage indicated on the commercial parcel will be for the commercial development only. It is the intent of the applicant to prepare a master sign plan for the entire commercial development and process this through the town after site plan approval.

Comment 13: Free standing signs in PUD developments have a maximum sign area of 32 square feet and a maximum height of eight feet. The code also limits free standing signs in shopping centers to one sign per street frontage. We are going to need to work with the legal staff to see how the outparcels can be handled. They may need to be subdivided to obtain individual signage.

Response: Noted. It is the intent of the applicant to prepare a master sign plan for the entire commercial development and process this through the town after site plan approval.

Comment 14: Wall signage is limited to 15% of the building face and two signs total on the building. Corner lots may apply the signage to each street frontage.

Response: Noted. It is the intent of the applicant to prepare a master sign plan for the entire commercial development and process this through the town after site plan approval.

Comment 15: The detailed landscape design is to be deferred to the final site plan.

Response: Noted. We agree with this assessment.

Comment 16: The area on the main parcel near the service road designated as open space needs to be landscaped with trees and shrubs. This may be a good opportunity to include an outdoor seating area as some hardscape is allowed with the landscaping.

Response: The noted open space will be landscaped, with details provided with the final site plans. This location is a service area inclusive of dumpsters enclosures and utility back of house (BFP, meters, etc.), not intended for regular public use. It is the applicant's intent to discourage public use of this space.

Comment 17: The proposed buffer along the rear of the main parcel needs to include a full landscape treatment. A "distance buffer" is not cutting it.

Response: Noted. Additional landscape buffer details will be provided with the final site plans.

Comment 18: Since there is a prospect that the outparcels will be subdivided and sold, perimeter landscaped buffers need to be provided.

Response: If outparcels are subdivided and sold, they will provide perimeter landscape buffers and setbacks as required with independent site plans.

Comment 19: The grocery store would benefit from an outdoor seating area where patrons could eat meals purchased from the grocery.

Response: Noted. The applicant will consider the suggestion.

Comment 20: Include bicycle storage areas in the plan.

Response: Bicycle parking will be provided with the final site plans. Please see the additional clarification added to note #8 on the Site Data notes.

Comment 21: The plan shows one retaining wall location along the rear of the commercial site. Are other retaining walls anticipated? If just the one retaining wall is used, the amount of fill will be significant and may affect the outparcels and adjacent roadways.

Response: The retaining wall locations are conceptual at this time, based on preliminary grading estimations. All retaining wall locations and details will be provided with grading plans included with the final site plans. All retaining walls ultimately approved will be designed and permitted separately by others with a building permit.

Comment 22: The development agreement includes design typology that needs to be addressed in the building design. Please keep this in mind. It is not too early to begin the analysis.

Response: Noted. The developer is aware of these standards and will include them in the future building design.

Griffy Engineering Comments:

Traffic

Comment 1: The project needs to submit a Traffic Impact Study for review.

Response: The Traffic Impact Study has been submitted for review.

Comment 2: The developments at this location (Lake Hills, Lake Hills Commercial, and Thompson Groves) will necessitate roadway improvements on SR 19 and CR 48. A copy of my recommended improvement plan for this area is attached.

Response: The site plan has been revised to include some suggestions from Griffy. Improvements on SR-19 have been limited to widening on the project-side only as needed to accommodate the required improvements. We have left space for future projects to incorporate this work and expand upon it for their own needs at that time. The final configuration and details of all street sections will be provided and reviewed with the final site plans.

Comment 3: The turn lanes along SR 19 and CR 48 at the access points are the responsibility of the developers.

Response: Noted.

Comment 4: The improvement to the SR 19 / CR 48 intersection (conversion to a roundabout) will require the cooperative efforts of the Town, Lake County and FDOT. This project should also receive proportionate share funding from the impacting projects.

Response: Noted.

Comment 5: The intersection on SR 19 for the main entrance to Lake Hills, Lake Hills Commercial, and Thompson groves will most likely require a traffic signal at some point in the future. The cost of that signal should be borne fully by the impacting projects.

Response: Noted.

Site Plan

Comment 6: The site boundary on the submitted plan does not reflect current property boundaries. The plan needs to be updated to show actual property lines. Refer to the survey submitted with the Lake Hills PSP for an accurate depiction of property boundaries and easements.

Response: The site boundary has been revised to show the current water plant boundary.

Comment 7: Revise the site plan to incorporate the modifications shown in the SR 19 & CR 48 Improvement Plan including turn lanes, sidewalks, trails, traffic control and ADA routes.

Response: The site plan has been revised to include some suggestions from Griffy. Improvements on SR-19 have been limited to widening on the project-side only as needed to

accommodate the required improvements. We have left space for future projects to incorporate this work and expand upon it for their own needs at that time. The final configuration and details of all street sections will be provided and reviewed with the final site plans. Internal sidewalks and ADA routes will be detailed with the final site plans.

Comment 8: This development will need an easement from the town for the portion of the CR 48 access that goes over town property. A condition of the easement should include a maintenance guarantee of the access road from the commercial property owner.

Response: Noted. The property owner will work with the Town to secure the necessary reciprocal easements for both parties to access the road.

Comment 9: The development will need to provide to the town an easement to allow traffic from the water treatment plant to access SR 19. Identify this on the plan (either graphically, with a note, or both).

Response: Noted. The site plan has been revised to include a note requiring an easement through the commercial site for the use of Town water plant traffic.

Comment 10: Modify the furthest west parking aisle of Commercial Site 1 to be all angled, one-way parking.

Response: The applicant wishes to decline this request. In the applicant's experience, it is valuable to have two-way traffic available on the ends of parking areas. Accordingly, the applicant wishes to keep the site plan as shown for now.

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

Sincerely,



Benjamin Beckham, P.E., CFM
Senior Project Manager

BSB/ja

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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 INVENTORY.....14
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>14,160</u>	<u>8,950</u>	<u>0.63</u>	<u>C</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		
							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.

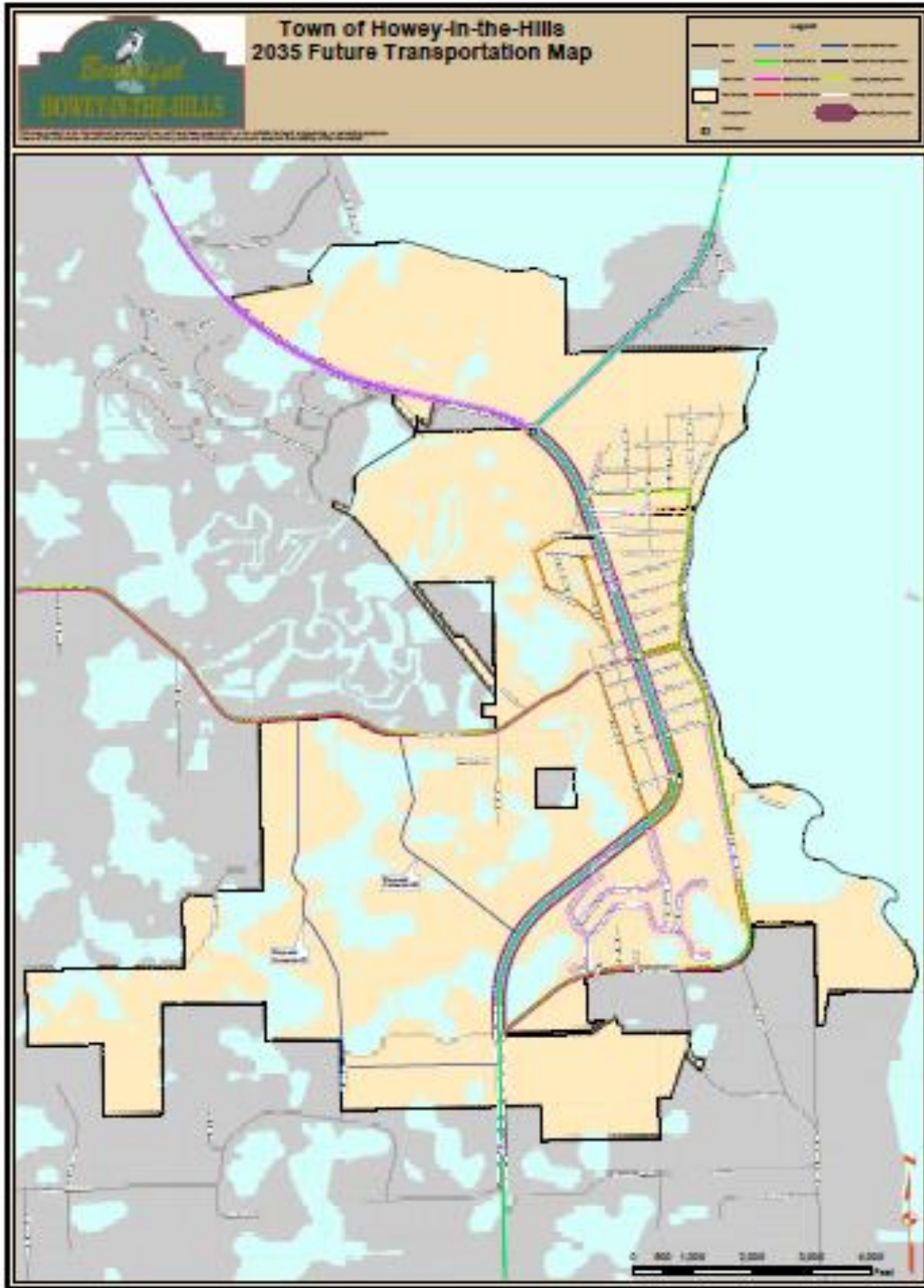
POLICY 1.10.2: *Conservation Resource Areas.* Transportation facilities shall not be placed in conservation resource areas or impact those places unless an overriding public need can be clearly demonstrated.

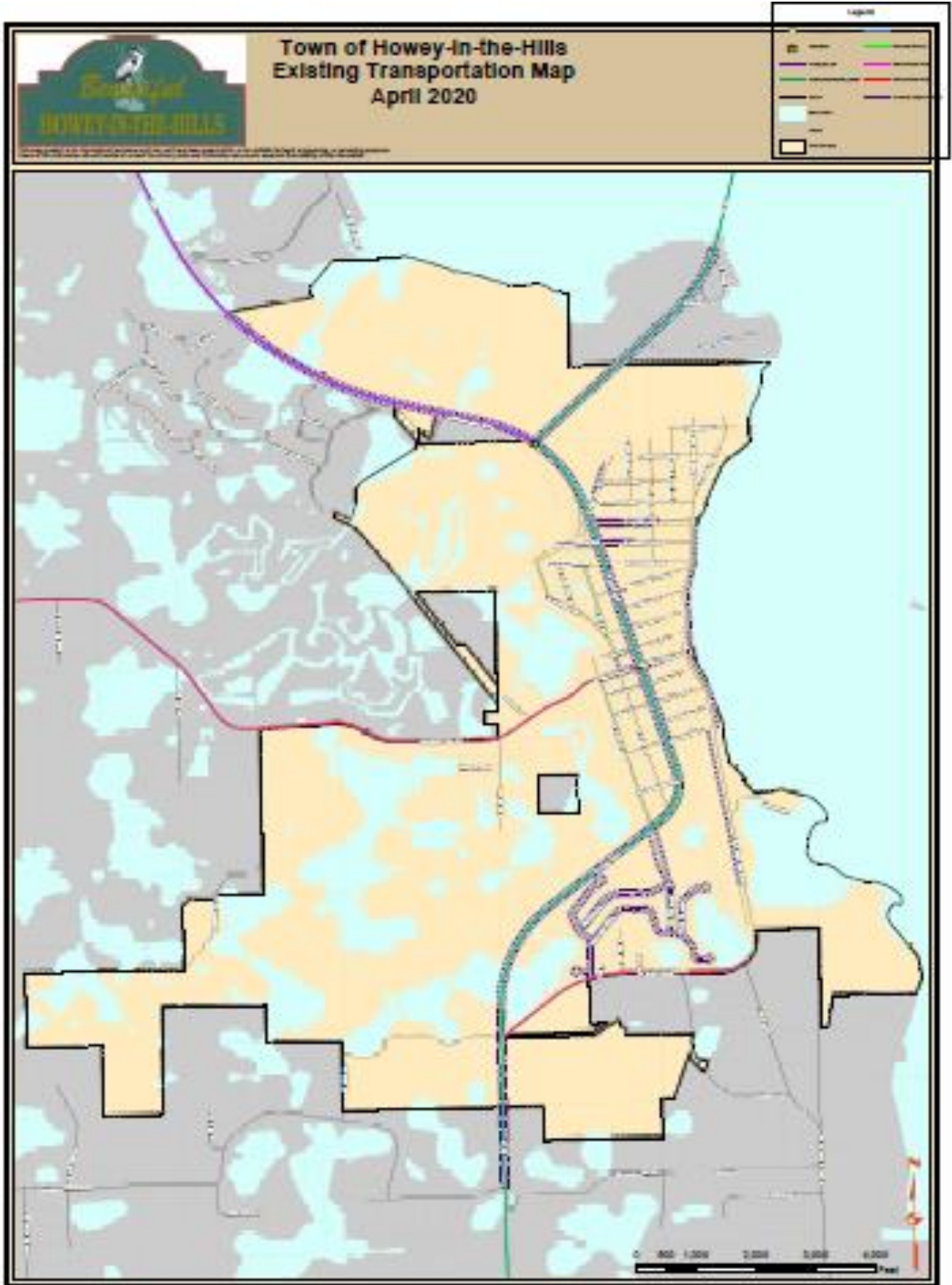
POLICY 1.10.3: *Encouraging the State and County.* The State and County shall be encouraged to monitor the environment before, during and after construction of traffic improvements.

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.

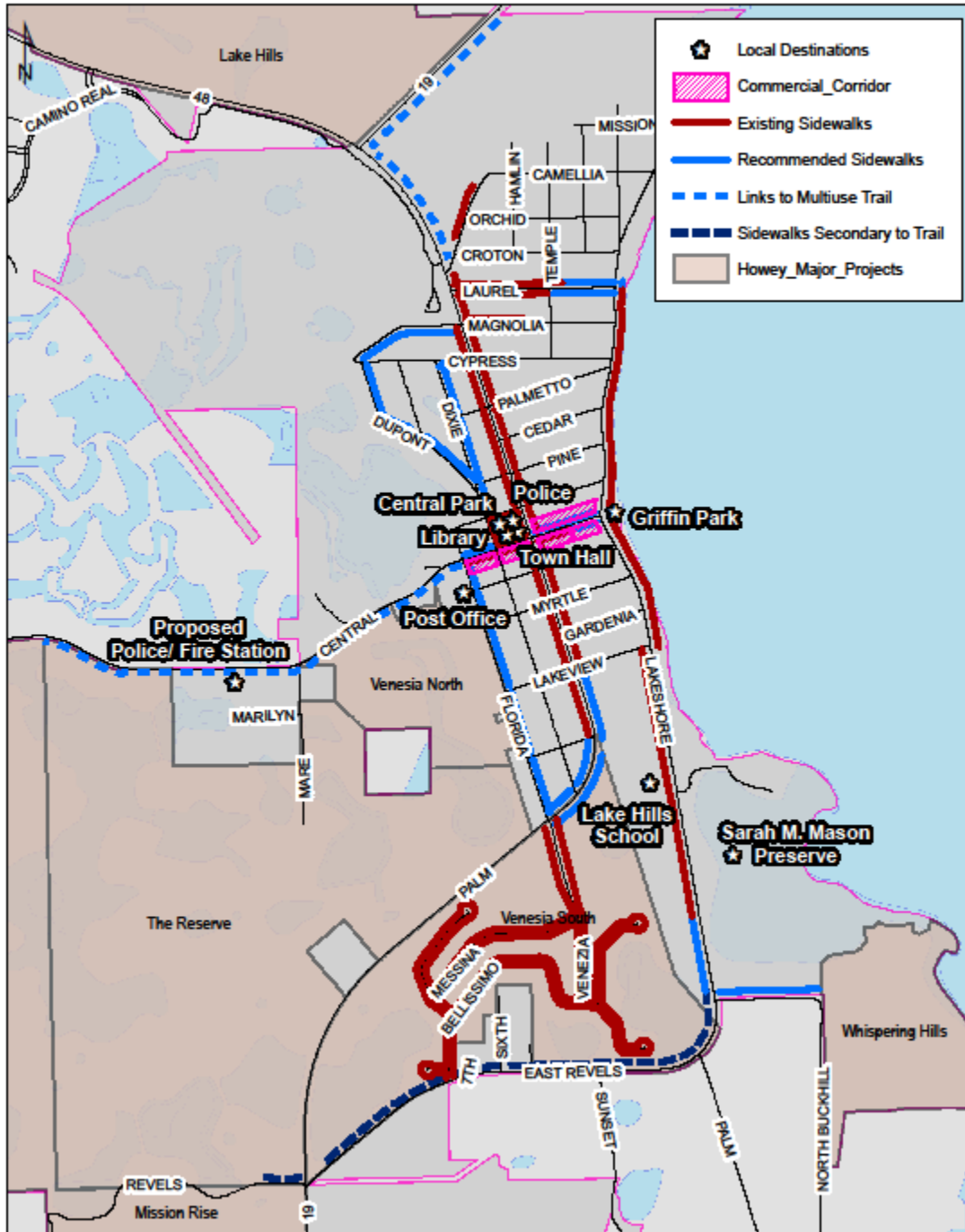
POLICY 1.11.1: Transit ridership shall be accommodated on certain Town roads. It is anticipated that if Lake County Express were to establish a route through Howey-in-the-Hills, it would most likely be taking residents to work, shopping, or other venues outside the Town. The Town shall encourage any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

